

Date: Wednesday 19 March 2025
Time: 10:00 am
Meeting Room: Room 1, Level 26
Venue: Te Wharau o Tāmaki - Auckland House
135 Albert Street
Auckland

**Te Komiti mō te Tūnuku, mō te Manawaroa me te
Tūāhanga /
Transport, Resilience and Infrastructure
Workshop**

OPEN MINUTE ITEM ATTACHMENTS

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Confirmation of Minutes

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Open Workshop, Speed limit reversals, Presentation | 3 |
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Transport, Resilience and Infrastructure Committee

Speed Limit Reversals

Teresa Burnett – GM Transport Safety
Andrew Garratt – Programme Director

19 March 2025



Agenda

- Background Information**
Response to TRIC submission
- New Speed Limit Rule – 2024**
Speed Limit Reversals
How does it affect Auckland
- Judicial review**
- Opportunities**
School Reactive Programme
Law Enforcement

On 4 July 2024, TRIC endorsed the submission to the Draft Land Transport Rule: Setting of Speed Limits 2024, that:



Government Response

X X > X > X > X



- i) **supports** the principle that local councils are best placed to understand local issues and set appropriate speeds, and the government should not be overly prescriptive on Auckland speed matters;
- ii) **opposes** the proposal to require a new and bespoke form of cost-benefit analysis for speed limit changes, noting that Auckland Transport already undertakes cost-benefit analysis for proposed changes to speed limits, but recommends changes to improve the transparency around the calculation of benefits and disbenefits;
- iii) **partially supports** strengthening consultation requirements, and recommends changes to reduce administrative costs;
- iv) **opposes** the requirement for variable speed limits outside school gates, but requests flexibility for Auckland Transport to take into account local circumstances;
- v) **opposes** the introduction of a Ministerial Speed Objective, and recommends that ministerial input into speed limit setting should remain part of the Government Policy Statement on Land Transport;
- vi) **opposes** the changes to speed limit classifications, and recommends that local authorities should have flexibility to respond to local conditions and community requests;
- vii) **supports** the update to the Director’s criteria for assessing speed management plans;
- viii) **opposes** the reversal of recent speed limit reductions, and recommends that existing speed limits can be retained where community support or special local circumstances are demonstrated.

Safe Speeds Programme

3 Phases introduced between June 2020 and March 2023

- Phase 1 treated high risk rural roads, City Centre and town centres.
- Phase 2 treated schools and roads in Franklin.
- Phase 3 treated schools, high risk urban arterials and Waiheke Island.
- 2,332 roads (approx 38% of the network) treated with lower speed limits.



2024-27

Katoa Ka Ora speed management plan

Endorsed by the Transport and Infrastructure Committee in 2023.

In accordance with the 2024 Rule, not certified by the Director of Land Transport.



New Speed Limit Rule - 2024

- Came into effect on 30 October 2024.
- Sets criteria for setting new speed limits.
- Speed limits on specified roads to be reversed by 1 July 2025:
 - Relates to speed limits implemented since 1 January 2020.
 - Permanent 30km/h zones where **a school was one of the reasons** for implementing the lower speed limit.
 - Urban connectors where speed limit was lowered, except where it is inappropriate to revert to the previous speed limit due to a significant change in the land use adjacent to the road.
- Variable speed limits outside all schools by 1 July 2026.
- No consultation required on reversed speed limits and variable speed limits outside schools.



New Speed Limit Rule - 2024 How does it affect Auckland?

Auckland Transport must comply with the rule and reverse speed limits by 1 July 2025.



Speed Limit Reversals

- 1,554 roads to be reversed, (26 urban connectors and 1,528 local streets).
- Urban connectors (Arterials) to be reversed from 17 March to 30 March.
- Local streets to be reversed during May and June.
- 15 urban connectors and 41 local streets in school areas were exempt.

Variable Schools Zones

- Required for schools on roads being reversed.
- 155 schools affected in the reversals.
- Schools with existing variable 30/40 can be retained.

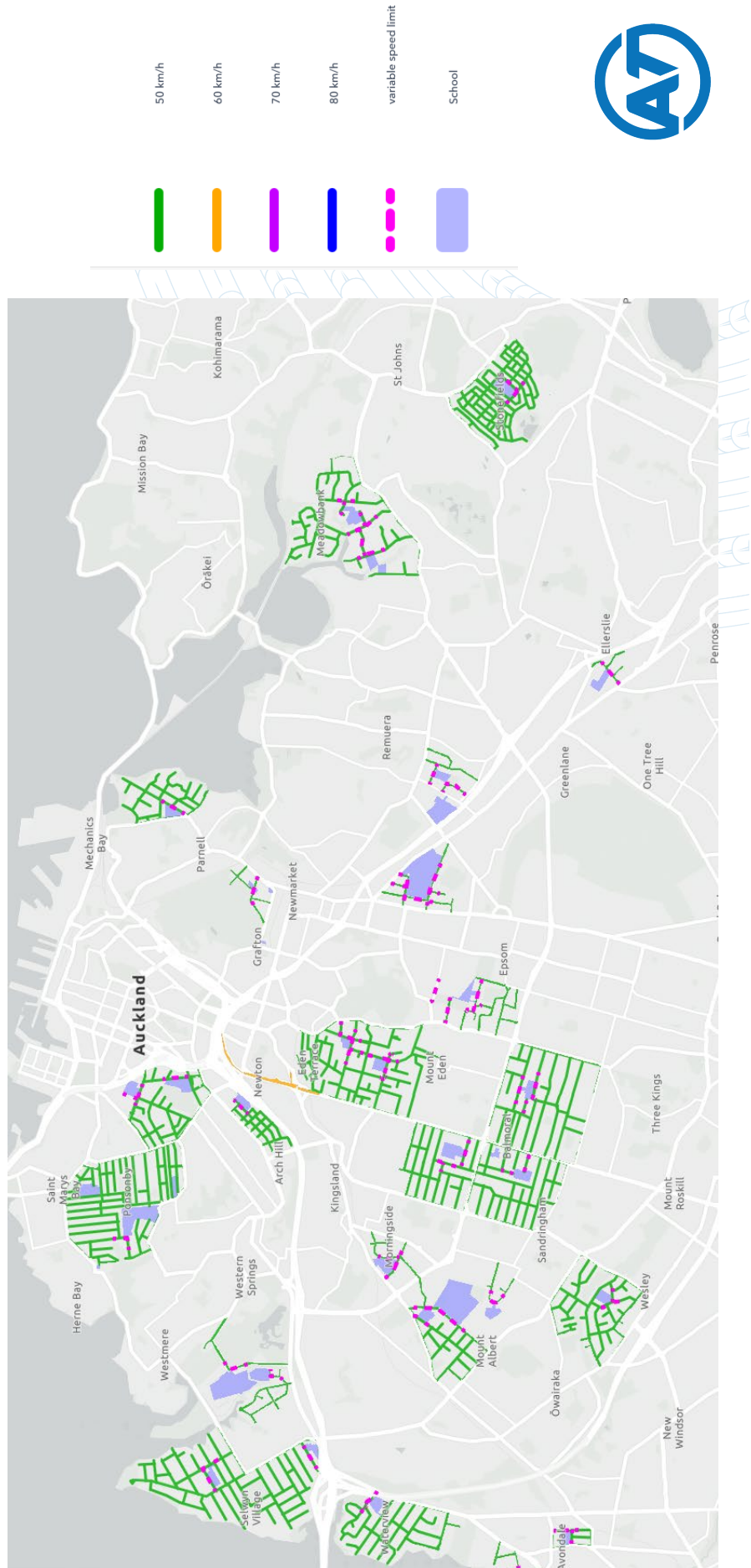


Risks

- Monitoring speed limit increases.
- Infrastructure risks being assessed.



Example of website map



Timeline

- 30 October 2024 – Setting Speed Limit Rule
- October 2024 / February 2025 – Assessing roads to be reversed
- 25 February 2025 - NZTA informed of urban connectors being reversed
- 27 February 2025 – Website live
- 11 March 2025 – Road markings started to be removed from coloured surfacing
- **17 -30 March 2025 – Speed Limits being reversed on urban connectors (arterials)**
- 1 May 2025 – Remaining roads subject to reversals confirmed with NZTA
- **May / June 2025 - Speed Limits being reversed on local streets**
- 1 July 2025 – Speed limit being reversed completed



New speed changes under 2024 Rule

 -  Urban connectors

 Urban streets

 Urban streets with significant pedestrian and/or cycling activity, or no footpaths

 -  Urban intersection speed zone where crash risk history

 -  Rural roads and connectors

 -  Rural roads where unsealed or tortuous

 -  Rural intersection speed zone where crash risk history

Any new speed limits proposed will need to be within the ranges indicated on the left based on the function of the road.

Before seeking approval from the Director of Land Transport for the speed limit change, we are required to:

- Have regard to the document, Guidance – Land Transport Rule: Setting of Speed Limits 2024 developed by NZTA.
- Prepare cost benefit disclosure statement (crashes, travel time impacts, implementation costs).
- Information broken down road by road.
- Minimum 6 week consultation period on the proposed speed limit and included in the consultation documentation a cost benefit disclosure statement and an explanation of how the road safety aspects of the GPS have been had regard to.
- Consider any submissions received during that consultation.





Judicial review

- Filed by Movement, Counsel Sally Gepp, KC, Solicitor Jack Cundy



- Eight grounds of review



IN THE HIGH COURT OF NEW ZEALAND
I TE KŌTI MATUA O AOTEAROA
WELLINGTON REGISTRY
TE WHANGANUI-A-TARA ROHE

CIV-2025-485-

UNDER
IN THE MATTER

the Judicial Review Procedure Act 2016
of an application for judicial review of a
decision to make the Land Transport Rule:
Setting of Speed Limits 2024

BETWEEN

Movement, a charitable trust having its
registered office at 355 Foster Road, RD 1,
Waimauku, Kumeu, Auckland

AND

Applicant
Minister of Transport, a Minister of the
Crown having responsibilities under the
Land Transport Act 1998, Parliament
Buildings, Wellington
Respondent

Statement of Claim for Judicial Review
Dated 16 January 2025

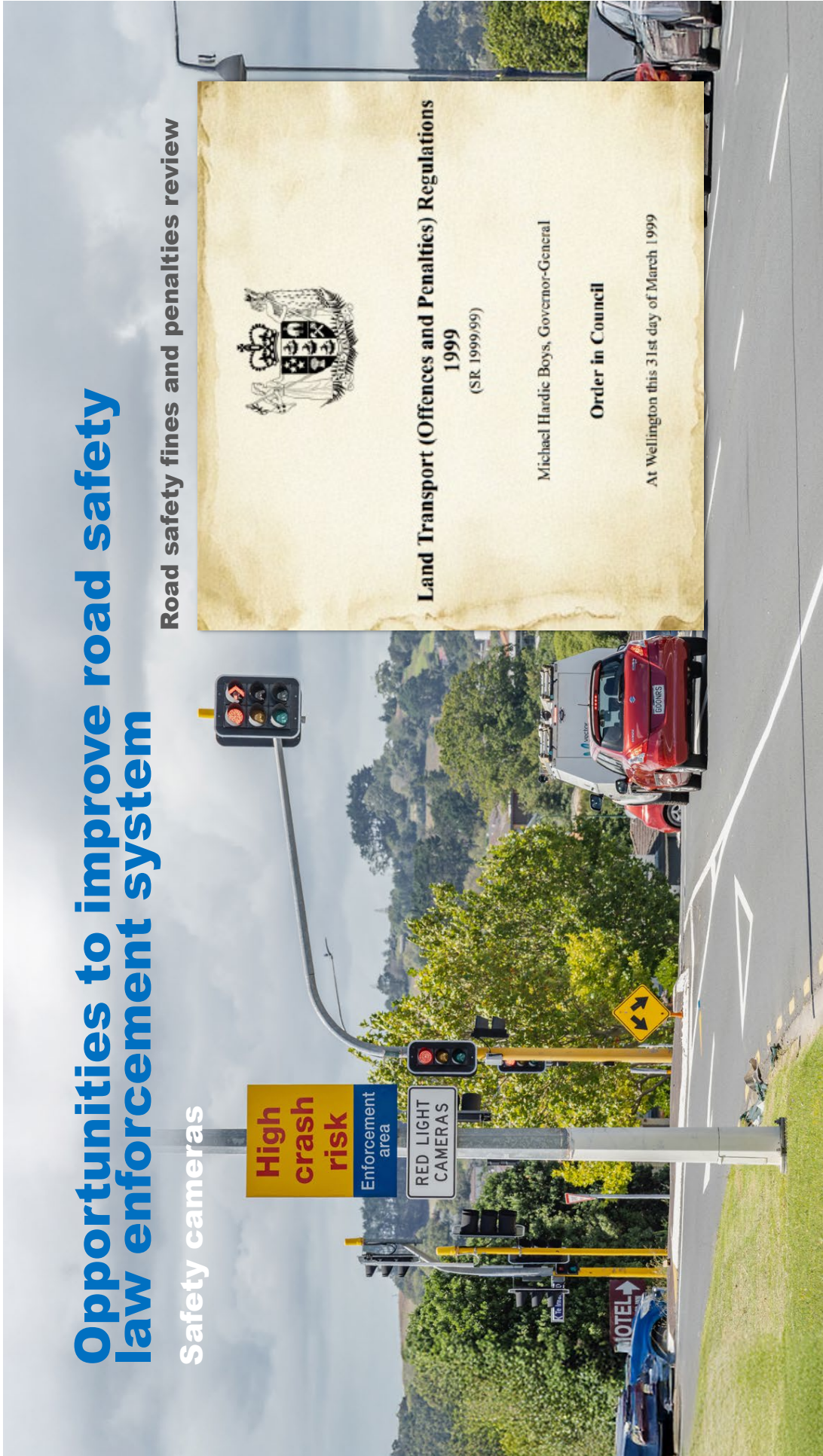
<p>Counsel Sally Gepp KC Nelson sally@allygepp.co.nz 021 558 241</p>	<p>Solicitor Jack Cundy PO Box 1077 Shortland Street Auckland jack@jackcundy.co.nz 09 972 9313</p>
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Opportunity to expand school reactive programme

Listening and responding to school safety requests

- A renewed focus to deliver on infrastructure requests from schools around safety concerns.
- Year to date, there have been 55 schools that have raised requests, and we have delivered 32 low-cost treatments at 29 schools for a total cost of \$350K.
- Positive feedback from the schools and wider communities.
- These projects are normally improved signing or lining and are often delivered via maintenance contracts so are very cost effective.







**Thank you
and
any questions**

