

Date: Thursday, 3 April 2025
Time: 10.00am
Meeting Room: Reception Lounge
Venue: Auckland Town Hall
301-305 Queen Street
Auckland

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

OPEN ATTACHMENTS

**ADDITIONAL ATTACHMENTS
UNDER SEPARATE COVER**

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12	Summary of Transport, Resilience and Infrastructure Committee information memoranda, workshops and briefings (including the forward work programme) - 3 April 2025	
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C.	19 March 2025 - Open Workshop - Speed limit reversals, Materials (Agenda, Notes and Notes attachments)	5
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Memorandum

18 March 2025

To: Local Board members

Subject: Time of Use Charging enabling legislation submission

From: Megan Tyler

Contact information: Michael Roth, Lead Transport Advisor
michael.roth@aucklandcouncil.govt.nz

Purpose

1. To request local board submissions for the *Land Transport Management (Time of Use Charging) Amendment Bill*.
2. The [Land Transport Management \(Time of Use Charging\) Amendment Bill](#) (the Bill) seeks to enable Time of Use Charging (TOUC) in New Zealand. It has been referred to the Transport and Infrastructure Select Committee with a closing date of 27 April 2025.
3. Any submissions from local boards will be appended to the Auckland Council (council)/Auckland Transport (AT) submission. They must be received by the programme team by 4pm on 22 April 2025.

Context

4. A joint council/AT project team has been undertaking work on the TOUC schemes in Auckland. This work forms an evidence base to inform a council submission that advocates for policy settings that would provide for a successful scheme in Auckland. The work programme builds on work done over recent years, particularly “The Congestion Question” report by the Ministry of Transport from 2020 and the Select Committee inquiry into congestion pricing in Auckland in 2021.
5. In parallel to the council/AT programme, the government has been advancing work to enable TOUC in New Zealand. The Bill was introduced to Parliament on 4 March 2025. It has been referred to the Transport and Infrastructure Select Committee. The closing date for public submissions is 27 April 2025.
6. At its meeting on 5 December 2024, the Transport, Resilience and Infrastructure Committee requested staff prepare a submission on this draft bill.
7. On 12 February 2025, Local Board Chairs and Transport Leads were invited to a Transport, Resilience and Infrastructure Committee workshop that outlined key aspects of the legislation and the proposed recommendations. The workshop presentation materials can be found in the [agenda of the Transport, Resilience and Infrastructure Committee - Thursday, 6 March 2025](#).
8. Staff from the project team will provide a briefing for local board members on 24 March.
9. The programme team will develop a draft submission and seek endorsement from the Transport, Resilience and Infrastructure Committee at its 3 April 2025 meeting.
10. An Insights report will be a component of the draft submission, and this includes a summary, and all details of prior local board feedback provided in September/October 2024.
11. Local boards may choose to provide further feedback on the Bill to be appended to the council submission. This must be received by the programme team by 4pm on 22 April 2025.

Discussion

12. This legislation will enable the implementation of TOUC schemes in New Zealand, which has previously not been permitted.
13. Providing a submission on this is an opportunity to influence how TOUC schemes can be implemented in a way that is beneficial for Auckland. It does not commit the council to implementing a TOUC scheme.
14. The work programme has regularly reported to, and taken guidance from, the AT Design and Delivery Committee and the council TOUC Political Reference Group. Additionally, local boards have provided resolutions on the necessary core principles for an effective scheme. Through this work, an evidence base and insights into the settings for a successful scheme in Auckland have been developed. This is informing the council submission to the select committee.
15. The government's policy objectives are broadly aligned with those identified by the council/AT TOUC programme. However, there are some aspects of the Bill that are not consistent, particularly regarding scheme governance, mitigations and revenue. Further details are available in the workshop presentation ([link above](#)).

Next steps

16. Any submissions from local boards are to be received by the programme team by 4pm on 22 April 2025.



I hereby give notice that a workshop of the Transport, Resilience and Infrastructure Workshop will be held on:

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** – Speed limit reversal **OPEN AGENDA**

MEMBERSHIP

Chairperson	Cr Andrew Baker	
Deputy Chairperson	Cr Christine Fletcher, QSO	
Members	Cr Josephine Bartley	Cr Kerrin Leoni
	Hokura Member Billy Brown	Cr Daniel Newman, JP
	Mayor Wayne Brown	Hokura Member Pongarauhine Renata
	Cr Angela Dalton	Cr Greg Sayers
	Cr Chris Darby	Deputy Mayor Desley Simpson, JP
	Cr Julie Fairey	Cr Sharon Stewart, QSM
	Cr Alf Filipaina, MNZM	Cr Ken Turner
	Cr Lotu Fuli	Cr Wayne Walker
	Cr Shane Henderson	Cr John Watson
	Cr Richard Hills	Cr Maurice Williamson
	Cr Mike Lee	

Lata Smith
**Kaitohutohu Mana Whakahaere Matua / Senior
Governance Advisor**

14 March 2025

Contact Telephone: 027 202 0586
Email: lata.smith@aucklandcouncil.govt.nz
Website: www.aucklandcouncil.govt.nz

Workshops enable staff to explore options with elected members before ideas are fully developed, and to receive feedback and guidance on policy development or project design. No resolutions or decisions are made by elected members at workshops and so the requirements of the Local Government Official Information and Meetings Act 1987 relating to local authority meetings do not apply.

Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted. Should Members require further information relating to any reports, please contact the relevant manager, Chairperson or Deputy Chairperson.

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Agenda items

1 Ngā Tamōtanga | Apologies

Note the apologies from members:

Absence

Mayor W Brown, on council business.
Cr M Lee.

2 Te Whakapuaki i te Whai Pānga | Declaration of Interest

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

Transport, Resilience and Infrastructure Workshop
19 March 2025



OPEN Workshop: Speed Limit Reversals

File No.: CP2025/03652

- Note 1: This workshop has been called by the chairperson in consultation with the staff.
Note 2: No working party/workshop may reach any decision or adopt any resolution unless specifically directed to do so.

Te take mō te pūrongo Purpose of the report

1. The purpose of the workshop is to:
 - i) Ensure Councillors understand the speed limit reversal programme.
 - ii) Provide clarity on the speed limit setting rule legislation and how Auckland Transport (AT) needs to respond to that.
 - iii) Ensure Councillors understand the process for speed management from 1 July 2025, after the reversals and provide guidance to AT officers.

Whakarāpopototanga matua Executive summary

2. The following will be covered in the workshop:

Item
Submission to the Draft Land Transport Rule: Setting of Speed Limits 2024 Michael Roth, Lead Transport Advisor (AC)
Safe Speeds Programme Teresa Burnett, GM Transport Safety (AT)
Speed Limit Reversals Andrew Garratt, Programme Director (AT)

Item 3
Item 12
Attachment C



**Te Komiti mō te Tūnuku, mō te Manawaroa me te
Tūāhanga /
Transport, Resilience and Infrastructure
Workshop – Speed limit reversals
OPEN NOTES**

Notes of the Transport, Resilience and Infrastructure Workshop held in the Room 1, Level 26, Te Wharau o Tāmaki - Auckland House, 135 Albert Street, Auckland on Wednesday, 19 March 2025 at 10.01am. A recording of the meeting is available here:
<https://www.aucklandcouncil.govt.nz/about-auckland-council/how-auckland-council-works/meetings-council-bodies/Pages/webcasts-council-meetings.aspx>

TE HUNGA KUA TAE MAI | PRESENT

Chairperson	Cr Andrew Baker	
Deputy Chairperson	Cr Christine Fletcher, QSO	From 10.05am, Item 3
Members	Cr Josephine Bartley	Via electronic link From 10.05am, Item 3
	Cr Angela Dalton	
	Cr Chris Darby	Via electronic link
	Cr Julie Fairey	
	Cr Alf Filipaina, MNZM	Via electronic link
	Cr Lotu Fuli	Via electronic link
	Cr Shane Henderson	
	Cr Richard Hills	
	Cr Kerrin Leoni	Via electronic link
	Cr Daniel Newman, JP	Via electronic link From 10.02am, Item 2
	Cr Greg Sayers	Via electronic link Until 11.21am, Item 3
	Deputy Mayor Desley Simpson, JP	Via electronic link
	Cr Sharon Stewart, QSM	Via electronic link From 10.03am, Item 3
	Cr Ken Turner	Via electronic link From 10.04am, Item 3
	Cr Wayne Walker	Via electronic link From 10.12am, Item 3
	Cr John Watson	Via electronic link From 10.23am, Item 3
	Cr Maurice Williamson	Via electronic link

Transport, Resilience and Infrastructure Workshop
19 March 2025



TE HUNGA KĀORE I TAE MAI | ABSENT

Hokura Member Billy Brown
Mayor Wayne Brown
Cr Mike Lee
Hokura Member Pongarauhine Renata

Workshops enable staff to explore options with elected members before ideas are fully developed, and to receive feedback and guidance on policy development or project design. No resolutions or decisions are made by elected members at workshops and so the requirements of the Local Government Official Information and Meetings Act 1987 relating to local authority meetings do not apply.

Transport, Resilience and Infrastructure Workshop
19 March 2025



1 Ngā Tamōtanga | Apologies

That the Transport, Resilience and Infrastructure Workshop:

- a) tuhi tīpoka / note the apologies from members:
Mayor W Brown, on council business.
Cr M Lee

2 Te Whakapuaki i te Whai Pānga | Declaration of Interest

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

There were no declarations of interest.

Cr D Newman joined the workshop at 10.02am.

3 OPEN Workshop: Speed Limit Reversals

A presentation was provided. A copy has been placed on the official minutes and is available on the Auckland Council website as a minutes attachment.

Item
<p>Submission to the Draft Land Transport Rule: Setting of Speed Limits 2024 Michael Roth, Lead Transport Advisor (AC)</p> <p><i>Cr S Stewart joined the workshop at 10.03am.</i> <i>Cr K Turner joined the workshop at 10.04am.</i> <i>Cr C Fletcher entered the workshop at 10.05am.</i> <i>Cr J Bartley joined the workshop at 10.05am.</i></p>
<p>Safe Speeds Programme Teresa Burnett, GM Transport Safety (AT)</p> <p><i>Cr W Walker joined the workshop at 10.12am.</i></p>
<p>Speed Limit Reversals Andrew Garratt, Programme Director (AT)</p>

Transport, Resilience and Infrastructure Workshop
19 March 2025



Questions and feedback

Members asked questions and received answers to their questions.

Cr G Sayers retired from the workshop at 11.21am

Cr J Watson joined the workshop at 10.23am.

Attachments

- A 19 March 2025, Transport, Resilience and Infrastructure Committee Open Workshop, Speed limit reversals, Presentation

The workshop closed at 12.25pm.



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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Note: The attachments contained within this document are for consideration and should not be construed as Council policy unless and until adopted. Should Councillors require further information relating to any reports, please contact the relevant manager, Chairperson or Deputy Chairperson.





Transport, Resilience and Infrastructure Committee

Speed Limit Reversals

Teresa Burnett – GM Transport Safety
Andrew Garratt – Programme Director

19 March 2025



Think before you print

Attachment A Item Confirmation of Minutes

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

Think before you print

A7



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.

Attachment A Item Confirmation of Minutes

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.



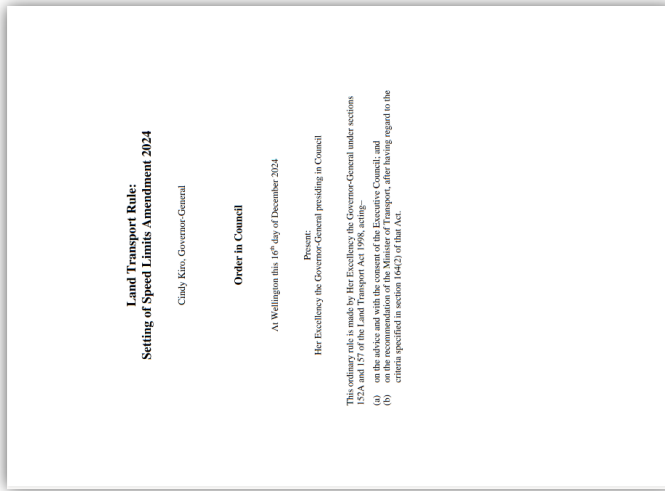
2024-27

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.



Attachment A Item Confirmation of Minutes

Transport, Resilience and Infrastructure Workshop
19 March 2025



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

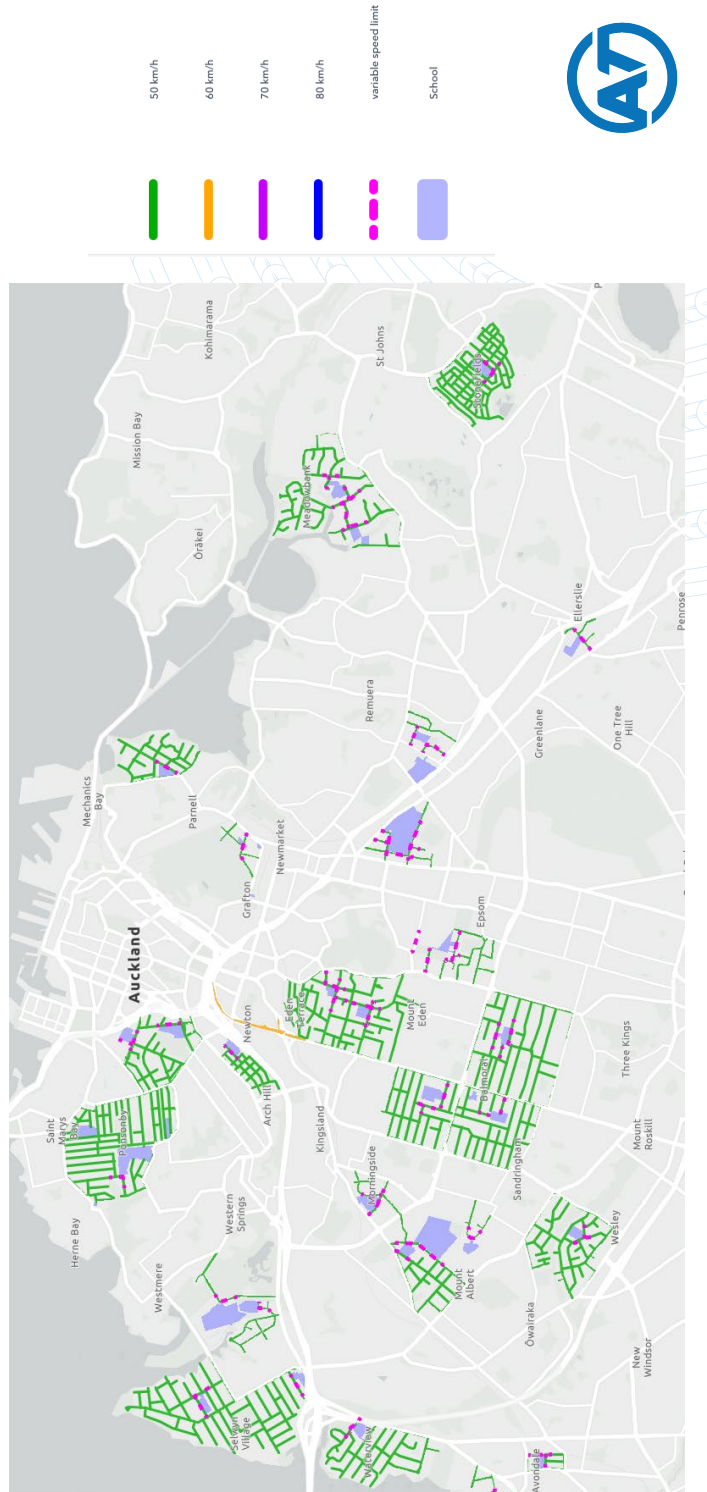
- Required for schools on roads being reversed.
- 155 schools affected in the reversals.
- Schools with existing variable 30/40 can be retained.

Risks

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



Example of website map



Attachment A Item Confirmation of Minutes













Attachment A Item Confirmation of Minutes

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.



Attachment A Item Confirmation of Minutes

Transport, Resilience and Infrastructure Workshop
19 March 2025

Auckland Council
Te Kaunhara o Tāmaki Makaurau



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 KOTI MATUA O AOTEAROA
WELLINGTON REGISTRY
TE WHANGANUI-A-TARA ROHE

CIV-2025-485-

UNDER
IN THE MATTER
BETWEEN
AND

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.

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

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

Counsel
Sally Gepp, KC
Nelson
sally@allregals.co.nz
021 558 241

Solicitor
Jack Cundy
PO Box 1077 Shortland Street Auckland
jack@allregals.co.nz
09 972 9313

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.



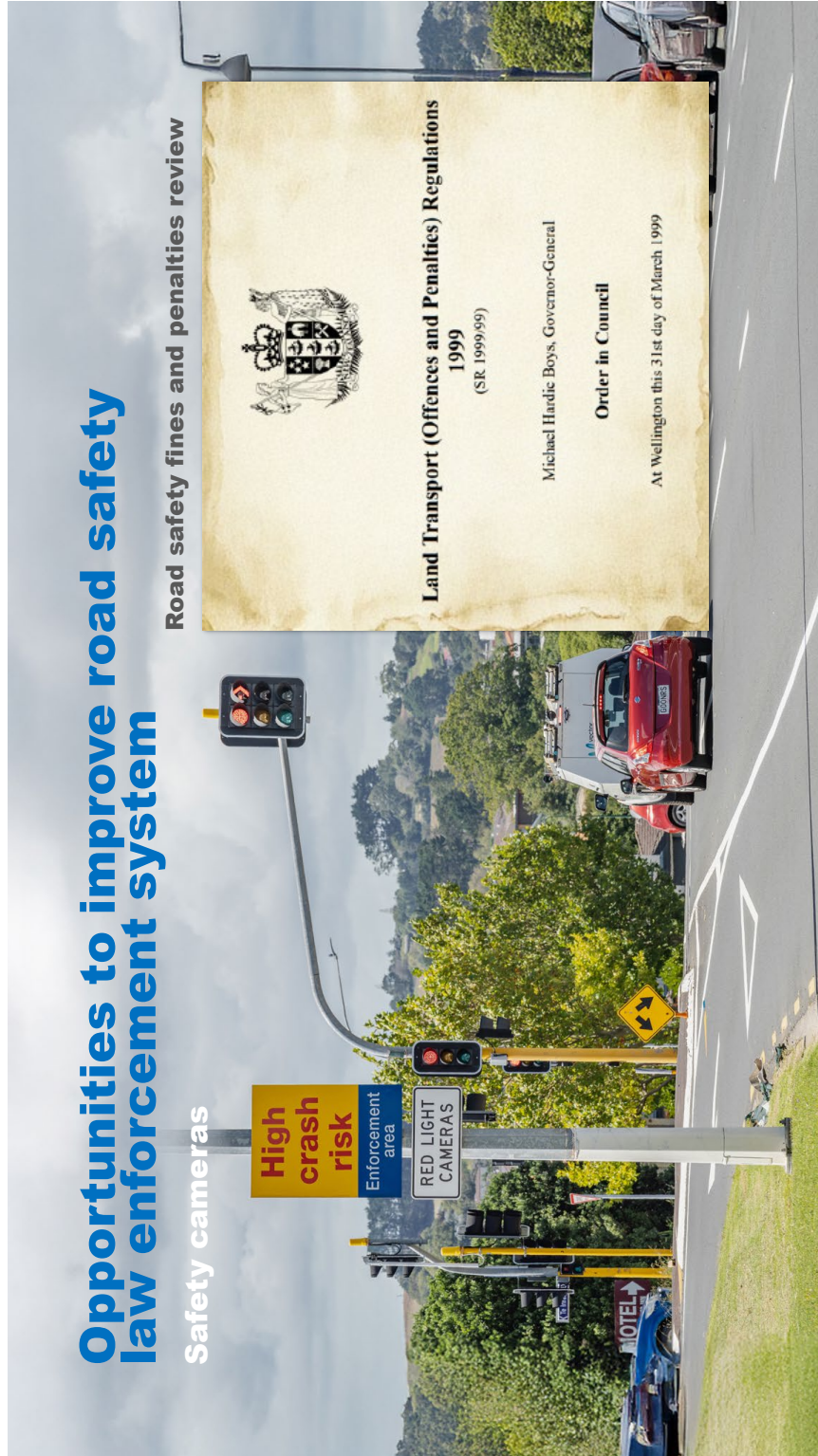
Attachment A Item Confirmation of Minutes

Attachment A Item Confirmation of Minutes

Transport, Resilience and Infrastructure Workshop
19 March 2025



Auckland Council
Te Kaunhara o Tāmaki Makaurau







Memorandum

Date: 18/03/2025

To: Local Board members, Transport Resilience and Infrastructure Committee, the Auckland Transport Board, and the Chief Executive of Auckland Transport

Subject: Speed Management and the Draft Land Transport Rule: Setting of Speed Limits 2024

From: Tauanu'u Nanai Nick Bakulich
Chair, Māngere-Ōtāhuhu Local Board

Purpose

1. To inform Local Board members about the impacts of the draft Land Transport Rule: Setting of Speed Limits 2024 and Auckland Transport's planned speed reversals, which affect roads in the Māngere-Ōtāhuhu area.

Summary

- (i) Safe speed limits in Māngere-Ōtāhuhu have saved lives and are widely supported by the community.
- (ii) The new Speed Rule, enacted without public consultation, mandates speed limit reversals by May 2025, contradicting evidence that lower speeds improve safety and economic outcomes.
- (iii) Auckland Transport has identified over 1,500 affected streets, with reversals costing \$8.8 million—only half of which is government-funded.
- (iv) Speed limit increases may create inconsistencies, lead to higher crash rates, and cause public confusion.
- (v) The Minister of Transport has allowed flexibility in other regions, and the same should be applied in Auckland to ensure local safety concerns are addressed.
- (vi) The Māngere-Ōtāhuhu Local Board generally opposes speed limit increases due to their potential negative impact on community safety.

Context

2. Safe speed limits have been a key component of Auckland Transport's Katoa, Ka Ora speed management programme, significantly reducing road deaths and serious injuries.
 - Community consultation on the Auckland Speed Management Plan (2024-2027) received 340 submissions from Māngere-Ōtāhuhu (out of 7,927 total submissions), showing strong local support for lower speed limits.
 - Research indicates that 78% of Auckland school leaders support permanent school speed zones, and 85% of deaths and serious injuries near schools occur outside designated "school travel periods."
 - Despite this, the draft Land Transport Rule: Setting of Speed Limits 2024 mandates speed reversals, contradicting evidence supporting lower limits.
 - The Local Board provided feedback opposing speed reversals on 21 August 2024 under urgency (CP2024/11717).

Discussion

3. Impact of Speed Reversals

- Higher speeds increase crash severity, putting pedestrians, cyclists, and school children at greater risk.
- Lower speed limits reduce crash-related costs, benefiting local communities.
- The \$8.8 million cost of speed reversals is only partially funded, placing additional pressure on Auckland Transport's budget.
- Frequent speed changes may reduce compliance and create enforcement challenges.

4. Local Board Position

- Supports the Katoa Ka Ora speed management programme and its success in reducing road deaths and serious injuries.
- Notes the high level of support for permanent school speed zones.
- Opposes the draft Land Transport Rule: Setting of Speed Limits 2024, particularly the mandated speed reversals and restrictions on school zones.
- Requests that Auckland Transport reassess speed reversals in Māngere-Ōtāhuhu and incorporate local board input.
- Calls for Auckland Transport to actively defend its Safe Speeds Programme and maintain existing speed limits.
- Requests a delay in speed reversals until the outcome of the January 2025 Judicial Review of the Speed Rule is determined.

Next steps

5. The following actions will be taken:
 - This memo will be circulated to the Transport Resilience and Infrastructure Committee, the Auckland Transport Board, and the Chief Executive of Auckland Transport.
 - The local board will monitor Auckland Transport's response and assess opportunities to influence the reassessment of affected streets.
 - Updates on the status of the Judicial Review and any Ministerial decisions will be provided to board members in due course.

