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## Draft Katoa, Ka Ora: Auckland speed management plan 2024-2027

For decision:  For noting:

### Te tūtohunga / Recommendation

That the Regional Transport Committee (committee):

- a) Notes the Safer Speed Project Control Group's decision of 1 February 2023 to prepare a speed management plan in accordance with the Land Transport Rule: Setting of Speed Limits 2022 (Rule) (following advice from Waka Kotahi New Zealand Transport Agency (Waka Kotahi) that a March 2024 deadline will be set for the development of speed management plans).
- b) Notes that it has received and compiled the information in Attachment 4 from the following Territorial Authorities and/or Road Controlling Authorities (RCAs): Auckland Transport (AT) and Auckland Council (AC).
- c) Notes that it has made any changes necessary to accurately reflect the approach taken across the region;
- d) Identifies in Attachment 4 any proposed change to a speed limit on a road under the control of one Territorial Authority, that adjoins a road under the control of another Territorial Authority, and the speed limit or proposed speed limit is different between those roads.
- e) Notes the information in Attachment 6 includes relevant information from the consultation draft version of the State highway interim speed management plan.
- f) Refers to the consultation draft speed management plan, Katoa, Ka Ora in Attachments 2,3,4,5 and 6.
- g) Notes that in preparing the consultation draft speed management plan, it has had regard to the road safety aspects of the Government Policy Statement on land transport and the Government's road safety strategy Road to Zero; the desirability of taking a whole of network approach to changing speed limits, safety cameras and safety infrastructure, including considering a range of speed management interventions; the guidance and information developed and maintained by Waka Kotahi, including the use of mean operating speed when setting speed limits.
- h) Adopts the consultation draft speed management plan called Katoa, Ka Ora: Auckland speed management plan 2024-7 (Katoa, Ka Ora).
- i) Agrees to provide Katoa, Ka Ora to AT (acting as the Regional Council) to facilitate public consultation.
- j) Notes that following consultation, it will:
  - i. receive any amendments advised by the Territorial Authorities and/or road controlling authorities in respect of roads under their control;
  - ii. make any edits necessary to accurately describe the approach taken across the region;
  - iii. suggest any edits to territorial authorities necessary to create a consistent approach;
  - iv. make any edits the territorial authorities provide;

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- v. update any instances where the speed limit on adjoining roads of different territorial authorities will be different;
  - vi. update information relating to the State highway speed management plan; and
  - vii. provide a final draft plan to the Director for certification once satisfied all territorial authorities have provided all edits they consider necessary.
- k) Note that following consultation, further engagement with local boards and the Transport and Infrastructure Committee is planned before approval of a revised plan is sought from the committee.

## Te whakarāpopototanga matua / Executive summary

1. Legal obligations under the Land Transport Rule: Setting of Speed Limits 2022 (Rule) requires a regional speed management plan be prepared. Legal timeframes indicated by Waka Kotahi requires the final date for the publication of any consultation draft speed management plan by October 2023 and submitting the final plan for certification by March 2024.
2. Under the Rule, the committee's role is to prepare a plan and approve a draft which will then go to consultation. The Rule requires best efforts to complete safe and appropriate speed limit setting near all schools by 2027.
3. While delivery costs are foreseen to be within the funding allocations in the Road Safety Programme Business Case for speed management activities over the 3-year delivery period, it is not confirmed. If funding is not available, implementation may need to be delayed.
4. Engaged comprehensively with local boards through workshops as well as the opportunity to provide written feedback. Including their feedback in developing the plan demonstrated commitment to listen and is different to previous phases of speed management.
5. Engagement included Treaty Partners mana whenua, elected members, other partners and the community who have shown support for speed limit reviews at certain locations.
6. This proposal is different from the previous phase, as it focuses on areas of community support, schools and reflects areas, not just individual roads. Significant areas near schools and in rural areas are covered in the plan.
7. The draft plan includes permanent speed change proposals for more than 1,800 km of roads covering 24% of the network, and variable speed change proposals for 196km of roads or 3% of the network. Work to estimate the expected death and serious injury savings from the proposal is in progress and will be released when completed.
8. Consultation feedback will be taken to local boards for further input then the committee will make a final decision in accordance with legal and safety obligations.
9. Public consultation is planned to start in July 2023 for a 6-week period and will be supported by a comprehensive communications, media and targeted marketing campaign.

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## Ngā tuhinga ō mua / Previous deliberations

10. Previous deliberations are summarised as follows:

Date	Report Title	Key Outcomes
March 2023 Safety Committee	Katoa, Ka Ora: Auckland speed management plan update	Committee provided constructive feedback
December 2021 Board	Interim speed management plan 2023-26 high level options	Endorsed development of an interim speed management plan 2023-26

## Te horopaki me te tīaroaro rautaki / Context and strategic alignment

- To meet our legal obligations under the Land Transport Rule: Setting of Speed Limits 2022 (Rule) and in support of strategic priorities in the Transport Government Policy Statement (GPS), the Government Road to Zero Road Safety Strategy and Vision Zero, AT is preparing a regional speed management plan. This aligns with legal timeframes received from Waka Kotahi for publication of the consultation draft speed management plan by 5 October 2023 and submitting the final draft speed management plan for certification by 29 March 2024.
- Under the Rule, the committee's role is to prepare a plan and approve a draft which will then go to consultation. The Rule requires us to make best efforts to complete safe and appropriate speed limit setting near all schools by 2027. The plan may include roads from other road controlling authorities in Auckland who supply these, and AC have provided input. Waka Kotahi prepared a separate draft interim state highway speed management plan and expect to have a certified final version by end of June 2023.
- In addition, the Letter of Expectations from AC requires AT to make the most of its existing network, leveraging low cost and high benefit opportunities. AT's obligations in this regard are also reflected in the Statement of Intent, noting successes of the safe speed programme to date.

## Ngā matapakinga me ngā tātaritanga / Discussion and analysis

### Robust engagement, customer research and economic analysis

- Comprehensive engagement started in early 2022 to listen and understand aspirations and concerns around speed management.
- It involved more than 60 workshops involving 21 local boards, mana whenua and partners, stakeholders and community members.

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16. Also, survey responses from almost 180 schools demonstrate that 78% support permanent 30km/h speed limits on local roads near their school.
17. Mapping more than 1,700 roads where community members have asked for lower speed limits since 2019.
18. At AC's Transport and Infrastructure Committee (TIC) meeting on 20 April 2023, the proposal to unanimous support was received for the approach to the regional speed management plan, as well as for the inclusion of a partial AC controlled road (Karioitahi beach).
19. Economic analysis of speed limit scenarios near schools showed the expected travel time delay from all scenarios was between 12 and 14 seconds for an average urban vehicle trip of approximately 20 minutes. Also that scenarios that only involved use of variable signs produced a benefit-cost ratio of 0.2, or 20c return for every dollar of investment. Following engagement feedback and value for money considerations, the use of permanent changes is the first choice for local roads with variable signs for urban arterials and high-speed rural roads.
20. Customer research showed two in three Aucklanders are willing to accept 3-5 minutes more travel time if it helps make travel safer; most support related to changes near schools, town centres and places where children are.

**Focus on schools and where communities are ready for change while delivering value for money**

21. The 10-year vision of the plan is to move to the nationally consistent speed limit ranges all road controlling authorities in New Zealand have been given through the national speed management guide.
22. The three-year plan focuses on schools and changes communities can more easily understand, while still delivering on value for investment. This includes areas near schools and town centres, residential streets, rural roads, and locations supported by local boards, mana whenua, partners and communities.
23. The draft plan includes permanent speed change proposals for more than 1,800 km of roads covering 24% of the network, and variable speed change proposals for 196km of roads or 3% of the network. Work to estimate the expected death and serious injury savings from the proposal is in progress and will be released when completed.
24. From recent workshops with all local boards, received a small number of requests for speed limit review on secondary arterials but none for primary arterials.
25. Following local board feedback, we have enlisted two consistent mapping approaches to create regionally consistency. These mapping approaches are intended to make any changes easy to understand while delivering value for money. Tailored local board mapping approaches are response to partner and community request, percentage covered in this phase and when to implement changes.
26. During consultation, will ensure transparency, make it easy to understand and easy to provide feedback.

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## Ngā tūraru matua / Key risks and mitigations

Key risk	Mitigation
Limited time before public consultation commences, possibly impacting ability to deliver a high standard of communications, marketing and engagement in the time available.	Funding and resourcing made available to mitigate as far as possible.
While supported and aligns with local board feedback, public concern can still be expected.	This proposal is different from the previous phase, as it focuses on areas of community support, schools and reflects areas, not just individual roads.
Public understanding and support of approach and safety benefits.	Leveraging early engagement, listen to local boards to understand where communities are ready for change and deliver where this is supported by our mapping approaches.  Establish and maintain robust monitoring and evaluation.
Failure to meet target in Rule to complete all schools by 2027.	Collate all school and community requests for further changes received during consultation and return to local boards to seek support for further implementation.

## Ngā ritenga-ā-pūtea me ngā rauemi / Financial and resource impacts

27. Currently estimated to cost \$30-50 million to deliver, including developing and consulting on the plan, technical design for the three-year programme, and delivery of speed limit changes and supporting infrastructure.
28. Delivery costs will be under AT's Regional Land Transport Plan road safety budget, with co-funding sought from Waka Kotahi. It is foreseen to be within the funding allocations in the Road Safety Programme Business Case for speed management activities over the 3-year delivery period.
29. If funding not available, implementation may need to be delayed.

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## Ngā whaiwhakaaro ō te taiao me te panonitanga o te āhuarangi / Environment and climate change considerations

30. The Transport Emissions Reduction Pathway (TERP) identifies the rapid delivery of safe speeds across urban Auckland as a key action to contribute towards carbon emission reduction with an increase in public transport patronage, and more mode shift towards walking and cycling.

## Ngā whakaaweawe me ngā whakaaro / Impacts and perspectives

### Mana whenua

31. In 2022, the Mana Whenua Kaitiaki Forum confirmed this work aligns with their road safety objectives in their strategic plan. During mana whenua transport hui and wānanga, mana whenua have supported safe speed limits near kura kaupapa and schools, kōhanga reo and kindergartens, marae, papakāinga and kaumātua housing.

### Ngā mema pōti / Elected members

32. Local board workshops were undertaken in 2022 and then again in February and March 2023. To date several local boards have requested locations for speed limit reviews, particularly near schools and community locations.

33. As noted earlier in this report, the TIC has been engaged to receive feedback on the plan and this has been incorporated. Including Karioitahi beach in the plan was also supported by the TIC.

### Ngā rōpū kei raro i te Kaunihera / Council Controlled Organisations

34. Proposed speed limit changes in and around the Panmure Town Centre will complement Eke Panuku projects in Panmure.

### Ngā kiritaki / Customers

35. Customer research has shown the safety of the journey to school is of increasing concern to parents and safety of children is a priority. Customers support for speed limit changes remains stable at 51% and after being informed about the decrease in road deaths on roads where speeds were reduced, support for the speed limit reductions increases to 68%

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## Ngā whaiwhakaaro haumaruru me ngā whaiwhakaaro hauora / Health, safety and wellbeing considerations

Safe speed limits are one part of delivering what Aucklanders asked for through the Auckland Plan 2050, a network free of death and serious injury. In addition, they help children and communities feel safe and support healthy, active modes.

### Ā muri ake nei / Next steps




36. Finalise consultation material and commence public consultation in July 2023.
37. Forward consultation submissions to respective RCAs.
38. Consider submissions and prepare a revised final draft plan for presentation to the committee for consideration and adoption.

### Ngā whakapiringa / Attachments

Attachment number	Description
1	Integrated Engagement, Communications and Marketing Plan
2	Draft Katoa, Ka Ora: Auckland speed management plan 2024-7 – Executive summary
3	Draft Katoa, Ka Ora: Auckland speed management plan 2024-7 – Main document
4	Draft Katoa, Ka Ora: Auckland speed management plan 2024-7 – Appendix one: Three-year speed limits implementation plan
5	Draft Katoa, Ka Ora: Auckland speed management plan 2024-7 – Appendix two: Safety infrastructure and safety camera supporting information
6	Draft Katoa, Ka Ora: Auckland speed management plan 2024-7 – Appendix three: Waka Kotahi interim speed management plan
7	Local board formal feedback received April 2023 on Draft Katoa, Ka Ora engagement

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## Te pou whenua tuhinga / Document ownership

Submitted by	Michael Brown <b>Road Safety Engineering Manager</b>		
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