

Proposed amendment to the Speed Limits Bylaw 2019

- *Speed limit changes in Auckland's west and north (aka. 26 roads)*

Communications and Engagement Plan

Internal, for Auckland Transport use only

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Document ownership

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Purpose of this plan

The purpose of this plan is to outline the communication and engagement approach that will be used by Auckland Transport to carry out engagement and public consultation on 26 roads which we propose speed limit changes on by way of an amendment to the Speed Limits Bylaw 2019.

Project overview

The 26 roads, that need new safe and appropriate speed limits, are spread across five areas:

- Massey
- Swanson
- Warkworth
- Matakana
- Tawharanui Peninsula

[See appendix 1 for the full list.](#)

All 26 of the roads we are proposing speed limit changes on are 'self-explaining roads'. This means drivers already travel at a lower speed than the existing speed limit due to the road conditions. In rural areas, this could be due to the road being narrow, windy or hilly. And in urban areas it could be due to the residential environment and things like speed bumps.

These 26 roads are classified as being at a high-risk of deaths or serious injuries occurring, or they are close to high-risk roads. We are introducing safe and appropriate speeds across areas rather than individual roads. Some of the reasons we're proposing new speed limits on these roads are provided below:

- Winding roads
- Unsealed roads
- Narrow
- No centreline
- No road markings
- Narrow shoulder widths

Engagement approach

We will use the IAP2 (International Association of Public Participation) framework for engagement. An overview of our objectives, audience, message and strategy is provided below:

Objectives:	- Ensure the consultation meets the requirements set out in The Land Transport Act 1998, the Local Government Act 2002 and the Land Transport Rule: Setting of Speed Limits 2017. - Provide stakeholders and members of the public the opportunity to provide feedback on Auckland Transport's proposed Speed Limits Bylaw amendment which would see an additional 26 proposed speed limit reductions added to the bylaw.
Audiences:	General Auckland public with a special focus on directly affected residents / businesses and key stakeholders incl. those we are legally required to consult with.
Message:	Safe and appropriate speed limits support our transport network to move people and goods effectively, efficiently and safely across our region.
Strategy:	A two-pronged strategy will be employed: 1) Utilise key stakeholders, including elected members and advocates to spread the word of the proposal and opportunity to provide feedback 2) Win community support with clear, engaging communications material which enables people to understand the need for the proposed changes.

Strategy

1) *Utilise key stakeholders and advocates*

In the lead-up to, and during, consultation, we will engage with key stakeholders and advocates. These include internal partners such as the Tāmaki-Makaurau Road Safety Governance Group as well as externals such as Bike Auckland, Generation Zero (see separate stakeholder list). We'll also work with AT's Community Transport team to engage with schools close to the respective 26 roads.

2) *Win community support*

To help people understand the need for proposed speed limit changes, we will create material which clearly explains why the changes are necessary. This will include specific features of the 26 roads (with pictures) which contribute to the current speed limits not being safe and appropriate. This element will include explaining AT's responsibilities under The Land Transport Rule: Setting of Speed Limits 2017.

Alongside our legal requirements, our communications material will take a more human, heartfelt approach. This is not about cars, it is about people. Our communication will focus on the benefits safe speeds will bring to more vulnerable members of the community. We will be human in our language to try and engender care, kindness and consideration for fellow members of the community. To shift the focus away from any perceived inconvenience to motorists, we will try to help people to see the benefits safer speeds will bring for other members of the community - 'safe speeds save lives'.

This emotive approach will be complemented by clear, easily-digestible information / infographics which demonstrate the pressing need for speed limit reductions on each road.

Key messages

- Auckland Transport is proposing to set new permanent speed limits for 26 roads in Auckland's west and north. The proposed new limits will support travel speeds that are safe and appropriate for the function, design and use of the roads.

- Safe and appropriate speed limits support our transport network to move people and goods effectively, efficiently and safely across our region.
- Your feedback is important to us so we would be most grateful if you would share your views with us.
- Everyone deserves to get home safely.
- Seconds can save lives. At Auckland Transport, we are putting people first. Human life and safety come above all else. And, sometimes, that means our journeys might take a fraction longer. But, most of the time, the increase will only be a matter of seconds.
- We understand that speed is also critical to the effectiveness and efficiency of our network. Auckland Transport is committed to ensuring the road network supports overall economic productivity. At the same time, we have a responsibility to ensure people and goods can move around the region safely, as well as efficiently.
- There are 26 roads that were part of the 2018 Safe Speeds Accelerate Programme that we have had to review the speed limits for afresh under the Land Transport Rule: Setting of Speed Limits 2017.

Supporting messages

Aucklanders are getting hurt and killed

- Auckland is in the grips of a road safety crisis
- In 2017, 64 people were killed on the region’s roads (44% of which were speed related deaths) and 749 people were seriously injured. This represents a 78% increase in road deaths since 2014.
- In 2018, 54 people were killed and an additional 595 were seriously injured. Even though there is a 22% reduction in death and serious injuries (DSi), which we welcome, it is still too high.
- Data shows that in 2019, 40 people died on our roads and an additional 567 were seriously injured.
- Auckland Transport is serious about safety. We want to do all we can to make sure everyone travelling on our network gets home safely.
- Auckland Transport is taking a Vision Zero approach to road safety. That means we are striving to have zero deaths or serious injuries on our transport system by 2050.

Safe speeds save lives

- Speed determines both the likelihood of a crash occurring and the severity of the outcome.

Stakeholders

We have a comprehensive list of stakeholders from the Speed Limits Bylaw consultation. This has been reviewed and edited as appropriate for this consultation. This list can be shared internally upon request.

High-level list of stakeholders

Stakeholder	Notes
Those we are legally required to consult with	Refer to legal obligations section .

Directly affected residents or businesses	We will use GIS to generate mailing lists for each road and surrounding area.
Business and community associations, Business Improvement Districts	Identified project-by-project using AT's regional stakeholder contact lists.
Emergency services	Ambulance, fire and police identified using AT's regional stakeholder contact lists.
Advocacy groups	Identified project-by-project, determined by impact on different modes (ie. Bike/Walk Auckland, AA or Heavy Haulage Association).
Local Boards	Local Boards are project partners and will receive key information at specific stages. The relevant local boards are: Waitākere Ranges, Henderson-Massey, Rodney.
Mana Whenua and Māta Waka	We will work with AT's Maori Engagement Team. Kōhanga Reo or Kura Kaupapa Māori directly affected by project.

Mana Whenua/Māori partnership and engagement

AT is committed to meeting its responsibilities under Te Tiriti o Waitangi, and its broader legal obligations in being more responsible or effective with Māori. The communications and consultation materials will ensure correct Māori place names and macrons are applied and will use Māori-language headings where appropriate. The latter reflects the brand alignment between AT and Local Boards and Auckland Council, where te reo Māori is more frequently used.

Consultation overview

People will be able to provide feedback via:

- Hardcopy feedback form mailed to local properties
- An online feedback form
- Over the phone if they have difficulties with the hardcopy form or challenges accessing our website
- In person, via hearings

The questions we will ask:

If you need assistance completing this form, please call us on (09) 355 3553 and our contact centre staff will fill in the feedback form with you over the phone. If you would like to present your views in person, please email ATspeedprogramme@AT.govt.nz or call on (09) 355 3553.

Auckland Transport wants to amend the Speed Limits Bylaw to set new speed limits for 26 of Auckland’s local roads. We would love your feedback on this proposal. Please share your views with us below.

1.a) Which road(s) would you like to provide feedback on? (please state below)

1.b) What do you think about the proposed new speed limit on this road(s)? (where possible, please state the location(s) you’re referring to).

2) If you have any general feedback on the proposed speed limit reductions, please provide it below.

To promote the consultation and the opportunity to provide feedback, we will use the channels below:

Traditional	Digital
Letters (with a Freepost feedback form) in the post to residents on (and close to) the affected roads.	Emails to stakeholders
Brochure (incl. freepost feedback form) sent to the wider communities around the 26 roads.	Geo-targeted social media - Organic – AT channels, stakeholders’ channels - Paid – Auckland-wide targeted campaign
Adverts in the NZ Herald and local papers	EDM – via AT as well as stakeholders
Posters sent to local libraries and community venues	Website – the home of all content - AT.govt.nz/speed or AT.govt.nz/safespeeds . This page will: - outline our rationale for the bylaw - provide the list of roads we plan to reduce the speed limits on - provide a link to the online survey
Media release – radio, print, online	
Call to action – this will be to visit AT.govt.nz/speed or AT.govt.nz/safespeeds . All roads will lead back to this URL on our website.	

High-level timeline

When*	What
Thursday 22 September 2020	ELT review
Thursday 29 October 2020	AT Board meeting – seeking authorising to go to consultation
Following board approval	Engage/inform key stakeholders – Mayor, politicians, partners, advocates. Press print on consultation materials.
Early-November	Prep for consultation (includes keeping key stakeholders updated) Consultation opens – 9 November
November - December	Public drop-in sessions
Mid-January 2021	Consultation closes -17 January 2021
Early-February 2021	Hearings – 4 th February 2021
End-February – mid-March 2021	Analysis of feedback completed by end of February, early March Project team completes review of feedback and provides responses – mid-late March - TBC Submit paper to AT Board – end March / early April
April 2021	AT Board decision – April (depending on 2021 Board calendar)
<i>*This timeline does not include the communications roll-out to engage and inform stakeholders; once a decision has been made.</i>	

Legal obligations

AT has legal obligations regarding the parties we must consult with as part of these proposed changes. The Land Transport Act 1998 and Local Government Act 2002 requires that the general public is consulted on the proposed bylaw amendment. The Land Transport Rule: Setting of Speed Limits 2017 specifically requires that the following parties be consulted (under clause 2.5(2) of the Rule) on proposed speed limit changes:

The persons and groups that must be consulted are—

- (a) road controlling authorities that are responsible for roads that join, or are near, the road on which the speed limit is to be set or changed; and
- (b) any territorial authorities that are affected by the existing or proposed speed limit; and
- (c) any local communities that the road controlling authority considers to be affected by the proposed speed limit; and
- (d) the Commissioner; and
- (e) the chief executive of the New Zealand Automobile Association Incorporated; and
- (f) the chief executive of the Road Transport Forum New Zealand; and
- (g) the Agency; and
- (h) any other organisation or road user group that the road controlling authority considers to be affected by the proposed speed limit.

Note that “the Commissioner” means the Commissioner of Police and “the Agency” means NZTA.

There are also requirements we need to meet under the special consultative procedure as part of the Local Government Act 2002. This includes the provision that AT needs to make the public aware that they may present their views on the proposal to AT in person if they wish and how and where they can do that (and AT needs to accommodate that for anyone who wishes to do so). See in particular the parts of section 83 of the LGA02 that I’ve highlighted below

83 Special consultative procedure

(1) Where this Act or any other enactment requires a local authority to use or adopt the special consultative procedure, that local authority must—

(a) prepare and adopt—

(i) a statement of proposal; and

(ii) if the local authority considers on reasonable grounds that it is necessary to enable public understanding of the proposal, a summary of the information contained in the statement of proposal (which summary must comply with [section 83AA](#)); and

(b) ensure that the following is publicly available:

(i) the statement of proposal; and

(ii) a description of how the local authority will provide persons interested in the proposal with an opportunity to present their views to the local authority in accordance with [section 82\(1\)\(d\)](#); and

(iii) a statement of the period within which views on the proposal may be provided to the local authority (the period being not less than 1 month from the date the statement is issued); and

(c) make the summary of the information contained in the statement of proposal prepared in accordance with paragraph (a)(ii) (or the statement of proposal, if a summary is not prepared) as widely available as is reasonably practicable as a basis for consultation; and

(d) provide an opportunity for persons to present their views to the local authority in a manner that enables spoken (or New Zealand sign language) interaction between the person and the local authority, or any representatives to whom an appropriate delegation has been made in accordance with Schedule 7; and

(e) ensure that any person who wishes to present his or her views to the local authority or its representatives as described in paragraph (d)—

(i) is given a reasonable opportunity to do so; and

(ii) is informed about how and when he or she may take up that opportunity.

(2) For the purpose of, but without limiting, subsection (1)(d), a local authority may allow any person to present his or her views to the local authority by way of audio link or audiovisual link.

(3) This section does not prevent a local authority from requesting or considering, before making a decision, comment or advice from an officer of the local authority or any other person in respect of the proposal or any views on the proposal, or both.



Roles and responsibilities

Action	Due date	Person responsible
Stakeholder engagement	Early November onwards	Shiraz Munshi, James Michie, Daniel McCabe (general comms) <ul style="list-style-type: none"> - Ben Halliwell (all elected members) - Natalie Polley (media) - Claire Dixon's team (schools) - Rob Faata (stakeholder support)
Briefings & presentations <ul style="list-style-type: none"> - stakeholders & advocates - local boards 	Early November onwards	Shiraz Munshi James Michie EMRM Teresa Burnett
Consultation collateral <ul style="list-style-type: none"> - Brochure (creation, database, mailout, distribution) - Website (incl. online feedback form) - Social media - Advertising - Posters - Media release (Natalie Polley) 	Finalised by early October Consultation dates: 9 November 2020 – 17 January 2021	Daniel McCabe Shiraz Munshi James Michie Jess Robertson Natalie Polley
Hearing <ul style="list-style-type: none"> - Confirm hearing panel - Confirm date and venue - Collate list of requests - Schedule times for speakers - Book notice in NZ Herald (legal requirement) - Prep briefing pack for panel - Run briefing session with panel 	4 February 2021	Daniel McCabe

<p>Consultation Analysis</p> <ul style="list-style-type: none"> - Analyse public feedback - Investigate public feedback / review proposal - Create public feedback report - Provide responses to feedback - Management review/approve public feedback report 	<p>4-6 weeks</p> <p>Aim to be finalised end of February (depending on how many submissions are received), project team to complete review and responses by mid-late March.</p>	<p>External contractor</p> <p>Project team (to analyse feedback and provide responses)</p>
<p>Event management</p> <ul style="list-style-type: none"> - dates, source / book venues - collateral required - staffing 	<p>At present, public events are planned but will not be held if Auckland is at COVID-19 Alert Level 2 or higher.</p>	<p>Daniel McCabe</p> <p>James Michie</p>

Media protocols

- Media releases and statements will be signed off by AT's Communications Group Manager.
- All inquiries will follow AT media policies and will be managed through the media team via AT's Shiraz Munshi.
- AT will brief AT Board members, councillors, the mayor, ministers and AT staff and take the lead on proactive media. For programme and implementation related inquiries, AT will lead and manage media inquiries and be responsible for communicating with its partners, stakeholders, the media, elected members and politicians (via its Elected Member Relation Team).

AT spokespeople

- Shane Ellison
- Bryan Sherritt
- Andrew Allen

Risks and mitigation

See FAQ document for a list of comprehensive responses to the types of enquiries we are likely to receive.

Issue	Mitigation and response
<p>Criticism for not including these roads in the bylaw last year. AT is seen as “getting it wrong again” on an important, emotive and highly public issue.</p>	<p>We are now consulting afresh on a review just completed. Any previous consultation is effectively irrelevant as the review hadn’t been completed and documented in accordance with The Land Transport Rule: Setting of Speed Limits 2017 Rule. We will thank communities for their patience, apologise that the speed limit changes haven’t been implemented sooner and assure them we are doing all we can to provide safe and appropriate speed limits in their area as soon as possible.</p>
<p>Speed bylaw consultation fatigue: with the proposed amendment to the bylaw and the upcoming second tranche of roads: coming up; there could be consultation fatigue.</p>	<p>Auckland Transport controls over 7,300 km of road network and is responsible for ensuring that all roads under its control have speed limits that are safe and appropriate for their function, design, safety and use. We are currently working through a programme to review speed limits on all roads across our network to identify where changes are needed. Reviewing and setting new speed limits requires consultation under The Land Transport Rule: Setting of Speed Limits 2017. We have a responsibility to make sure people are safe on our roads, we thank our communities for their patience and understanding.</p>
<p>Criticism of AT’s engagement approach</p>	<p>Our engagement approach will be guided by the ‘reputation blueprint’ to build trust and confidence in Auckland Transport. Furthermore, AT is bound by several rules and procedures that it must follow to propose new speed limits. AT is answerable to democratically elected Councillors and Local Board members. In the September 2018 Auckland Council Planning Committee meeting, an unanimous decision was made by Councillors to ask AT to make Auckland a Vision Zero region and bring down the unacceptably high level of DSIs on our roads. AT has consistently kept all elected members informed at every step of the way, prior, during and post-consultation. Additionally, during the Speed Limits Bylaw 2019 consultation, 13 local boards supported AT’s then proposed speed limits for their areas. These 13 local boards represent roughly 970,000 constituents in the Auckland region. Other stakeholders like the ARPHS and Auckland’s universities who serve and work with the population of Auckland supported the then proposed speed limit changes. AT is also following directives from the New Zealand Government Policy Statement on Transport and the Auckland Council’s 2050 Plan to create a safe transport network.</p>
<p>Stakeholders don’t feel informed or engaged</p>	<p>Communities, stakeholders and those directly affected will receive comprehensive information on the proposed changes and rationale behind them. AT is committed to transparency and as such a public feedback report, summarising the feedback received, will be published on our website. Throughout this process, there will be regular and clear communications between AT, local boards and the members of the</p>

Issue	Mitigation and response
	public. We will respond to inquiries from the public, media and other stakeholders as quickly as possible.
Negative and unbalanced media coverage	Ensure proactive, accurate and consistent messaging across all platforms.
'Why are these roads being prioritised over those the public requested to have speed limit changes as part of the bylaw feedback process'.	We are definitely taking the public feedback we received on the speed limits bylaw into consideration. We received a large number of additional feedback requests which will be considered as part of future speed limit reviews.

Internal approvals required:

- Teresa Burnett
- Randhir Karma
- Wally Thomas
- Andrew Allen
- Bryan Sherritt

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Appendix 1: List of the 26 roads (by local board area)

Road name	Section of road	Current speed limit (km/h)	Proposed speed limit (km/h)
<i>Local Board: Waitakere Ranges Board and Henderson-Massey Board - Massey:</i>			
Birdwood Road	Between Red Hills Road and 190m northwest of Crows Road	100	60
<i>Local Board: Henderson-Massey Board - Massey:</i>			
Chamberlain Road	Between Birdwood Road and 950m southwest of Tiriwa Drive	100	60
<i>Local Board: Waitakere Ranges Board - Massey:</i>			
Mudgeways Road	Entire length of the road	100	40
Yelash Road	Entire length of the road	100	40
<i>Waitakere Ranges - Swanson South:</i>			
O'Neills Road	Between the urban traffic area (UTA)* boundary (being approx. 475m south of Pooks Road) and Drower Road	70	50
	Between Drower Road and Christian Road	100	60
Christian Road	Between 140m south of Swanson Road and 65m southwest of Mettam Drive (UTA boundary*)	80	50

	Between 65m southwest of Mettam Drive (UTA boundary) and the southwest end of Christian Road	80	60
Welsh Hills Road	Entire length of the road	80	60
Tram Valley Road	Between Christian Road and 430m southwest of Christian Road (UTA boundary*)	50	60
	Between 430m southwest of Christian Road (UTA boundary) and southwest end of Tram Valley Road	100	60
<i>Rodney Board - South East Warkworth:</i>			
Hepburn Creek Road	Between 540m south of Wilson Road (UTA boundary*) 610m south of Wilson Road (50m east of UTA boundary)	100	50
	Between 610m south of Wilson Road (50m east of UTA boundary*) and Edwards Road	100	40
Wilson Road	Between Hepburn Creek Road and the eastern end of Wilson Road	50	40
Edwards Road	Entire length of the road	100	40
Hodgart Road	Entire length of the road	100	40
<i>Rodney Board – Matakana North:</i>			

Matakana Valley Road	Between 950m northwest of Leigh Road (UTA boundary) and 20m south of Smith Road	100	80
	Between 20m south of Smith Road and 2,720m south of Pakiri Road	100	60
	Between 2,720m south of Pakiri Road and Pakiri Road	100	80
Smith Road	Entire length of the road	100	40
Ward Road	Entire length of the road	100	40
Govan Wilson Road	Entire length of the road	100	40
<i>Rodney Board – Tawharanui Peninsula:</i>			
Takatu Road	Between Leigh Road and 2000m east of Baddeleys Beach Road	100	80
	Between 2,000m east of Baddeleys Beach Road and Tawharanui Regional Park entrance	100	60
Baddeleys Beach Road	Between Takatu Road and 730m north of Clinton Road	100	80
	Between 730m north of Clinton Road and the southern end of Baddeleys Beach Road	50	40
Buckleton Road	Entire length of the road	50	40

Bishop Lane	Entire length of the road	100	40
Clinton Road	Entire length of the road	50	40
Kookaburra Drive	Entire length of the road	50	40
Pigeon Place	Entire length of the road	50	40
Campbell Road	Entire length of the road	50	40
Haywood Lane	Entire length of the road	100	60
Whitmore Road	Between Takatu Road and 1,200m north of Bishop Lane	100	60
	Between 1,200m north of Bishop Lane and 1,040m north of Buckleton Road**	50	60
	Between 1,040m north of Buckleton Road and Buckleton Road	50	40

* An urban traffic area is a geographical area specified by Auckland Transport within which roads have the default urban speed limit of 50km/h and outside of which roads have the default rural speed limit of 100km/h unless otherwise specified or excluded. Maps of the urban traffic area boundaries can be downloaded from AT's website. Go to AT.govt.nz/haveyoursay then click on 'Speed limit changes in Auckland's west and north'.

** Through the review process, AT recently discovered a 50km/h speed limit sign on Whitmore Road in the incorrect location. It was 350m north of Buckleton Road, whereas it should have been located 1200m north of Bishop Lane, as per the current Bylaw 2019. This has now been corrected.

Appendix 2: Safe Speeds Accelerate Programme Consultation

2018 Safe Speeds Accelerate Programme consultation

Roads which already have new speed limits:

Road name	Suburb	Section of Road	Previous legal speed limit (km/h)	New speed limit (km/h)
Dairy Flat Highway	Dairy Flat	From 160 metres west of Silverdale offramp northbound (SH1) to 250 metres north of Kahikatea Road	100	80
Dairy Flat Highway	Dairy Flat	From 250 metres north of Kahikatea Flat Road to 130 metres south of Horseshoe Bush Road	100	60
Dairy Flat Highway	Dairy Flat	From 130 metres south of Horseshoe Bush Road to 130 metres south of Foley Quarry Road	100	80
Flat Bush School Road	Flat Bush	The existing 100km/h section east of Murphys Road has been lowered to 50km/h	100	50
Pine Valley Road	Dairy Flat	Between Dairy Flat Highway and Old Pine Valley Road	100	80
Kahikatea Flat Road	Dairy Flat	Between 1300 metres west of Dairy Flat Highway to 310 metres west of Dairy Flat Highway will be increased from 70km/h to 80km/h	70	80
Kahikatea Flat Road	Dairy Flat	From 310 metres west of Dairy Flat Highway to Dairy Flat Highway	70	60
Horseshoe Bush Road	Dairy Flat	From 60 metres west of Dairy Flat Highway to Dairy Flat Highway	70	60

We are pleased to inform you that a number of the roads included in the Safe Speeds Accelerate Programme consultation had their speed limits reduced on 30 June 2020 as part of the rollout of the Speed Limits Bylaw.

Please note: the descriptions of the sections of roads included in the Safe Speeds Accelerate Programme consultation may differ to what was passed in the Speed Limits Bylaw 2019.

Road name	Suburb	Section	Previous legal speed limit (km/h)	New speed limit from of 30 June 2020
Jack Lachlan Drive	Beachlands	Between Whitford-Maraetai Road and 240m east of Tui Brae	100	60
Murphys Road	Flat Bush	Between Ormiston Road and 150m south of Flat Bush School Road	80	60
Mcquoids Road	Flat Bush	The existing 100km/h section east of Murphys Road will be lowered to 50km/h	100	50
<i>All new subdivision roads connected to the above sections of road will also be set at 50km/h.</i>				
Franklin Road	Freemans Bay	Full length	50	30
<i>Some adjacent side roads in the area around Franklin Road will also be lowered from 50km/h to 30km/h.</i>				
Golfland Drive	Golflands	Variable speed limit - Between 20m south of Pebble Beach Place and 85m northwest of Bard Place (the speed limit will remain at 50km/h outside of school times)	50	40
Corta Bella Place	Golflands	Variable speed limit - between Golfland Drive and 45m west of Golfland Drive (the speed limit will remain at 50km/h outside of school times)	50	40
Walters Road	Kauri Flats	The existing 70km/h section will be lowered to 50km/h	70	50
Grove Road	Kauri Flats	Between Walters Road and 210m north of Matheson Street	70	50
Mahurangi West Road	Mahurangi West	Between 50m west of Jamieson Road and Jamieson Road	100	40
Jamieson Road	Mahurangi West	Full length	100	40

Barr Road	Mahurangi West	Full length	100	40
Opahi Bay Road	Mahurangi West	Full length	100	40
Rangi Road	Mahurangi West	Full length	100	40
Ascot Road	Mangere	The entire length of the road will be lowered to 50km/h	70	50
Montgomerie Road	Mangere	Between Ascot Road and State Highway 20	70	50
Great South Road	Otahuhu	Between 20m south of Princes Street and 20m north of Park Avenue	50	30
Hall Avenue	Otahuhu	Between Great South Road and 30m west of Great South Road	50	30
Mason Avenue	Otahuhu	Between Great South Road and 230m west of Great South Road	50	30
Station Road	Otahuhu	Between Great South Road and 250m west of Great South Road	50	30
Gordon Road	Otahuhu	Between Great South Road and 140m east of Great South Road	50	30
King Street	Otahuhu	Between Great South Road and 95m east of Great South Road	50	30
Avenue Road	Otahuhu	Between Great South Road and 20m west of Atkinson Avenue	50	30
Criterion Street	Otahuhu	Between Great South Road and 20m west of Atkinson Avenue	50	30
Huia Road	Parau	Between 40m south of Armour Road and 90m west of Shirley Road	70	50
Shirley Road	Parau	Full length	70	50
Upper Queen Street	Pukekohe South	Between Woodlands Road and Ray Wright Road	100	80
Upper Queen Street	Pukekohe South	Between 400m south of Kitchener Road and Woodlands Road	100	50
Bayly Road	Pukekohe South	Full length	100	80

Ray Wright Road	Pukekohe South	Full length	100	80
Tuakau Road	Pukekohe South	between Buckland Road and 265m north of Webb Street	100	80
Woodlands Road	Pukekohe South	Full length	100	60
Webb Street	Pukekohe South	Full length	100	60
Quarry Road	Pukekohe South	Full length	100	60
East Coast Road	Silverdale	Between Hibiscus Coast Highway and 330m south of Tavern Road	80	60
Puni Road	South-West Pukekohe	Between Rowles Road and Beresford Street	70 / 100	60
West Tamaki Road	Glen Innes	Variable speed limit - between 80m west of Crossfield Road and 90m east of Courtland Avenue (the speed limit will remain at 50km/h outside of school times)	50	40
West Tamaki Road	Glen Innes	Variable speed limit - between 58m west of Navarre Road and 76m east of Washington Avenue (the speed limit will remain at 50km/h outside of school times)	50	40
Crossfield Road	Glen Innes	Variable speed limit - between West Tamaki Road and 115m north of Aragon Avenue (the speed limit will remain at 50km/h outside of school times)	50	40
Aragon Avenue	Glen Innes	Variable speed limit - between Crossfield Road and 25m west of Crossfield Road (the speed limit will remain at 50km/h outside of school times)	50	40
Courtland Avenue	Glen Innes	Variable speed limit - Between West Tamaki Road and 30m south of West Tamaki Road (the speed limit will remain at 50km/h outside of school times)	50	40
Pooks Road	Swanson	from O'Neills Road to North Candia Rd	70	50

We will soon be seeking public feedback on the proposed speed limit changes for the 26 roads below. These roads were part of the 2018 Safe Speeds Accelerate Programme which we have had to review the speed limits for afresh under the Land Transport Rule: Setting of Speed Limits 2017. We have now completed our review and will soon be publicly consulting on proposed changes to the speed limits.

Once public feedback has been considered, the AT Board will decide if the proposed speed limit changes will be implemented. If the Board gives its approval, we would expect to implement the new speed limits within the next year.

Please note: the descriptions of the sections of roads below may differ to what was previously consulted on under the Safe Speeds Accelerate Programme.

Road name	Section of road	Current speed limit (km/h)	Proposed speed limit (km/h)
<i>Local Board: Waitakere Ranges Board and Henderson-Massey Board - Massey:</i>			
Birdwood Road	Between Red Hills Road and 190m northwest of Crows Road	100	60
<i>Local Board: Henderson-Massey Board - Massey:</i>			
Chamberlain Road	Between Birdwood Road and 950m southwest of Tiriwa Drive	100	60
<i>Local Board: Waitakere Ranges Board - Massey:</i>			
Mudgeways Road	Entire length of the road	100	40
Yelash Road	Entire length of the road	100	40
<i>Waitakere Ranges - Swanson South:</i>			
O'Neills Road	Between the urban traffic area (UTA)* boundary (being approx. 475m south of Pooks Road) and Drower Road	70	50
	Between Drower Road and Christian Road	100	60

Christian Road	Between 140m south of Swanson Road and 65m southwest of Mettam Drive (UTA boundary*)	80	50
	Between 65m southwest of Mettam Drive (UTA boundary) and the southwest end of Christian Road	80	60
Welsh Hills Road	Entire length of the road	80	60
Tram Valley Road	Between Christian Road and 430m southwest of Christian Road (UTA boundary*)	50	60
	Between 430m southwest of Christian Road (UTA boundary) and southwest end of Tram Valley Road	100	60
<i>Rodney Board - South East Warkworth:</i>			
Hepburn Creek Road	Between 540m south of Wilson Road (UTA boundary*) 610m south of Wilson Road (50m east of UTA boundary)	100	50
	Between 610m south of Wilson Road (50m east of UTA boundary*) and Edwards Road	100	40
Wilson Road	Between Hepburn Creek Road and the eastern end of Wilson Road	50	40
Edwards Road	Entire length of the road	100	40
Hodgart Road	Entire length of the road	100	40

<i>Rodney Board – Matakana North:</i>			
Matakana Valley Road	Between 950m northwest of Leigh Road (UTA boundary) and 20m south of Smith Road	100	80
	Between 20m south of Smith Road and 2,720m south of Pakiri Road	100	60
	Between 2,720m south of Pakiri Road and Pakiri Road	100	80
Smith Road	Entire length of the road	100	40
Ward Road	Entire length of the road	100	40
Govan Wilson Road	Entire length of the road	100	40
<i>Rodney Board – Tawharanui Peninsula:</i>			
Takatu Road	Between Leigh Road and 2000m east of Baddeleys Beach Road	100	80
	Between 2,000m east of Baddeleys Beach Road and Tawharanui Regional Park entrance	100	60
Baddeleys Beach Road	Between Takatu Road and 730m north of Clinton Road	100	80
	Between 730m north of Clinton Road and the southern end of Baddeleys Beach Road	50	40

Buckleton Road	Entire length of the road	50	40
Bishop Lane	Entire length of the road	100	40
Clinton Road	Entire length of the road	50	40
Kookaburra Drive	Entire length of the road	50	40
Pigeon Place	Entire length of the road	50	40
Campbell Road	Entire length of the road	50	40
Haywood Lane	Entire length of the road	100	60
Whitmore Road	Between Takatu Road and 1,200m north of Bishop Lane	100	60
	Between 1,200m north of Bishop Lane and 1,040m north of Buckleton Road**	50	60
	Between 1,040m north of Buckleton Road and Buckleton Road	50	40

* An urban traffic area is a geographical area specified by Auckland Transport within which roads have the default urban speed limit of 50km/h and outside of which roads have the default rural speed limit of 100km/h unless otherwise specified or excluded. Maps of the urban traffic area boundaries can be downloaded from AT's website. Go to AT.govt.nz/haveyoursay then click on 'Speed limit changes in Auckland's west and north'.

** Through the review process, AT recently discovered a 50km/h speed limit sign on Whitmore Road in the incorrect location. It was 350m north of Buckleton Road, whereas it should have been located 1200m north of Bishop Lane, as per the current Bylaw 2019. This has now been corrected.

Appendix 3: Engagement principles

The following principles underpin all consultations at Auckland Transport. The principles are aligned with the principles in the Local Government Act 2002 with additional principles aiming to ensure consultation is effective, appropriate and transparent.

- **Consult early.** We will consult as early in the life-cycle of a project as possible in order to ensure we have the relevant information at the right point of the project's lifecycle. In some cases, the public and stakeholders can help us define what problem we are addressing. This requires early consultation in some cases before a project has even been initiated. A complex business case may involve multiple consultation stages, with increasing levels of detail each time.
- **Communicate effectively.** We will present consultation material we are seeking feedback on clearly in a manner and format that is easily accessible to the preferences and needs of all consultees. We will use the most appropriate channel of communication including digital, non-digital and face-to-face channels.
- **Encourage feedback.** We will actively encourage consultees to provide feedback and make it clear we want to hear from them. We will endeavour to engage with ethnic minorities and young people.
- **Communicate 'the why'.** All AT projects are underpinned by a strategy. We will communicate the project objectives and the wider strategy, so the consultee understands why we are proposing it and how it fits into the bigger picture.
- **Providing feedback is easy and convenient.** We will make it convenient and easy for all consultees to provide feedback in a manner and format that is most appropriate for their needs and preferences.
- **Public consultation is open to anyone.** In full public consultations we want to hear from anyone who has an interest in or are affected by a project.
- **Scope of consultation.** We will ensure the scope of the consultation is clear. Only questions that illicit information that could be used in the decision-making process will be asked. If any component of the project is not being consulted on, Auckland Transport will indicate what that component is.
- **Adequate time to provide feedback.** Consultations will vary in scale and complexity which is why we will allow time for consultees to understand the project fully and provide informed submissions.
- **Genuine consultation.** We will only consult when the feedback can influence decision-making. We will consider all feedback provided with an open mind and give it due consideration before making decisions.
- **Accurate and transparent reporting.** Auckland Transport will be transparent and accurate in representing feedback back to submitters. Pro-forma submissions will be reflected as such; stakeholder and elected member submissions will be published in the report. All submitters will have the outcome of the consultation communicated to them.
- **Privacy of individual submitters.** We want to hear from as many affected people as possible and for some people, publishing their contact details may be a disincentive to provide feedback. For that reason, we will not make name and contact details public. Engaging early with key stakeholders will provide

transparency in the process, is inclusive and manages expectations. This will allow stakeholders to participate in the overall process, and build an understanding of the project, its benefits and any constraints.

The principals to consultation align with the core values of the International Association for Public Participation (IAP2).

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