

## Kaipātiki Local Board Workshop Programme

**Date of Workshop:** Wednesday 8 March 2023  
**Time:** 10.00am  
**Venue:** Boardroom, 90 Bentley Ave, Glenfield

Time	Workshop Item	Presenter	Governance role	Proposed Outcome(s)
10.00 – 11.00am	Customer and Community Services - Connected Communities <ul style="list-style-type: none"> <li>Libraries update</li> </ul>	<p><b>Trina Schuster</b> Lead &amp; Coach – Kaipātiki &amp; Devonport-Takapuna, Connected Communities</p> <p><b>Cici Dwe</b> Community Broker, Connected Communities</p> <p><b>Jenny Cutting</b> Library Manager, Glenfield Library</p> <p><b>Lucia Mataia</b> Library Manager, Northcote Library</p> <p><b>Chooi-Wen Khoo</b> Library Manager, Birkenhead Library</p>	<ul style="list-style-type: none"> <li>Keeping informed</li> </ul>	<ul style="list-style-type: none"> <li>Receive update</li> </ul>
11.00 – 11.10am	Break			

<p>11.10am – 12.10pm</p>	<p>Plans and Places</p> <ul style="list-style-type: none"> <li>• Birkenhead Heritage Trail Project</li> </ul>	<p><b>Marguerite Hill</b> Senior Specialist: Community Heritage, Plans and Places</p> <p><b>Gillian Taylor</b> Chairperson of the Birkenhead Residents Association</p> <p><b>Jane Legget</b> Museums and Heritage Specialist</p>	<ul style="list-style-type: none"> <li>• Keeping informed</li> </ul>	<ul style="list-style-type: none"> <li>• Receive update</li> </ul>
<p>12.10 – 1.00pm</p>	<p>Lunch</p>			
<p>1.00 – 2.00pm</p>	<p>Kaipātiki Local Parks Management Plan</p>	<p><b>Darren Jeong</b> Service and Asset Planner, Regional Services &amp; Strategy</p> <p><b>Kiri Le Heron</b> Service &amp; Asset Planning Team Leader, Regional Services &amp; Strategy</p>	<ul style="list-style-type: none"> <li>• Setting direction</li> </ul>	<ul style="list-style-type: none"> <li>• Define board position and feedback</li> </ul>

<p>2.00 – 3.00pm</p>	<p>Auckland Transport –</p> <ul style="list-style-type: none"> <li>• Katoa, Ka Ora (Speed Management Plans)</li> </ul>	<p><b>Annie Ferguson</b> Communications and Engagement Safe Speeds Programme Auckland Transport</p> <p><b>Marilyn Nicholls</b> Elected Member Relationship Partner (North), Auckland Transport</p> <p><b>Adam Moller</b> Principal Transportation Engineer, Auckland Transport</p> <p><b>Chatura Siriwardane</b> Senior Transportation Engineer, Auckland Transport</p> <p><b>Ivy Hao</b> Road Safety Engineer, Auckland Transport</p> <p><b>Eva Newell</b> Graduates/Notetakers, Auckland Transport</p> <p><b>Caragh Turner</b> Graduates/Notetakers, Auckland Transport</p>	<ul style="list-style-type: none"> <li>• Keeping informed</li> </ul>	<ul style="list-style-type: none"> <li>• Receive update and provide feedback</li> </ul>
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**Next workshop:** Wednesday 22 March 2023

<b>22-Mar-23</b>	9.15am	9.50am	Members only time
	10.00am	11.00am	BID Policy and BID programmes
	11.00am	11.10am	Break
	11.10am	12.10pm	Kāinga Ora regional update
	12.10pm	1.00pm	Lunch
	1.00pm	2.00pm	Play Advocacy for Local Boards
	2.00pm	5.00pm	Community Investment Advice

**Role of Workshop:**

- (a) Workshops do not have decision-making authority.
- (b) Workshops are used to canvass issues, prepare local board members for upcoming decisions and to enable discussion between elected members and staff.
- (c) Workshops are open to the public however, decisions will be made at a formal, public local board business meeting.
- (d) Members are respectfully reminded of their Code of Conduct obligations with respect to conflicts of interest and confidentiality.
- (e) Workshops for groups of local boards can be held giving local boards the chance to work together on common interests or topics.

Connected Communities 2025

A thriving, inclusive and  
safe community.



**OUR VISION – *Why we exist***  
All Aucklanders living their best lives, through the power of community

**OUR OUTCOMES – *What achieving our vision looks like***

Manaakitanga	Whanaungatanga	Kaitiakitanga
All Aucklanders can participate in society, enjoy and celebrate their identity and fulfil their potential	All Aucklanders are connected and feel as though they belong	All Aucklanders are connected to and care for our taonga, spaces and places

**OUR STRATEGY – *How we'll get there***

**OUR PRIORITIES – *What we need to focus on first***

EQUITY OF ACCESS + PARTICIPATION	CONNECTING COMMUNITIES WITH THEMSELVES AND EACH OTHER	ENABLING LEADERSHIP + INNOVATION
Focus on enabling communities to use our physical and digital spaces to nurture full participation	Creating opportunities for all Aucklanders to connect, learn, discover and celebrate the diversity of Tamaki Makaurau	Growing a leadership mindset and digital and innovation capabilities to support Aucklanders to make change that matters

***Kia Ora Te Whānau***  
Leading a programme that supports whānau Māori to be resilient, confident and successful





# SUSTAINABLE DEVELOPMENT GOALS

17 GOALS TO TRANSFORM OUR WORLD



## Keeping ourselves accountable & on track

Local Board  
report  
appropriate  
wording

Strategy  
Session at  
each  
monthly  
hui

Telling our  
stories –  
how/where  
/to whom  
(internal &  
external)

**“Having sustainability as our focus is a way of being.  
How we work, how we get to work, our daily practices”**

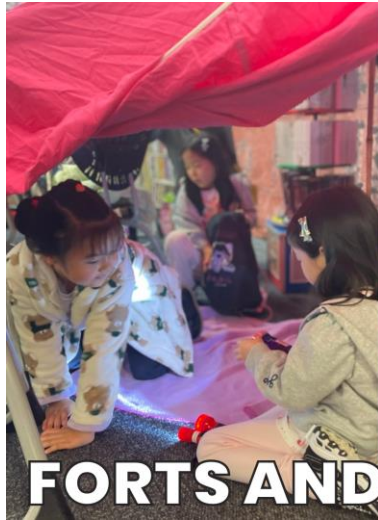


# Glenfield Library

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# Northcote Library



**FORTS AND FUN NIGHT**



**COMMUNITY GARDEN**



**LUNAR NEW YEAR**



**CHRISTMAS**



**KITTY KŌRERO**

**LIBRARY DOG ONSITE**  
**NORTHCOTE LIBRARY**  
 We have a library dog today. If you have any fear or concerns or if you wish to bring your dog in the library, please ask our friendly librarians. Let us know if you want to say Hello to our pawfect library assistants!

**KOKO** **SHILO**

**LIBRARY DOGS**

**Learn English For Daily Life**  
 Every Friday 10.30am – 12.30pm  
 Northcote Library

- English for work, life and study
- Meet new people
- Learn a wide range of topics

**Job Café at Northcote Library**  
 Every Tuesdays 12.30pm – 2.30pm  
 FREE and FRIENDLY employment support to everyone!  
 Help with:

**PARTNERSHIP**

Partners: FNGLI ISH Auckland Council Waiata ADE Auckland Council

# Birkenhead Library



**BIRKENHEAD LIBRARY PRESENTS**

**GREEN CLINICS**  
SUSTAINABILITY & CLIMATE ACTION INFORMATION DESK

**NOHO MAMA Live Lightly**

**ECO EXPO**

**11 DECEMBER 2022**

**COME AND CELEBRATE ALL THINGS SUSTAINABLE**  
JOIN US FOR A DAY FOR THE WHOLE FAMILY. PACKED WITH TALKS ON SUSTAINABILITY, CREATIVE ACTIVITIES AND A GREEN CLINIC EXPO

**10 - 3PM LOW CARBON EVENT**  
BIRKENHEAD LIBRARY, NELL FISHER RESERVE  
CYCLE DOWN OR CATCH PUBLIC TRANSPORT TO REDUCE YOUR CARBON FOOTPRINT. THIS WILL BE A LOW WASTE EVENT.

STAY UP TO DATE WITH OUR FACEBOOK EVENT  
<https://fb.me/e/2m3tVgCmo>



**Auckland Council**  
Te Kaitiaki o Te ōhanga Kaitiaki

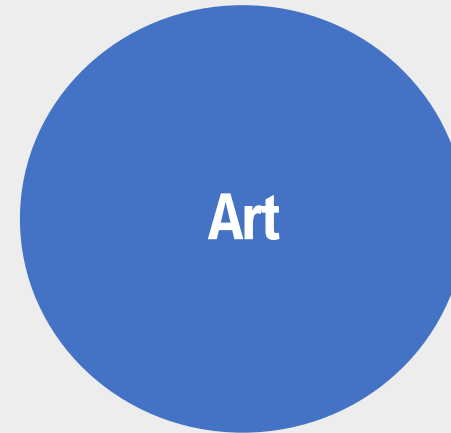
Connected Communities WP aligns to Kaipatiki Local Board Plan  
Outcome 1: Te whai wāhitanga me te oranga – Belonging and wellbeing



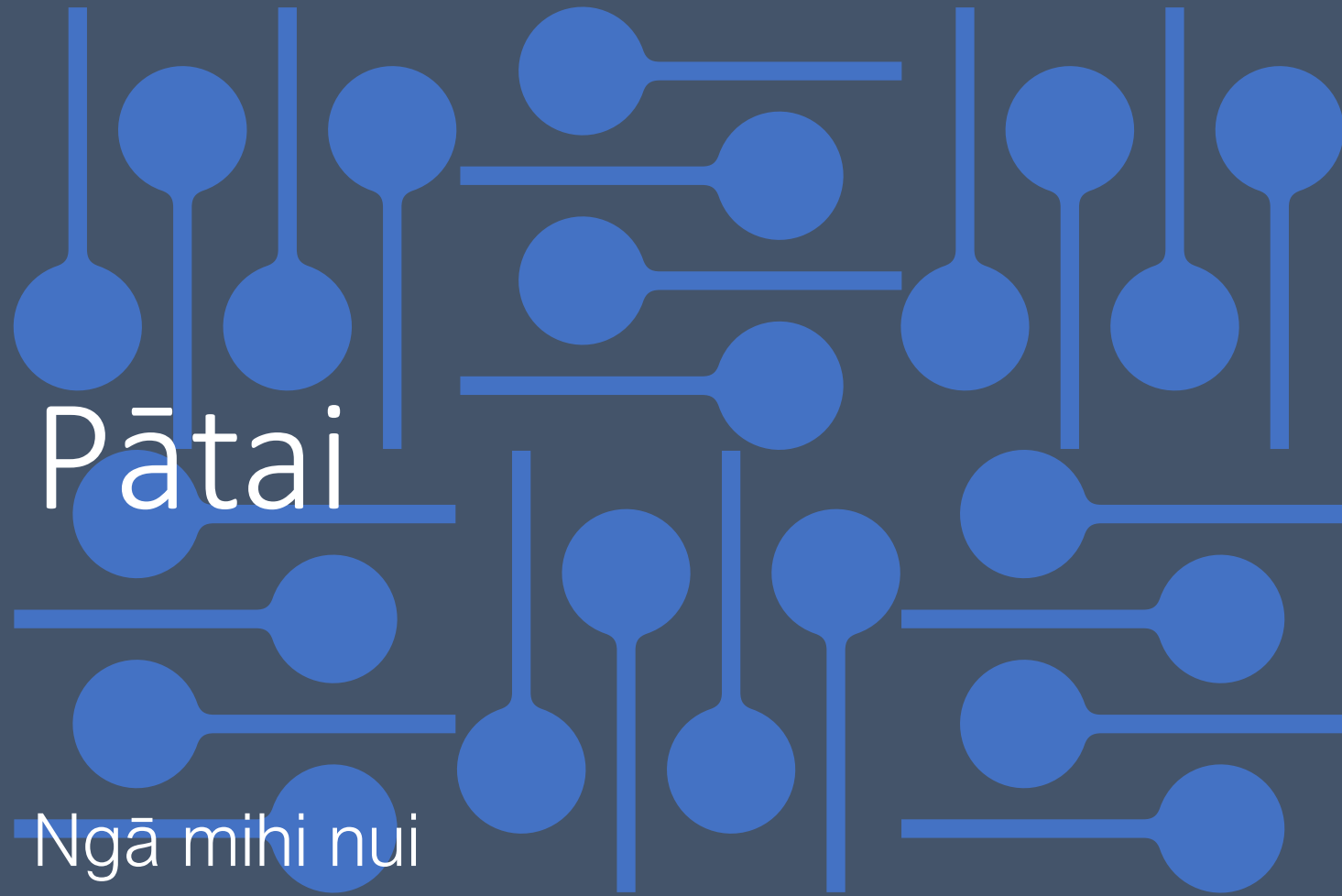
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#219, #225



#221



Pātai

Ngā mihi nui



# Kaipātiki Local Board - Birkenhead heritage trail

Marguerite Hill, Heritage Unit

Gillian Taylor, Birkenhead Residents Association

Jane Legget, Museums & Heritage Specialist

8 March 2023



## Purpose of today

- To give a progress update to the Local Board and provide an opportunity to discuss the proposed Trail(s) in more detail.
- Address any questions that might arise.
- Confirm next steps and timeline.



# Agenda

- Welcome and introductions
- Project updates
  - Stakeholder engagement
  - Website
  - Trails
- Birkenhead heritage trails – review and discussion
- Next steps and close



# Background

Outcome 1 - Te Whai Wāhitanga me te Oranga | Belonging and wellbeing.



## Objective

Our heritage is protected and celebrated

## Key initiatives

Partner with mana whenua to tell the stories of Māori cultural heritage and knowledge

Establish a heritage trail in Birkenhead with mana whenua, the Birkenhead Residents Association and the Birkenhead Heritage Society



# Key deliverables

- Heritage trail route, including information on the route, historical places etc
- Design and print brochure
- Upgrade of the Birkenhead Heritage Society website



# Progress Updates - Stakeholders

- Stakeholder Engagement
  - Specialist team
  - Iwi – Te Kawarau ā Maki
  - Community groups – including: RSA, Village Association, Highbury House, Yacht Club, Heritage Society reps and others
- Briefing sessions February 17<sup>th</sup> & March 3<sup>rd</sup>
- Ongoing updates and discussion



## Progress Updates - Website

- New URL - [birkenheadheritage.co.nz](http://birkenheadheritage.co.nz)
- Training of Birkenhead Heritage Society team to maintain content



# Progress Updates - Trails

- Trail development
  - Birkenhead Point Gateway
  - Cemeteries
- Route and sites identified
- Content refinement in progress
- Brochure design in progress
- App content to be finalised



# Heritage in Birkenhead

## Existing trails

1. Chelsea Sugar Walk (Chelsea website - Sugar Cube map)
2. The Village Hammond walk (Village website)
3. The Birkenhead Trail (On AC App)

## This project

1. The Birkenhead Point Gateway walk
2. The Cemeteries walk

## Potential future trails

1. The War Memorial Park walkway
2. Wai Manawa Bush Trail
3. Point to Point (wharf to wharf)



## THIS PROJECT SCOPE

1. The Birkenhead Point Gateway walk
2. The Cemeteries walk

## EXISTING TRAILS

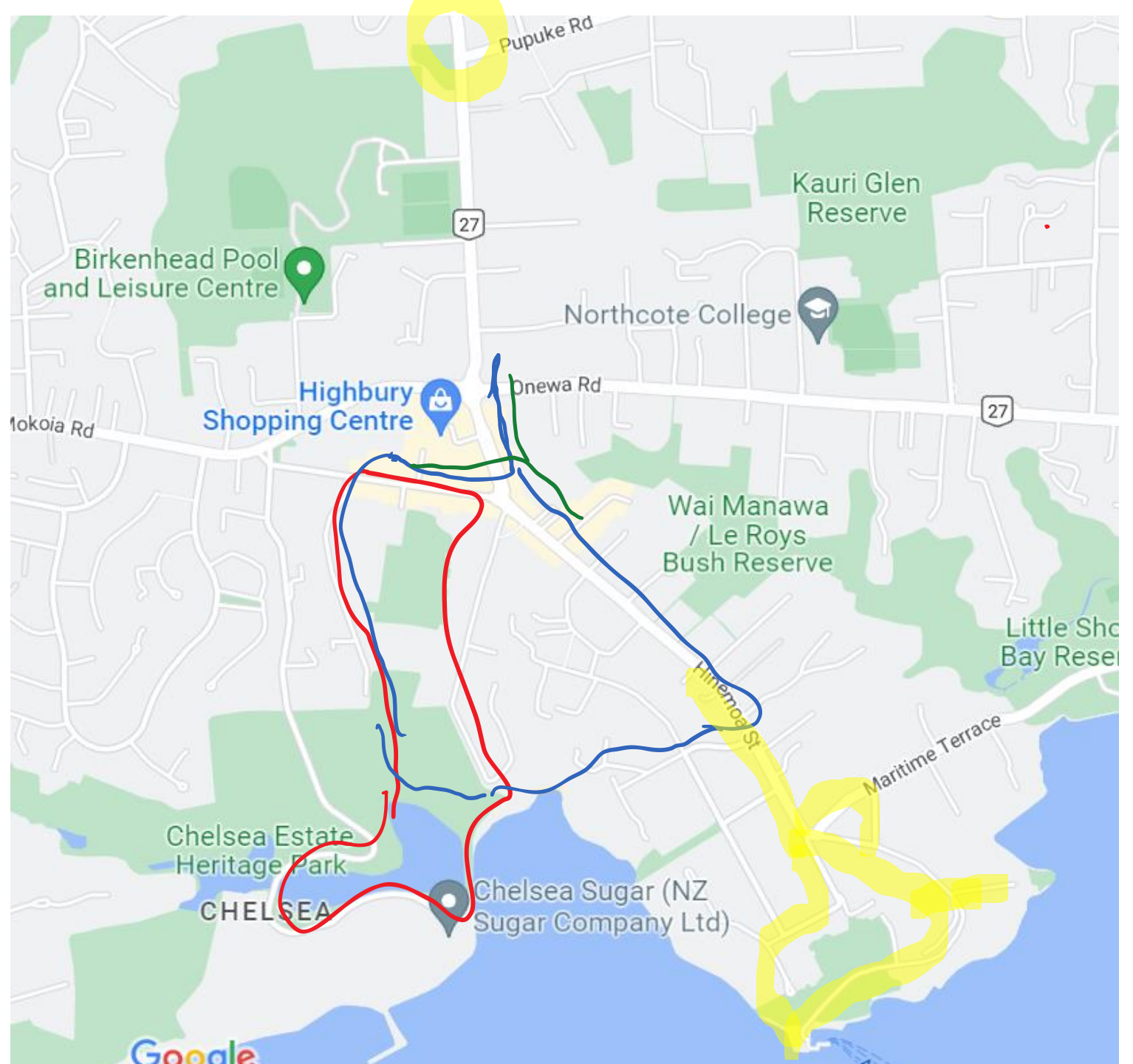
1. Chelsea Sugar Walk (Chelsea website - Sugar Cube map)
2. The Village Hammond walk (Village website)
3. The Birkenhead Trail (On AC App)

## POTENTIAL FUTURE TRAILS

The War Memorial Park walkway

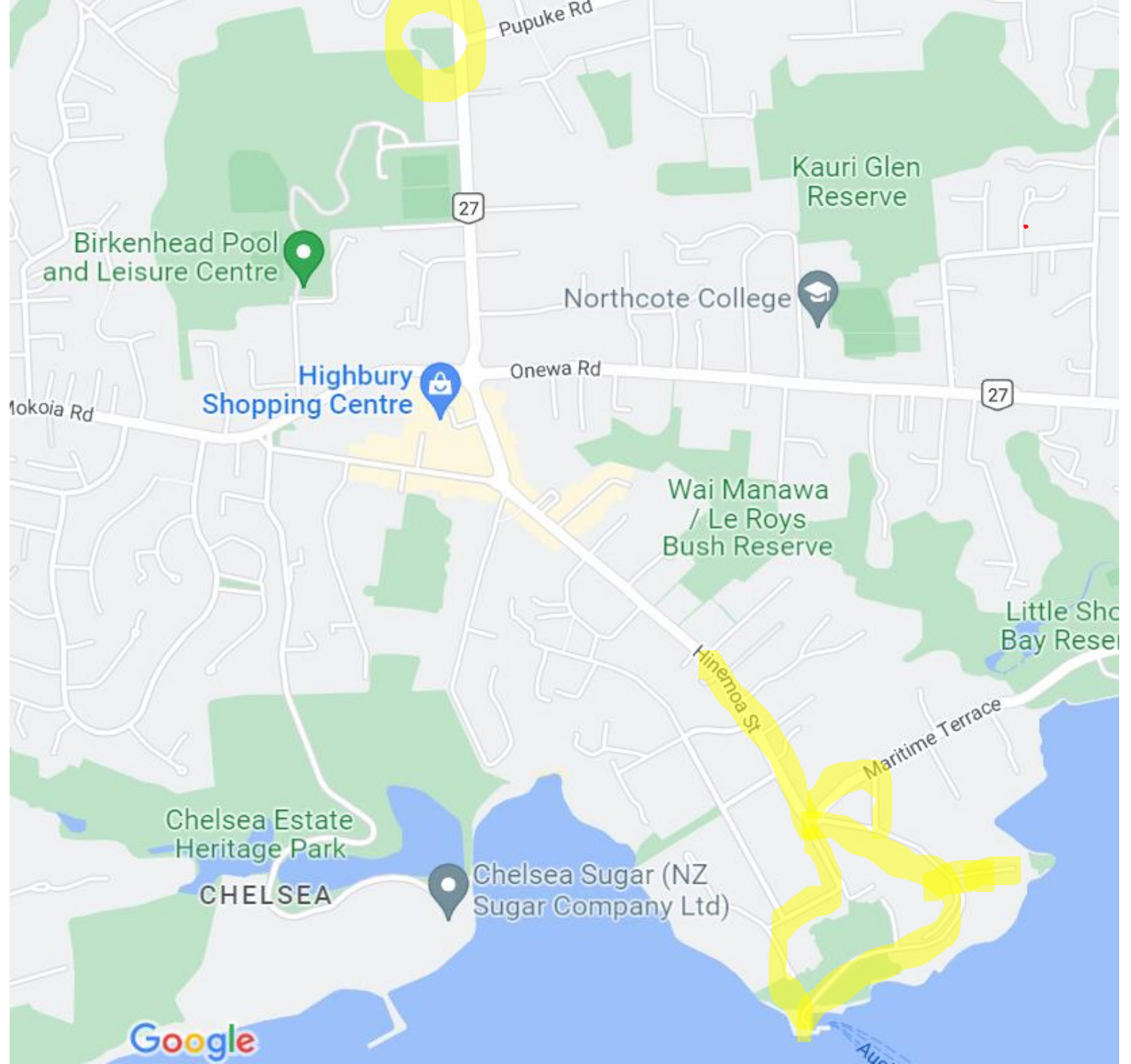
Wai Manawa Bush Trail

*Note:* still detail to resolve, including alignment of AC Birkenhead Trail and Point Gateway walks



## THIS PROJECT SCOPE

1. The Birkenhead Point Gateway walk
2. The Cemeteries walk



## Introduction to Birkenhead - for both Brochures (draft)

Birkenhead is the third oldest suburb on the North Shore. It was established in the early 1860s to support a small population of rural farmers and commuters to Auckland across the Waitematā. The name was chosen in 1863 by Samuel Cochrane, a real estate agent and broker, after his hometown of Birkenhead near Liverpool in England. With the opening of the New Zealand Sugar Company's refinery at Chelsea in 1884, the population boomed as workers and their families settled north and east of the plant.

The history of the area is much older, though. Māori first arrived around 700 years ago and built several pā—fortified settlements—along the coastline. These were mostly seasonal or periodic settlements, but larger fortifications at Kauri Point to the west and Ōnewa to the east suggest a sustained presence. Te Kawerau controlled these pā until the Musket Wars in the 1820s, when most of the Māori left. Small groups returned in the 1830s but there was no concerted effort to re-establish large-scale settlements on the North Shore.

For the next twenty years, the area that became Birkenhead sat largely unoccupied. Kauri timber cutters and gum diggers roved the area looking for quick fortunes but left as soon as they had made their profit or given up. Meanwhile, property speculators bought up massive sections of land as investments but did very little with it except lease lots to short-term tenants. The first permanent residents settled on Birkenhead Point in the mid-1850s, where they planted orchards and fruits and raised cattle and sheep. Over the following thirty years, the population of the settlement grew gradually.

Birkenhead was included in the Parish of Takapuna from 1843 and became part of the North Shore Highway Board in 1867. Residents formed their own Birkenhead Road Board in 1882, followed in 1888 by the establishment of the Borough of Birkenhead, which transferred to the residents most municipal authority over the territory west of Birkenhead Avenue and Little Shoal Bay. Ninety years later, on 15 March 1978, the City of Birkenhead was established as the second city on the North Shore. It was amalgamated into North Shore City in 1989, which merged into the Auckland supercity in 2010.



# The Birkenhead Point Gateway walk

Include:

- Wharf
- 9 Hinemoa – Jam factory?
- 25 Hinemoa the Cliffs
- Awanui St – Waiata Tropical Gardens
- 52 Hinemoa – Mayor
- + other sites up the street – incl Bakery, General Store, Post Office, Pharmacy etc
- Ravenhill and related properties
- Highbury House - Police Station/ jail cells
- Le Roy Terrace St housing
- 3 Glade Place – Tent and Canvas factory
- Bridgeview; Sugar Workers track through Hinemoa Park



*Other key sites?*

# The Cemeteries Walk

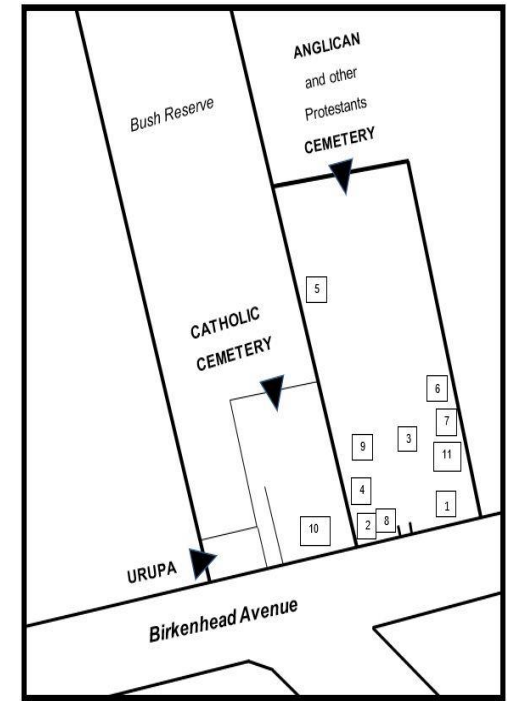
## A Brief History:

Two cemeteries are located on the site.

**In 1861**, three acres of land was conveyed to Bishop Pompallier for 10/- (ten shillings) by Mr. Philip Callan, settler. Callan owned land on Northcote Point, where he operated a brickmaking yard on Sulphur Beach, and established the first Northcote Tavern. The Catholic Cemetery and a Māori Urupā were developed, the land behind covered in native bush called the Pompallier Reserve.

**In 1864**, an acre of land was given by Major Isaac Rhodes Cooper to the Anglican Church. Bishop Selwyn appointed trustees to establish the land as a cemetery for the Protestant communities of Birkenhead and Northcote. The first identified gravesite was Thomas Forgham who died in 1882

**The Urupā** has no grave markers as this was not a Māori tradition, the area is marked by a fence and plaque. A number of Māori families associated with the Urupā are recorded “In loving Memory of the Loved Ones Buried Here.”



## What's next

- Further engagement with stakeholders,
  - eg Iwi re: Urupā & general history
- Finalise trail content – brochure, app, website
- Print brochure
- Launch event(s)
  
- On target for completion before end June!



# Draft Kaipātiki Local Parks Management Plan - Hearings Panel Options

Workshop with Kaipātiki Local Board

8 March 2023



# Purpose of the workshop

1. Project recap – overview of the draft Kaipātiki Local Parks Management Plan and Key milestones
2. Hearings panel options and analysis



# Project recap – overview of the Kaipātiki Local Parks Management Plan (LPMP) and Key milestones

# Recap – local parks management plan

- Focuses on managing what happens on parks
- Mandatory requirement under Section 41 of the Reserves Act 1977
- Helps to understand mana whenua and wider community values, and agree desired outcomes for each park or group of parks
- Serves as an agreement with the community about how local parks will be managed in the future



# Local parks management plan scope and context

- Includes all local parks for which Kaipātiki Local Board holds allocated decision-making responsibilities
- Includes Local Government Act (LGA) and Reserves Act land
- Intention is to create an omnibus plan
- Out of scope or advocacy approach for:
  - Regional park land
  - Road reserves (managed by Auckland Transport)
  - Drainage reserves (decision-making for stormwater management allocated to the Governing Body)
  - Conservation land (owned by Department of Conservation/Crown)





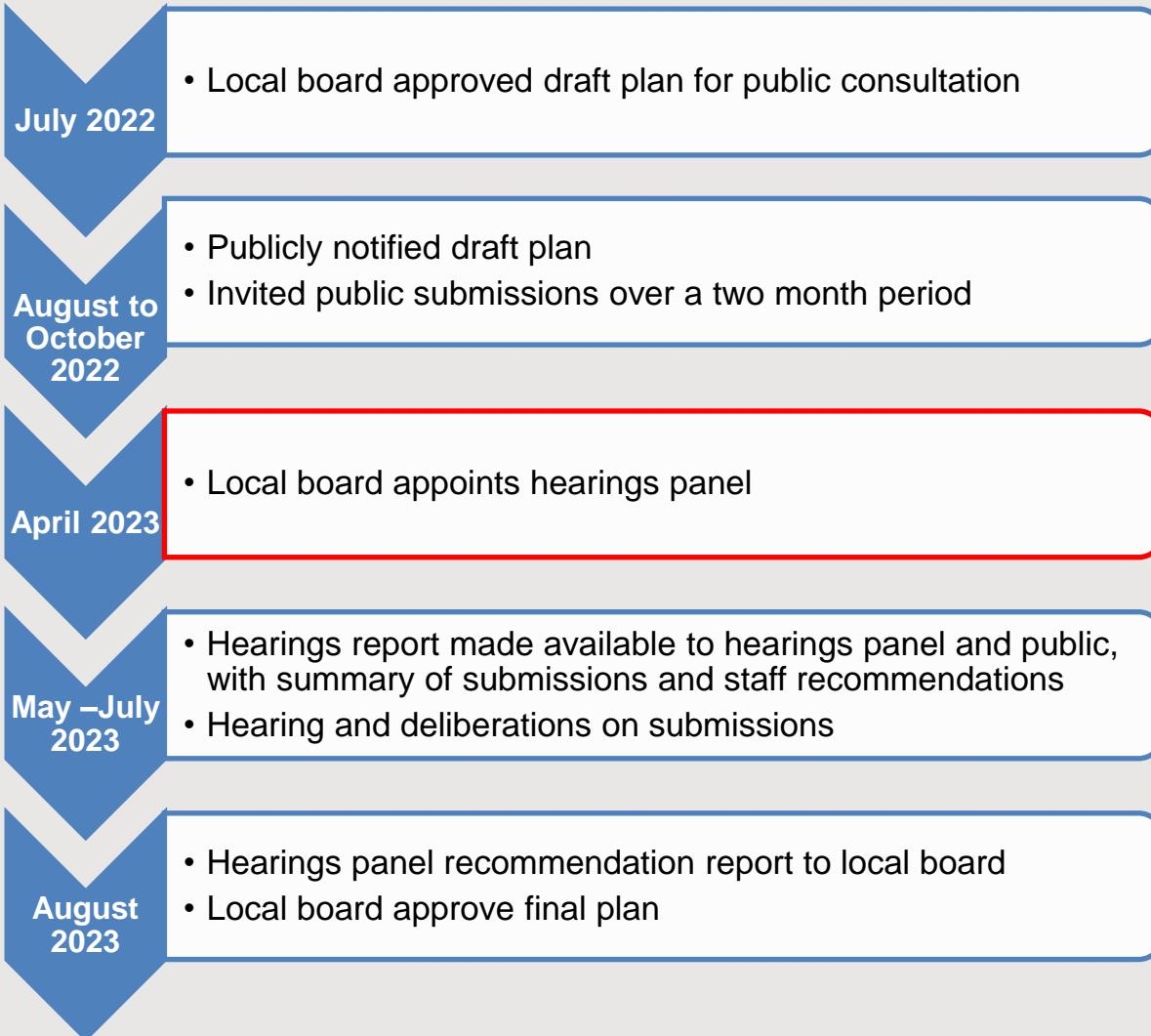
# Local parks management plan structure

VOLUME 1		VOLUME 2	
Part A – Introduction and context	Statutory context and how to use this plan	<b>Individual park information</b>	Information about individual parks in Kaipātiki, including general parks information, land status, classification, management focus areas and individual management intentions
Park B – Kaipātiki Local Board context	General context, issues, opportunities, and park outcomes		
Part C – Park management framework	Park values and management principles, Te Ao Māori, classification, and management focus areas		
Part D – Park management policies	General park management policies including authorisations	<b>Appendices</b>	Supporting and supplementary information for Volume 1 and 2

- High level policy and direction setting, not an operational plan
- Part C informs all aspects of the plan
- Part D applies to all parks
- Volume 2 management intentions:
  - park specific
  - in accordance with classification
  - Override Part D if in conflict



# Key milestones



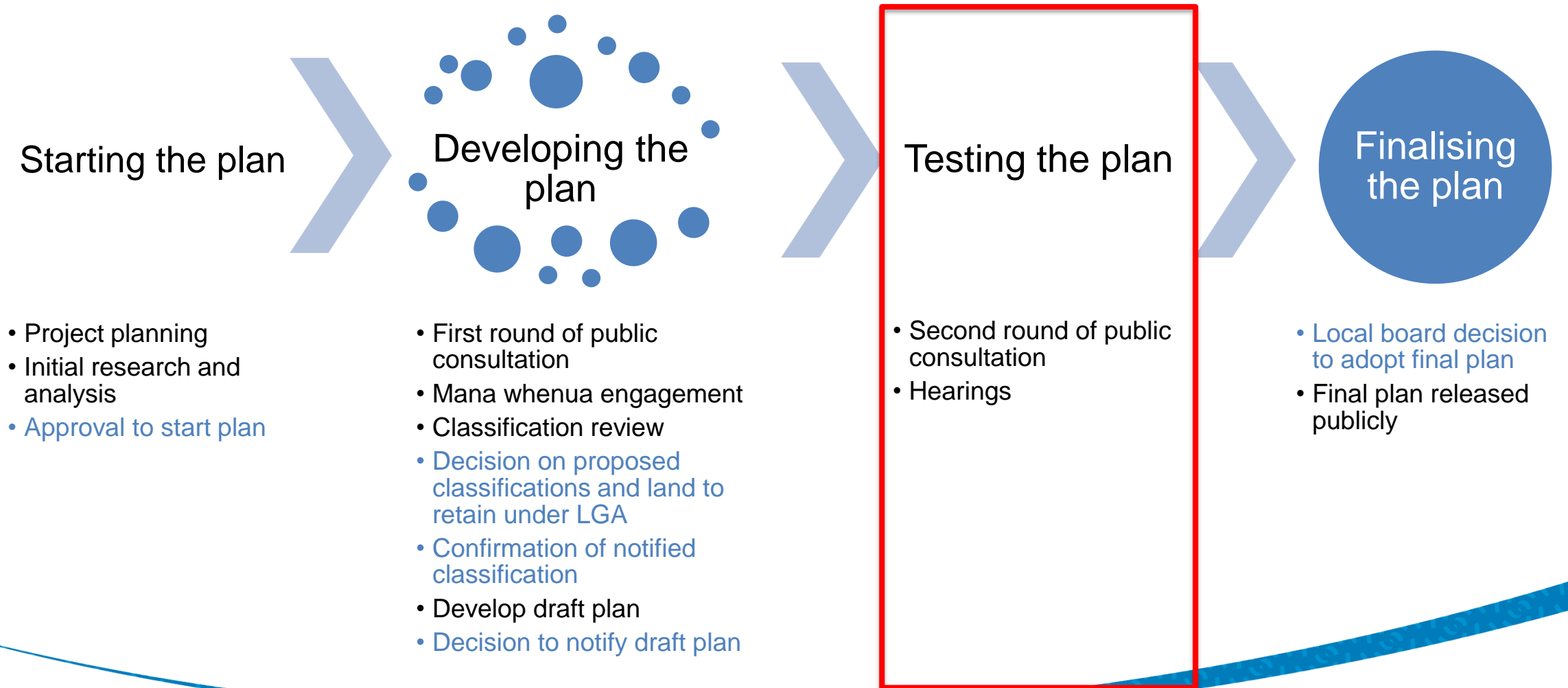
## Mahere Whakatauirā Mana Whakahaere Papa Rēhia ā-Rohe o Kaipātiki

### Draft Kaipātiki Local Parks Management Plan

#### Volume 1



# Developing the plan



Note: key decisions for local board in blue

We are here

# Hearings process

# Hearings process requirements in the Reserves Act 1977

- Section 41 (6) outlines the requirement for:
  - Two month public notification period
  - Physical copy available for inspection
  - Inform previous submitters that draft plan is ready for feedback
  - Invite written comments or objections
  - Provide an opportunity to be heard
- Section 41 (6) (e) – when recommending plan for final approval include summary of objections or comments and:
  - “... a statement as to extent to which they have been allowed or accepted or disallowed or not accepted.”



# Role of hearings panel

- Hear objections and submissions from submitters on the draft Kaipātiki Local Parks Management Plan
- Make recommendations to the local board about:
  - amendments to the draft plan following the hearings process, and
  - the extent to which any objections and comments made in submissions will be allowed or disallowed, or not accepted

Note that the decision to approve the final Kaipātiki Local Parks Management Plan remains with the local board



# Hearings panel options

# Options for hearings panel

Option	Description	Benefits	Risks
<b>Option 1 - Local board only</b>	The full local board hears submissions and makes decision on the final plan.	<ul style="list-style-type: none"> <li>• Direct involvement of local board</li> <li>• Good understanding of local issues and needs</li> </ul>	<ul style="list-style-type: none"> <li>• No independent commissioners. Local board members may not have Reserves Act Knowledge</li> <li>• Perception of bias/conflicts of interest</li> <li>• Very high resourcing commitment from local board</li> </ul>
<b>Option 2 - Local board panel with an independent commissioner as the chairperson</b>	<p>The local board appoints a commissioner to chair a panel comprising of all or some of the local board members to hear the submissions and make recommendations to the local board on required amendments to the draft plan following hearings.</p> <p>The local board would then make the decision on whether to support the recommendations.</p>	<ul style="list-style-type: none"> <li>• Independent commissioner with sound Reserves Act knowledge, along with local board members with good local knowledge</li> <li>• Reduce conflicts of interest/perception of bias</li> <li>• Direct local board involvement maintained</li> <li>• Lower resourcing commitment from local board if three members involved</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
<b>Option 3 - Independent commissioners hear submissions and make recommendations to the local board</b>	<p>The local board appoints an independent panel comprising of two commissioners to hear and consider the submissions and make recommendations to the local board.</p> <p>The local board would make the decision whether to support the recommendations.</p>	<ul style="list-style-type: none"> <li>• Enables unbiased recommendations to be presented to the local board</li> </ul>	<ul style="list-style-type: none"> <li>• Lower local knowledge</li> <li>• Slightly higher costs for commissioner involvement</li> </ul>
<b>Option 4 - Appoint a committee to hear submissions and make decisions</b>	<p>The local board appoints a committee and delegates the decision-making on the management plan to that committee.</p> <p>The committee would have a minimum of three members, at least one of whom is a member of the local board, and an independent commissioner.</p>	<ul style="list-style-type: none"> <li>• Perception of independence during hearings and decision-making processes</li> </ul>	<ul style="list-style-type: none"> <li>• Full local board does not adopt the final plan – lowering local board involvement in decision-making process</li> </ul>

← Recommended option





## Reasons for recommending option 2

- Independent commissioner ensures Reserves Act expertise and a level of independence
- Local board members retain local knowledge, input and decision-making
- Recommend three local board members sit on the hearings panel (Four in total including one independent commissioner)



# Selecting an independent commissioner

- Pass a resolution to delegate to the local board chairperson and deputy chairperson the power to select an independent hearings commissioner
- Following the business meeting, the chairperson and deputy chairperson receive a shortlist of potential commissioners to choose from



# Next steps

- Decision on hearings panel at 19 April business meeting
- Identifying commissioners after the business meeting
- Book a hearing date (aiming for May)
- Complete a hearings report to be made available to the panel and public





# Katoa, Ka Ora

Auckland speed  
management plan

**Kaipātiki local board workshop**  
March 2023



# Purpose

The purpose of this engagement is to listen to and understand local board concerns and aspirations for the different ways to set safe speed limits in their area.

1. To share current picture of road safety and speed environment for your local board
2. Workshop ways speed management could be applied to your local board
3. Hear local knowledge and insights that can inform speed management planning - including local board requests for speed limit review



Whakaotinga wha:  
Te Ikiiki me ngā Tūhononga

## Outcome 4: Transport and connections

**Our people have many transport options and can easily and safely move around and find their way.**

### Decision-making and advocacy

Auckland Transport is responsible for making decisions on most transport matters however, we have a legislated role in making sure the voice of our community is heard. We'll make sure Auckland Transport is aware of the need for further improvements in Kaipātiki to improve our roads, footpaths and walkways, and make public transport a better choice for more residents.

### More travel choices

We continually hear from our communities that they want to see transport improvements. Ease of travel has a big effect on our everyday quality of life as it helps people connect with their community, workplaces, schools and local businesses. The form of transport we use has an impact on many of the other outcomes in this plan.

We are directing our energies to actions that have multiple benefits. That's why we have a strong focus on infrastructure for public transport, walking and cycling due to the wider benefits to the wellbeing of the individual, the environment and other road users.

“Ease of travel has a big effect on our everyday quality of life as it helps people connect with their community, workplaces, schools and local businesses.”



**FIVE WAYS TO WELLBEING CHECKLIST**

- Be active ✓
- Give
- Connect ✓
- Keep learning
- Take notice

[mentalhealth.org.nz](http://mentalhealth.org.nz)

Beach Haven Ferry Terminal. Photo Guillaume Cognet.

# Shared Vision

A widely-shared vision for Auckland to be the world's most liveable city.

Everyone alive, healthy, and well on our roads.

Safety and visibility improvements in the road corridor, including upgrades to dangerous intersections and pedestrian crossings.

### WHAT YOU HAVE TOLD US

- "Focus on electric public transport and walking tracks/cycle ways to reduce our carbon footprint."
- "While public transport is important, we mostly use cars to get around Auckland."
- "As this board is on the boundary to the Northern Pathway Stages 1 & 2, connections to this pathway should be high on the list of Key Initiatives."
- Walkways in the community need to be safer."

greatly to our goals around sustainability and reducing climate-change effects.

### Road corridor improvements

We'll continue advocating for Auckland Transport to maintain our roads, footpaths and walkways to a high standard to create a safe environment, particularly for our most vulnerable users – pedestrians, cyclists and bus users of all ages and abilities.

We will work with Auckland Transport for safety and visibility improvements in the road corridor, including upgrades to dangerous intersections and pedestrian crossings.

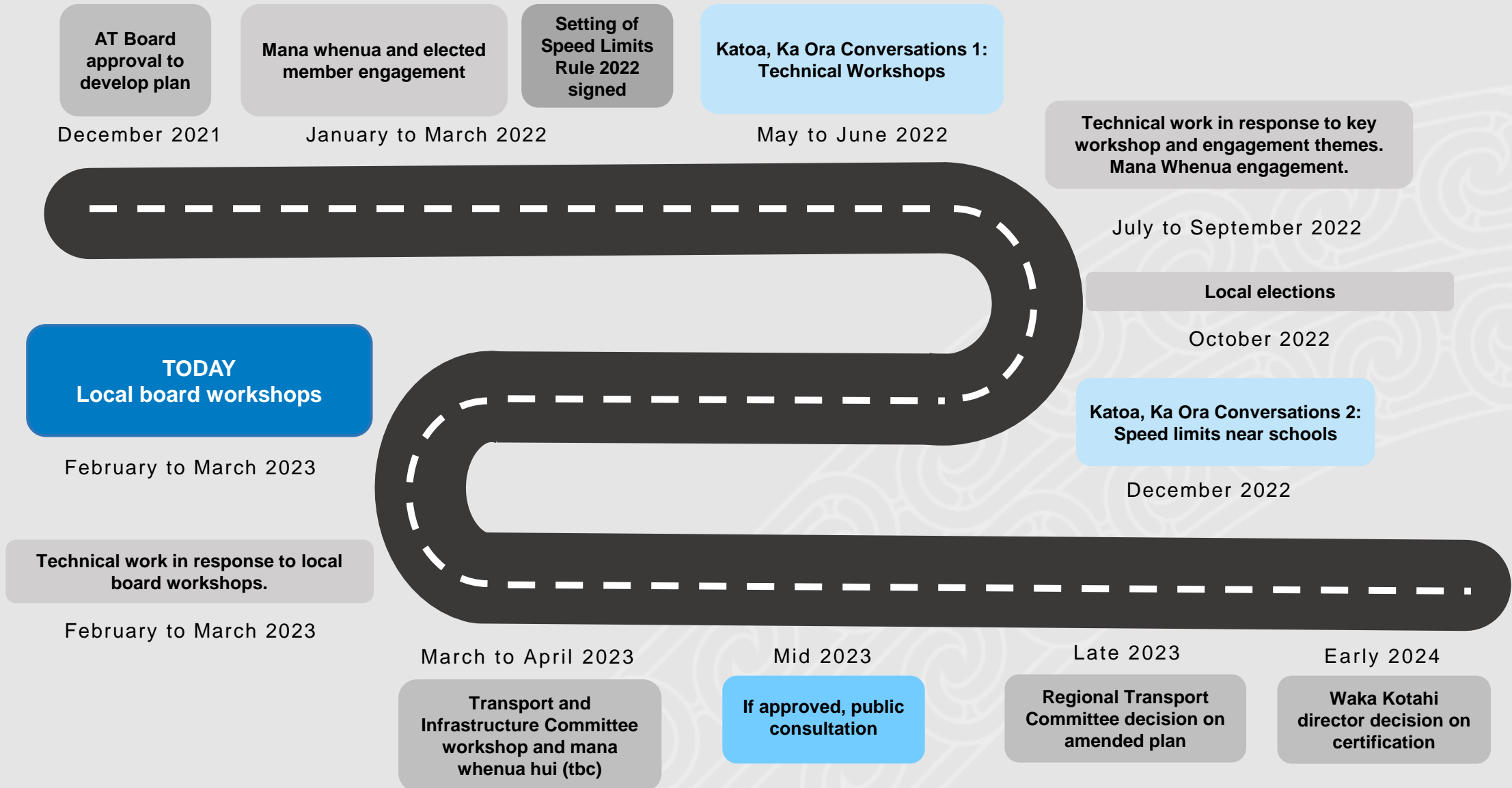
### Some strategic opportunities and challenges

The impact of kauri dieback disease has led to the temporary and permanent closure of some parks and tracks. These restrictions may require rerouting and reprioritising of certain connections.

Confirmation of the **Northern Pathway** from Westhaven to Albany, via the Auckland Harbour Bridge, provides an amazing opportunity to refocus and potentially reorient the connections plan. We want to maximise connections to the Northern Pathway. Our plan update will also better explain which tracks are prioritised for accessibility – featuring flat and wide tracks for prams and wheelchairs – and which we want to retain as connections into an urban escape, with narrow tracks that are closer to nature.



# Katoa, Ka Ora timeline



# What is Katoa, Ka Ora: Auckland speed management plan 2024-7?

A plan to set safe and appropriate speed limits supported by infrastructure, enforcement, communications and engagement in order to reduce road deaths and serious injuries.

## Timing

- Mid-2023 consultation

## 2022 rule\*

- Targets for safe and appropriate speed limits around all schools by 2027

## Current budget

- \$45 million\*\*
- Includes development, consultation and delivery

## Scope

- Speed limit changes
- Signage and line marking

## Funding dependent

- Traffic calming
- Pedestrian crossings
- Other infrastructure needed to support/reinforce speed limits

## Out of scope

- High-cost road upgrades
- Public transport infrastructure

Inform



\*Land Transport Rule: Setting of Speed Limits 2022 \*\* To be confirmed following the Regional Land Transport Plan process.



# Draft working principles

Updated following feedback in Katoa, Ka Ora conversations 1, mana whenua, local board and stakeholder engagement.

- 1. Tiakitanga.** The top priority of speed management is to keep people safe and alive on Tāmaki Makaurau, Auckland's roads.
- 2. Easy to understand.** Speed limits are a critical part of an integrated safe road system; we will ensure they are easy to understand for all.
- 3. Safe children.** Safe speeds around schools will ensure the safety of children (and all ages and people).
- 4. Safe speed limits.** Speed limits align with government guidance . We consider complex factors ranging from the function of our roads and streets\* to how many people travel outside of vehicles.
- 5. Safe infrastructure.** Investment in engineering and safety improvements will be prioritised on roads that have high safety needs and provide active mode benefits.
- 6. Partnership.** We work with our Te Tiriti o Waitangi/Treaty of Waitangi and other partners in governance, design, delivery, education, communication, enforcement and monitoring.
- 7. Healthy communities.** Safe speeds support more walking and cycling; this improves health and is better for the environment.
- 8. Measure results.** We constantly monitor the roads to evaluate any changes required to make our roads and streets safe.

\*AT's Future Connect and Roads and Streets Framework tools to be used.

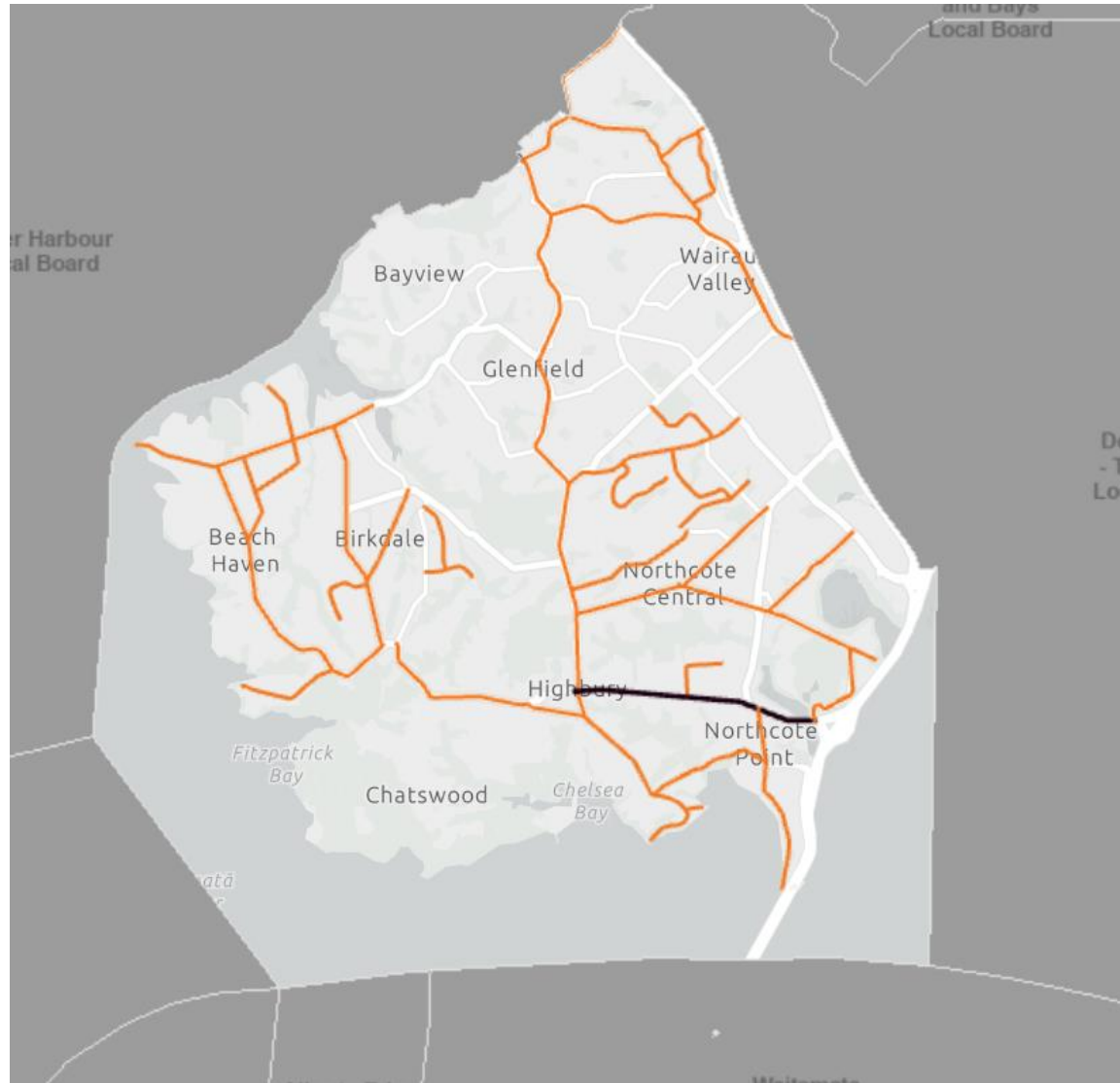
# Long term vision

The 2022 speed management guide provides all road controlling authorities in New Zealand consistent safe and appropriate speed limits for types of roads and streets. The 10 year vision of Katoa, Ka Ora is to move to these speed limits based on national guidance, supported by safety infrastructure and enforcement.

Speed limit (km/h)	Urban roads
10-20	Civic spaces, beaches
30	Local streets
30-40	Activity streets, main streets and city hubs
40-60	Urban connectors
80-100	Transit corridors

Speed limit (km/h)	Rural roads
40-80	Stopping places
50-80	Peri-urban roads
60-80	Rural roads
60-100	Rural connectors
60-110	Interregional corridors

# Community requests for lower speed limits



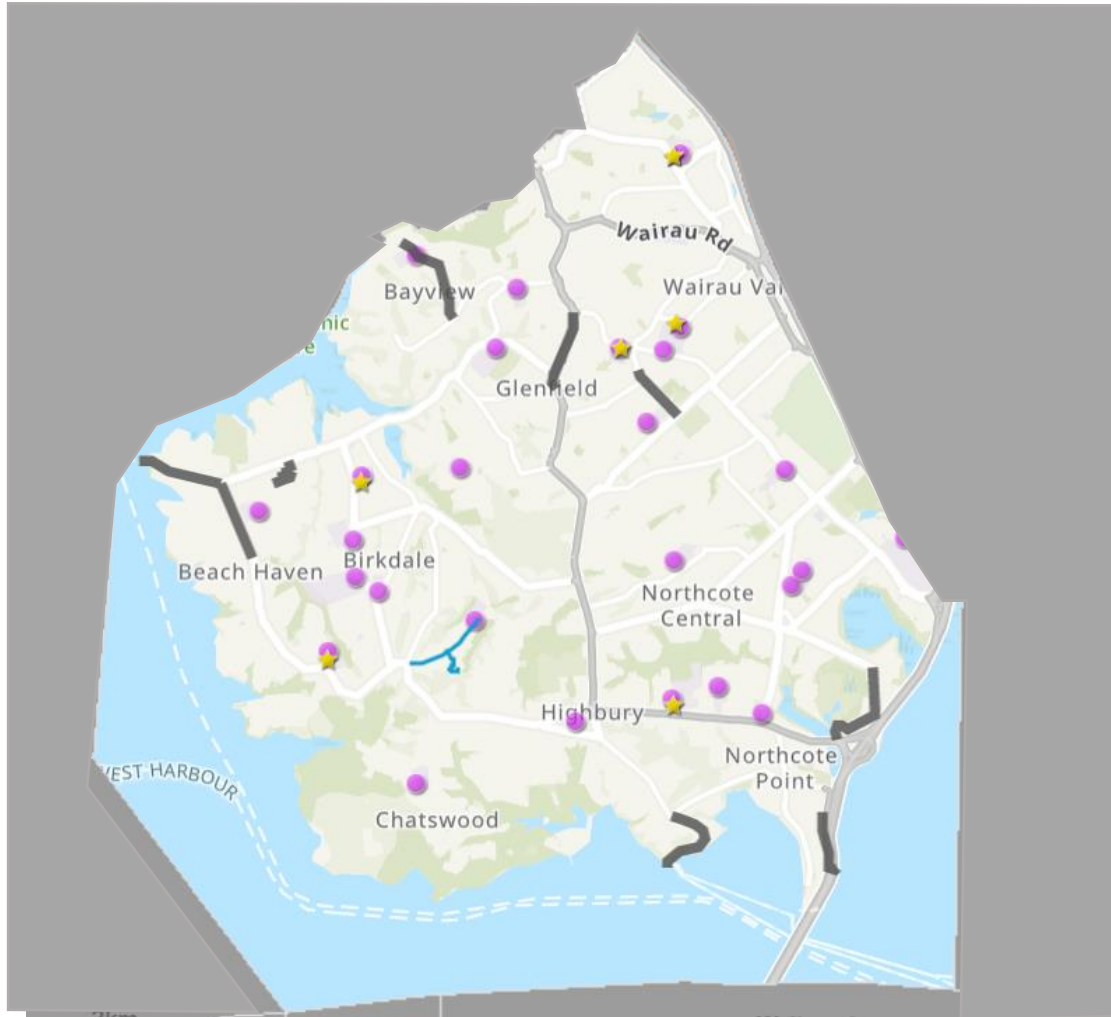
Requested Speed Limit Changes

— 1 to 4

— 5 or more

Note: This map shows road that community members have asked for lower speed limits on since 2019. This includes all requests made during safe speeds consultations in phases one to three, and other community, stakeholder and partner requests in between times.

# Current picture map – Kaipātiki local board



## Legend

- Local board requested road (2022) — thick black line
- Local Board requested area (2022) — orange triangle
- Phase 1 to 3 speed changes — blue line
- School — purple circle
- Schools we've received support for speed limit review\* — yellow star

\*This include schools that have responded to the recent school survey with support or strongly support permanent 30km/h speed limits on local roads near their schools, schools that have responded to Phase 1, 2 or 3 safe speeds consultations and requested speed limit review, schools that have contacted AT directly, schools that have attended 2022 Katoa, Ka Ora conversation workshops and raised concerns, and all kura as supported at mana whenua wānanga. Note the survey is open till end of February 2023 so more schools may reply.

\*\* These are high risk roads for all modes and for people walking and cycling.

# Safe school neighbourhoods and school gate variable speed limits near schools

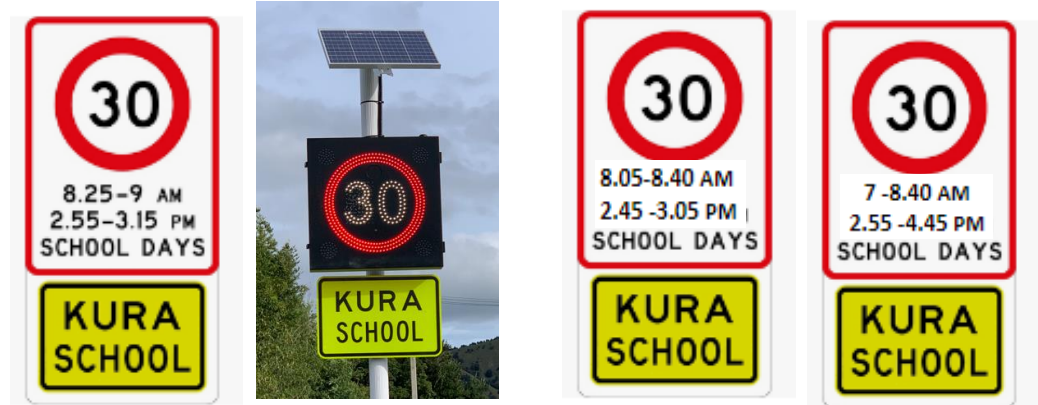
## Safe school neighbourhoods



### First choice for local urban roads

- High benefit-cost ratio and death and serious injury savings
- Estimated travel time increase 12-15 seconds per average car trip
- Consistent and easy to understand
- Benefits all residents

## School gate variable speed limits



### More suitable for high-speed rural roads and arterials

- Expensive, around \$20,000 per electronic sign
- Widespread use may be confusing and inconsistent as all side roads require static variable signs with different fine print
- Estimated travel time increase of 12 seconds per average car trip through a lower speed area when activated

Safe school neighbourhoods for local urban roads together with variable speed limits for arterial roads has an indicative benefit-cost ratio of \$4 – \$7 return for each dollar invested. Only using variable signs has a benefit-cost ratio of 20c return for each dollar invested.

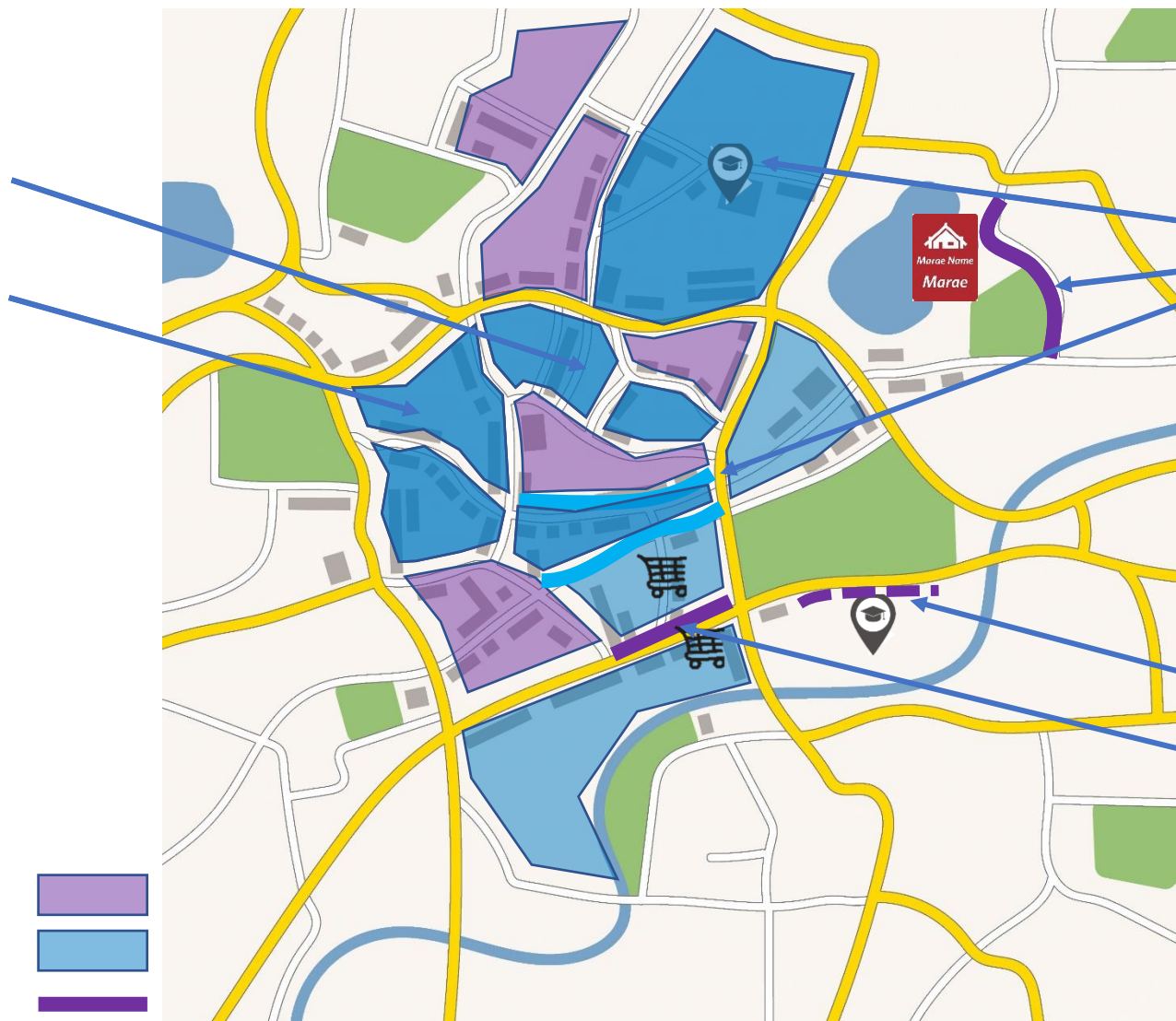
# Draft urban mapping approaches

Discuss

These draft mapping approaches are based on the key themes we have heard are most valued.

## 1. Easy to understand.

- Filling in the gaps
- Include roads with slower road design or lots of people out and about
- Reduce rat-running



## 2. Partner and community requests.

- Respond to local board, mana whenua, mātāwaka, school and community requests.

## 3. Benefit-cost ratios

- Permanent changes for local roads, variables focused on arterial roads
- High-risk town centres and high-risk roads
- Complements planned infrastructure or developments

### Key

- Existing 30kph areas
- Potential 30kph areas
- Potential 30kph road
- Potential 40kph road
- Potential variable 30kph roads



# Tēnā koutou Thank you

Any questions, please contact:  
[atspeedprogramme@at.govt.nz](mailto:atspeedprogramme@at.govt.nz)





# Supporting information





# Katoa Ka Ora is overseen by the Tāmaki Makaurau Transport Safety Governance Group

We are a group of partners committed to working together to achieve a road safety vision of a transport system where no-one is killed or seriously injured by 2050. Together, we're making a speed management plan for Tāmaki Makaurau Auckland.



## Meaning of Katoa, Ka Ora.

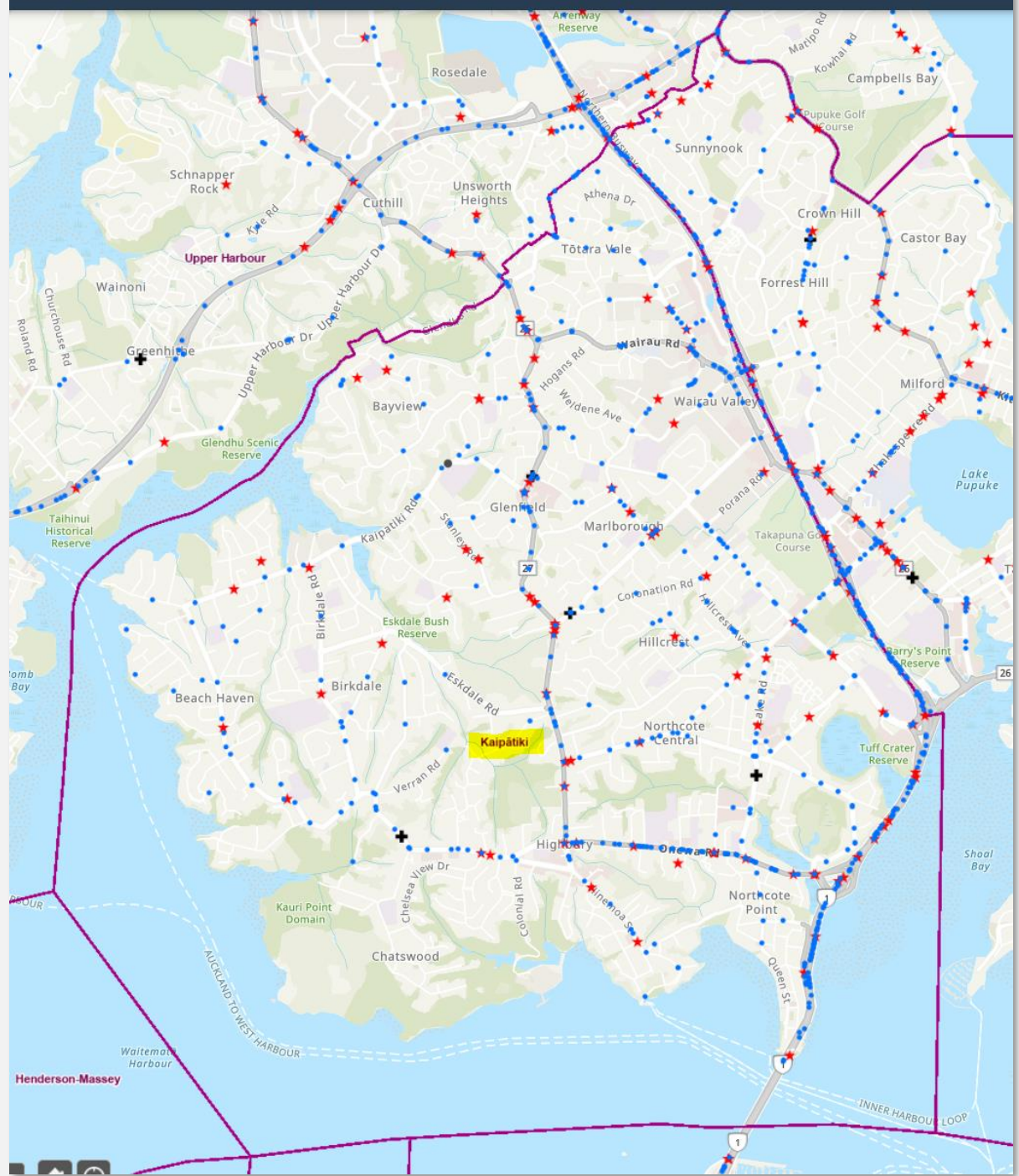
In te reo Māori, katoa means everyone or all. Ka ora has a broad meaning including to be alive, to be well, to be safe, to be cured, to be recovered, and to be fit.

Together, the phrase 'Katoa, Ka Ora' means everyone lives, and everyone is safe. Katoa placed at the beginning of this phrase reminds us that ka ora is something we all support.



Working with the people of Auckland, Waitemata and Counties Manukau





# Kaipātiki crash map

**Legend**

**KiwiRAP (2016-2020)**

Crashes

- Injury Crashes
  - Fatal (black cross)
  - Serious (red star)
  - Minor (blue dot)

Boundaries

- AC Local Board Boundary (purple outline)

For every injury shown, there are around three more that have not been recorded.

Note: This map only includes data captured through the Waka Kotahi Crash Analysis System. The SORTED study of road trauma evidence and data 2017/18-2018/19 shows this is only 25% of all injuries.

# Kaipātiki road deaths and serious injuries per population



## Local Boards:

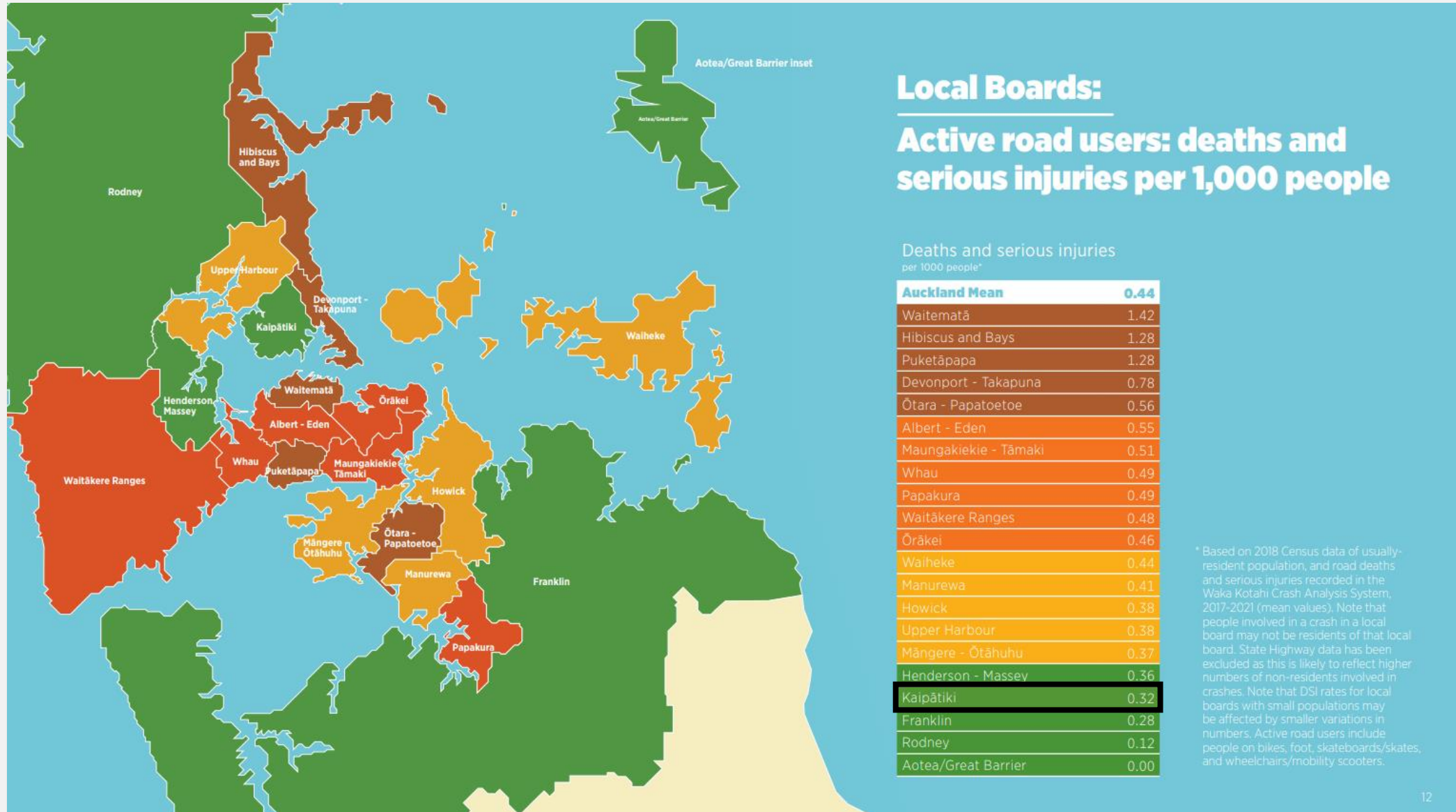
### Deaths and serious injuries per 1,000 people

Deaths and serious injuries per 1000 people\*

















Auckland Mean	1.99
Aotea/Great Barrier	5.34
Franklin	3.93
Rodney	2.94
Waitematā	2.47
Ōtara - Papatoetoe	2.23
Waiheke	2.21
Papakura	2.15
Waitākere Ranges	2.07
Maungakiekie - Tāmaki	1.91
Māngere - Ōtāhuhu	1.89
Manurewa	1.85
Devonport - Takapuna	1.48
Albert - Eden	1.46
Ōrākei	1.40
Whau	1.36
Henderson - Massey	1.34
Howick	1.31
Upper Harbour	1.24
Puketāpapa	1.22
Hibiscus and Bays	1.11
Kaipātiki	0.87

\* Based on 2018 Census data of usually-resident population, and road deaths and serious injuries recorded in the Waka Kotahi Crash Analysis System, 2017-2021 (mean values). Note that people involved in a crash in a local board may not be residents of that local board. State Highway data has been excluded as this is likely to reflect higher numbers of non-residents involved in crashes. Note that DSI rates for local boards with small populations may be affected by smaller variations in numbers.

# Kaipātiki walking and cycling deaths and serious injuries

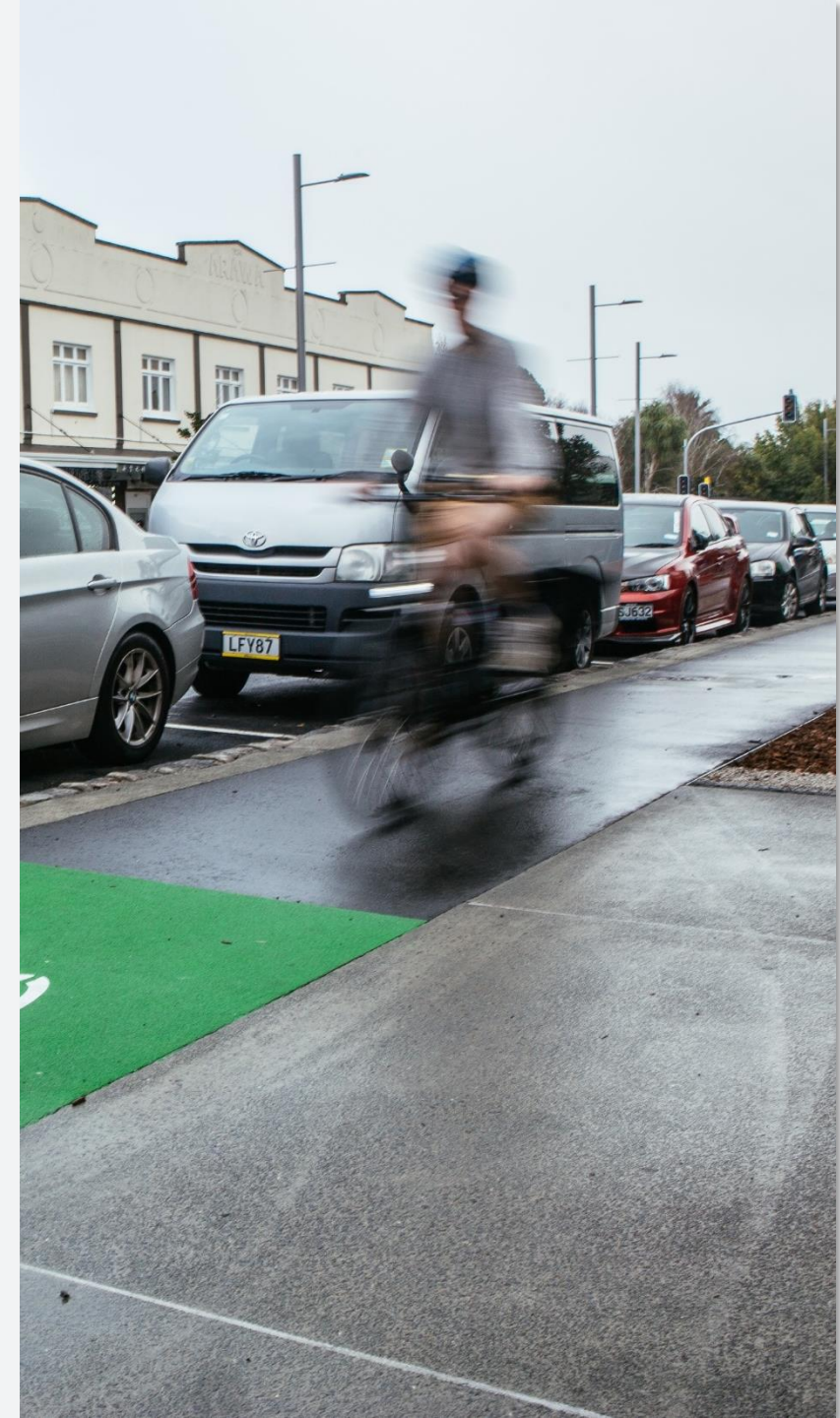


# Key road safety factors

• Speed*	 <b>71%</b>	
• People outside a vehicle % of total DSI	 <b>57%</b>	
• Microsleeps* – may be up to	 <b>20%</b>	
• Alcohol or drugs % of total DSI	 <b>1%</b>	
• Distraction or fatigue % of total DSI	 <b>1%</b>	
• Seatbelt not worn % of total DSI	 <b>1%</b>	
• Red-light running % of total DSI	 <b>1%</b>	
• Potholes*	 <b>0.1%</b>	

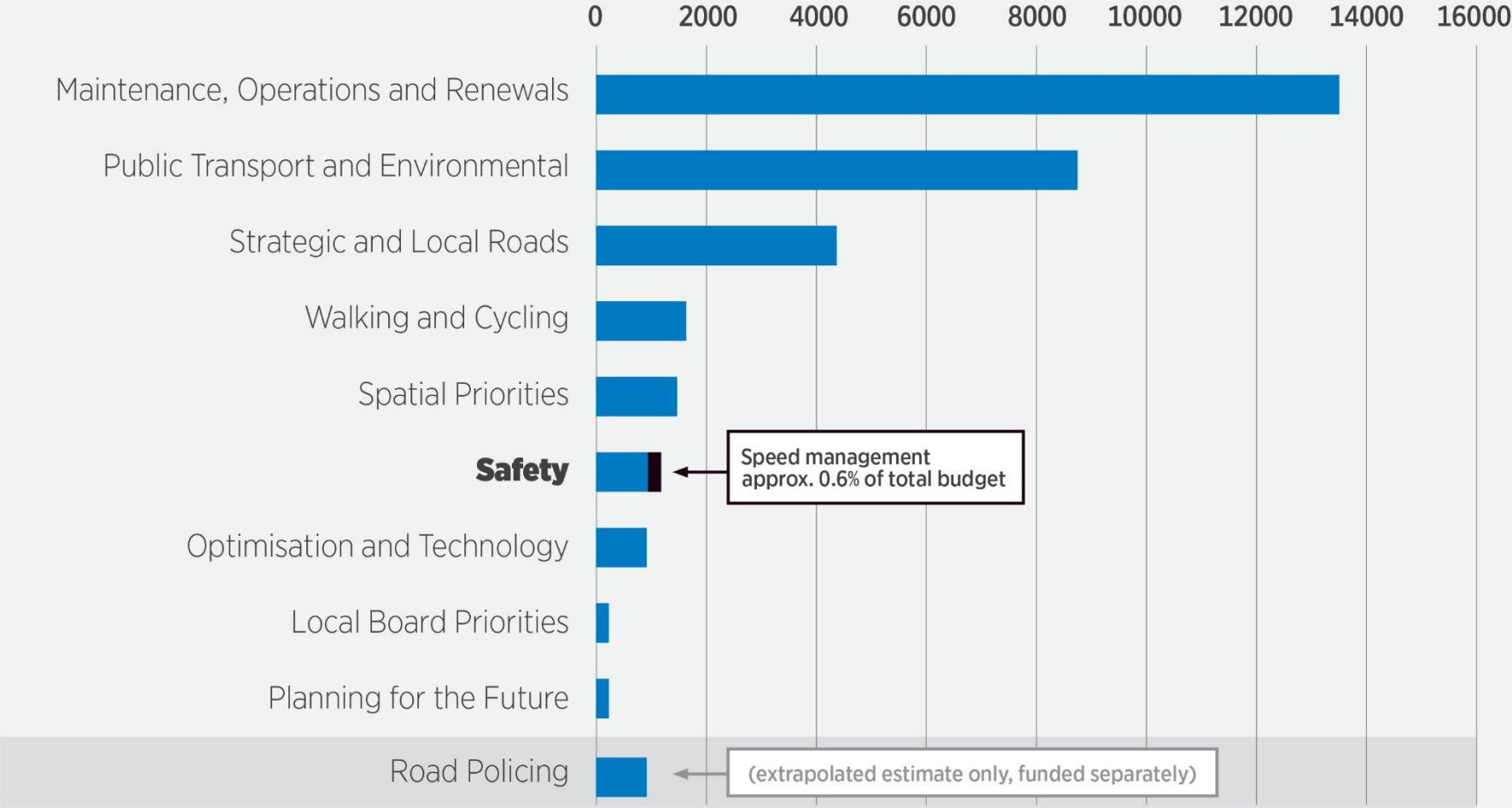
\*Speed, microsleep and potholes factors are NZ based due to data available and other factors specific to this local board.

Reference notes: Speed: Soames Job and Colin Brodie: Understanding the role of Speeding and Speed in Serious Crash Trauma: A Case Study of New Zealand, Journal of Road Safety, Vol 33, Issue 1, Feb 2022, 71% of injury crashes in New Zealand involve speeds above our Safe and Appropriate Speeds. Microsleeps: Characteristics, dangers, underlying mechanisms, and countermeasures. Richard Jones, University of Canterbury. People outside vehicle, alcohol or drugs, red-light running, seatbelt not worn and distraction or fatigue factors taken from Crash Analysis system for Auckland deaths and serious injuries from 2017-2021. Potholes factors based on 2012 to 2021 Crash Analysis system data for Auckland and New Zealand.



# Speed is only one piece of the puzzle

## Planned investment in Auckland's transport system 2021-2031



<sup>2</sup> Auckland Regional Land Transport Plan 2021-2031

<sup>3</sup> <https://www.transport.govt.nz/assets/Uploads/Presentation/Overview-of-Road-Safety-in-NZ-Data-packs-for-reference-groups.pdf> Page 17

<sup>4</sup> <https://documents1.worldbank.org/curated/en/206691614060311799/pdf/Guide-for-Road-Safety-Interventions-Evidence-of-What-Works-and-What-Does-Not-Work.pdf>

<sup>5</sup> Auckland Regional Land Transport Plan 2021-2031 Appendix 8: "\$826 million is invested in road policing activities (2018-2021), with around 30 percent allocated to Tamaki Makaurau". Graph shows an extrapolation if current rates were to continue.

# Slower speed limits save lives

## Change in annual road deaths and serious injuries on Auckland roads where speeds were lowered in June 2020

