

Proposed Speed Limits Amendment Bylaw 2022 (No. 2) (Phase 3)

For decision: For noting:

Ngā tūtohunga / Recommendations

That the Auckland Transport Board (board):

- a) Note that the Safe Speeds Programme is part of a suite of road safety interventions aimed at reducing road trauma, and contributes positively to environmental sustainability, health and wellbeing outcomes as well as improved access and experienced for vulnerable road users.
- b) Note that in December 2021 it agreed to propose new speed limits for over 1,600 roads across Auckland, predominantly in rural areas, on Waiheke Island and around schools, and approved a draft amendment to the Auckland Transport Speed Limits Bylaw 2019 supporting such proposal to go out for public consultation.
- c) Note that this stage of the programme was named Tranche 2B but has been renamed to Phase 3 to simplify external communication. Public consultation on the proposal has been completed and the key themes and issues raised through the consultation process and management's proposed response to those key themes and issues are set out in the draft public feedback report (**Attachments 1 to 5**).
- d) Note the independent peer review undertaken post-consultation to assist in confirming the final recommendation (**Attachment 6**).
- e) Note that following consideration of the consultation feedback it is recommended that the board proceed to make the majority of the speed limit changes as proposed, with adjustments to thirty six roads or road sections as detailed in this paper (**Attachment 7**).
- f) Resolve to make the speed limit changes as recommended to come into effect in stages from 1 December 2022 to 30 March 2023, and pass the Auckland Transport Speed Limits Amendment Bylaw 2022 (No. 2) as drafted in **Attachment 8** to effect such changes.
- g) Approve the draft public feedback report to be finalised and released (**Attachment 1**).
- h) Note the approach to monitoring and evaluation (**Attachment 9**) of the Phase 3 changes, with this approach being in line with that endorsed for prior phases of the programme.
- i) Note that, if approved, these will be the final changes under the current bylaw process due to updates made in the Land Transport Rule: Setting of Speed Limits 2022. Future speed limit changes will be part of a speed management plan.
- j) Acknowledge and thank all those who made submissions on the proposal.

Te whakarāpopototanga matua / Executive summary

1. The board is being asked to change the speed limits for over 1,600 roads across Auckland where the current speed limits have been assessed as not safe and appropriate. Approving the recommended changes will contribute towards reducing road trauma.
2. The first tranche of roads where speed limits were changed on 30 June 2020 have experienced a 30%¹ reduction in fatalities in the 24 months following the changes, a reduction in all injury crashes of more than 25%, and greater than 20% reduction in serious injuries. Rural roads have seen the greatest benefit, with a 48% reduction in fatalities and a more than 25% reduction in serious injuries.
3. In December 2021 the board resolved to propose changes to the speed limits and approved public consultation for over 1,600 roads (more than 1,400 km) in Auckland, predominantly in rural areas, on Waiheke Island and around schools.
4. Consultation on the proposed speed limit changes was undertaken from 28 February 2022 to 3 April 2022, with 8,622 submissions being received and reviewed, plus fourteen submissions heard in person. Submissions were received from a number of schools, partners, stakeholders and community groups. Twice the number of stakeholder submissions were received compared to Phase 2 of the programme.
5. Of our 21 local boards - 14 support the changes, six are supportive of some changes only, and one was not affected by the proposal and did not submit feedback. Devonport-Takapuna, Franklin, Howick, Māngere-Ōtāhuhu, Manurewa, Upper Harbour and Waitākere Ranges local boards proposed alternative recommendations for some roads.
6. A further independent peer review has been undertaken by Beca Limited after consultation, focusing on 122 road segments on 81 individual roads where there was strong community or local board feedback on the change proposed. The peer review has provided a high level of confidence in the consulted changes and has assisted in confirming the final change recommendation.
7. Following consideration of the public consultation feedback and peer review findings, it is recommended to proceed with the majority of the proposal as consulted, with the exception of 36 roads or road sections where changes to the original proposal are recommended following consultation.
8. 31 of these changes are recommended in order to improve the likelihood of driver compliance and/or improve the consistency of speed limits in the area for road users, including 22 changes within the Leigh community following in-depth community consultation. Two small changes to adjust signage and speed change locations to improve safety have been recommended. A further three roads sections are recommended to be removed from consultation as they were included through an error that was later identified. Details of the changes recommended are contained in the Ngā matapakinga me ngā tātaritanga / Discussion and analysis section of this paper.
9. The final recommendation is for speed limit changes on 1,418km of road (19% of the AT road network) focusing on high benefit changes in both the north, west and south of our region, on Waiheke and Aotea Great Barrier, plus lower speeds near 75 schools. Safe speeds for the town centre areas of Glen Innes, Devonport and Takapuna; a second residential area in Manurewa; roads outside of rural marae across our region, and roads which have been requested by the community.

¹ Annualised figures for the period 1 July 2020 to 30 June 2022, when compared to the prior five-year comparison period. Data sourced from the Waka Kotahi Crash Analysis System, September 2022.

10. To effect the speed limit changes with the adjustments as recommended, the board needs to amend the Auckland Transport Speed Limits Bylaw 2019 and is being asked to pass the Auckland Transport Speed Limits Amendment Bylaw 2022 (No. 2) as drafted in **Attachment 8** for that purpose.
11. If passed by the board as recommended, the amendment bylaw will come into force in stages from 1 December 2022 to 30 March 2023 with the speed limit changes taking effect from that date.

Ngā tuhinga ō mua / Previous deliberations

12. Previous deliberations on the proposed speed limit changes to the roads concerned by the current proposal is summarised as follows:

Date	Report Title	Key Outcomes
December 2021	Proposed Speed Limits Amendment Bylaw 2022 (No. 2) and Statement of Proposal (Tranche 2B)	Endorsed the speed limit review assessments for the Tranche 2B roads (now called Phase 3). Approved the draft Auckland Transport Speed Limits Amendment Bylaw 2022 (No. 2) for consultation. Adopted the Statement of Proposal to support the public consultation on the proposed amendment bylaw under the special consultative procedure. Established a hearings panel to receive submissions on the proposed amendment bylaw via hearing(s) in person. Delegated authority to the Chief Executive to approve any minor and technical amendments to the proposed amendment bylaw before it is released for public consultation. Note: No minor amendments were made prior to public consultation.

13. The board has previously deliberated on other matters and proposals concerning the wider Safe Speeds Programme, which the current proposal is being progressed under. **Attachment 10** illustrates the history of the Safe Speeds programme.

Te horopaki me te tīaroaro rautaki / Context and strategic alignment

14. As a road control authority, AT is required by law to review and set speed limits that are 'safe and appropriate' for all roads under its control. Safe and appropriate speeds are travel speeds that are appropriate for road function, design, safety and use.
15. While safety is a key consideration in reviewing and setting speed limits, it is not the only consideration. AT is legally also required to consider the effect of speed limits on the effectiveness and efficiency of the network, consistent with its statutory role of contributing to an effective, efficient, and safe Auckland land transport system in the public interest.

16. Safety is a key strategic priority nationally and regionally as outlined in the Government Policy Statement on Land Transport (GPS), Auckland Transport Alignment Plan (ATAP), the Regional Land Transport Plan (RLTP) and the Road to Zero 2020–2030 strategy which set a target to reduce Deaths and Serious Injuries (DSI) by 40%, equivalent to approximately 750 fewer deaths and 5,600 fewer serious injuries, over the next decade and “...requires us to establish safe and appropriate travelling speeds across our road network”.
17. In September 2019, the board approved Vision Zero for Tāmaki Makaurau, a Transport Safety Strategy and Action Plan to 2030, which sets a target of an approximately 65% reduction in DSI by 2030 compared to the 2016-2018 baseline and includes “Providing a safe transport environment by increasing investment in safe infrastructure, technology and speed management” as a strategic priority.
18. Reviewing and setting safe and appropriate speed limits is a critical part of the total road safety response for Auckland. It is a cost effective way to achieve sustained DSI reduction on the network. In addition to improved road safety performance, speed management also contributes to positive environmental sustainability, health and wellbeing outcomes, as well as improved access and experience for vulnerable road users.
19. During the calendar year 2021 there were 59 deaths on Auckland’s roads, more than 60% higher than 2020 and the highest level of road trauma since 2017, as illustrated by Figure 1.
20. Contrasting an increase in road trauma on the wider network, roads where speed limits were changed on 30 June 2020 have experienced a 30%² reduction in fatalities in the 24 months following the changes, a reduction in all injury crashes of more than 25%, and greater than 20% reduction in serious injuries. Total deaths and serious injuries (DSI) have reduced by more than 20% on these roads.
21. Rural roads where speeds were changed on 30 June 2020 have seen a 48% reduction in fatalities and a more than 25% reduction in serious injuries. This equates to an DSI reduction of more than 30% on our rural network where speed limit changes have been made.
22. A recent peer-reviewed paper in the Journal of Road Safety³ found that more than 70% of fatal crashes in Auckland involve speeding, and that 71% of injury crashes across New Zealand involve speeds above safe and appropriate speeds.

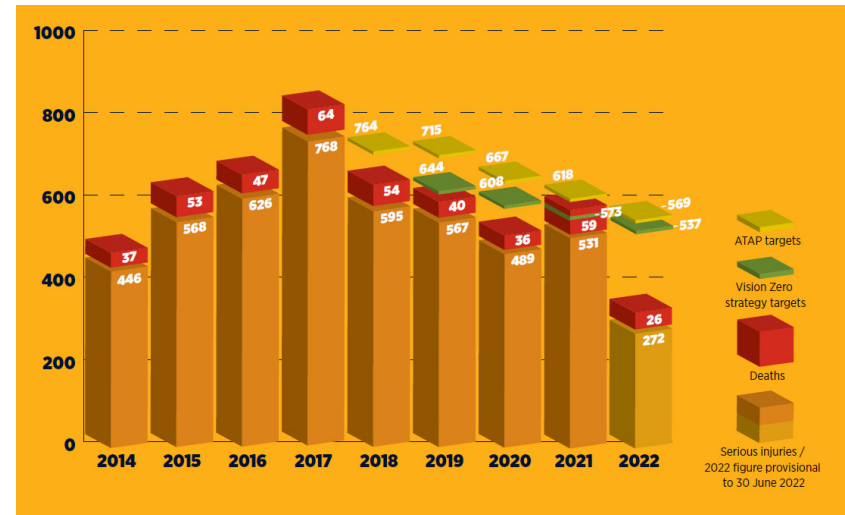


Figure 1 - Auckland road DSI - 2014 to 30 June 2022 (provisional)

² Annualised figures for the period 1 July 2020 to 30 June 2022, when compared to the prior five-year comparison period. Data sourced from the Waka Kotahi Crash Analysis System, September 2022.

³ 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.

Ngā matapakinga me ngā tātaritanga / Discussion and analysis

Programme scope and scale overview

23. The AT road network is comprised of more than 14,000 roads, with a combined length of around 7,500 km (and growing).
24. Between 2019 and 2022 the Safe Speeds Programme has reviewed and consulted upon safe and appropriate speed limits on more than 2,800 km (38%) of the AT network, as follows:
 - An initial 11% in Phase 1 and the 26 Roads package, with changes made from June 2020 to June 2021
 - 9% in Phase 2, with changes made in June and July 2022, and
 - a further 19% recommended within this paper for implementation from December 2022 to March 2023.
25. The recommended Phase 3 changes (this paper) are the final changes under the existing speed limit bylaw process. The next phases of the programme will be included within AT's Interim Speed Management Plan which aims to review speed limits on a further 30 to 40% of the AT road network between 2023 and 2026, in line with the board endorsement received in December 2021. Successful delivery of this plan will see safe and appropriate speed limit coverage increase from 11% of AT's road network at the start of 2022 to more than 70% by the end of 2026.

Tranche 2 review of existing speed limits

26. In December 2020, the board endorsed the recommended programme Option 10 for the next stage of the Safe Speeds Programme, referred to as Tranche 2, with a two-stage approach for drafting of proposed bylaws for public consultation.
27. The two stages of Tranche 2 were previously called Tranche 2A and Tranche 2B. In response to community feedback that this naming is confusing, the stages have been renamed Phase 2 and Phase 3. This 'Phase x' naming will be continued into future stages of the programme.
28. Phases 2 and 3 introduce a number of new focus areas to Safe Speeds, including rural marae, schools, roads reviewed based upon customer requests, and where speed changes are complementary to other development around Auckland, for example where speed calming has been installed but the speed limit was originally left unchanged.
29. Phase 2 was approved for consultation by the board in June 2021 with consultation running from September to November 2021. Following consideration of the public consultation feedback, the board approved proceeding with the majority of the proposal as consulted, with the exception of 13 roads or road sections where changes to the original proposal are recommended following consultation in order to improve the likelihood of driver compliance and/or improve the consistency of speed limits in the area for road users. Changes came into effect from 30 June to 28 July 2022.
30. Phase 3 was approved for consultation by the board in December 2021 with consultation running from February until April 2022 (this paper).

Phase 3 packages

31. The following table summarises the proposed scope and scale of Phase 3. These were the roads publicly consulted in 2022:

Table 1 – Safe Speeds Phase 3 overview as consulted

Workstream	Phase 3 packages
High risk rural roads and Waiheke Island	Waiheke Island Henderson, Massey, Hibiscus and Bays, Waitākere Ranges and Rodney, including remaining 70km/h roads Āwhitu Peninsula <i>405 roads (798 km)</i>
Town centres	Devonport, Takapuna and Glen Innes town centres - <i>55 roads (15km)</i>
Residential areas	Manurewa – Coxhead Quadrant - <i>58 roads (20km)</i>
Complementary and customer requested roads	Complementary and customer requested, including high-speed urban roads - <i>130 roads (198km)</i>
Marae	Rural marae - <i>18 roads (49km)</i>
Schools	Schools 2B - <i>980 roads (341km)</i>
	<i>Total: 1,646 roads, 1,421km (19% of the AT road network)</i>

Review of existing speed limits

32. AT is required to review speed limits by, and in accordance with, the Land Transport Rule: Setting of Speed Limits 2017 (“the Rule”).

33. Following review and consultation:

- if AT decides that a speed limit on any road is not safe and appropriate it must either:
 - set (by way of bylaw) a new limit that it considers is safe and appropriate, or
 - take other measures to achieve travel speeds that are safe and appropriate on that road.
- if AT decides that an existing speed limit is safe and appropriate for any road, it must retain the speed limit for that road.

34. The Rule requires road controlling authorities to have regard to Waka Kotahi NZ Transport Agency’s Speed Management Guide (“the Guide”) when reviewing and setting speed limits.

35. ‘Safe and appropriate’ is defined in the Guide as ‘travel speeds that are appropriate for road function, design, safety and use⁴. The concepts of function and use of roads clearly link to the concept of a transport system that is effective and efficient as set out in AT’s statutory purpose⁵.

⁴ NZ Speed Management Guide First Edition (November 2016). p7.

⁵ s39, Local Government (Auckland Council) Act 2009

Effectiveness and efficiency of road journey experience for all road users (including freight vehicles, cars, motor cyclists, people on bikes, and people walking) needs to be taken into account with safety considerations when determining a 'safe and appropriate speed' for any road.

36. AT's project team completed a review of all Phase 3 roads in accordance with the Rule. The review assessed risk in terms of safety whilst also considering the appropriate speed for the roads, having regard to the mandatory relevant considerations of the Rule⁶. The methodology for the review and treatment options set out in the Guide are summarised within the board paper of 9 December 2021 and the findings of the review assessments were approved by the board as part of the same paper.
37. Consultation has been undertaken in accordance with the Special Consultative Procedure described in section 83 of the Local Government Act 2002.
38. An extensive awareness campaign supported consultation, including over 340,000 flyers delivered to affected properties and communities, communication with more than 150 key stakeholders including local schools and businesses, print advertising Auckland-wide in both mainstream, local community and specialist/ethnic media, plus flyers, posters and feedback forms in local libraries and service centres. This traditional awareness campaign was supported an extensive social media campaign promoting the engagement and encouraging webinar attendance.

Consultation feedback summary

39. Consultation was open from 28 February 2022 to 3 April 2022 with 8,622 submissions received and fourteen submitters speaking at the public hearing as detailed below.

Public Feedback

40. A high number of submissions were received in response to consultation, with the majority of roads receiving one or more pieces of community feedback specific to that road, or road section, providing useful insights into community perception of the changes and safety issues.
41. Speed limit changes continue to be a challenging conversation for many of our communities. On a number of roads, often polarised differences in opinion can be seen between those living or working on a roads (often supportive) and those who used a road as a through-road for commuting or local travel (often unsupportive).
42. Those who are supportive of speed management express an awareness of the link between speed and crash severity, safe speeds supporting mode shift, increased pedestrian and cyclist safety, safety around schools, and believed other roads should also be reduced.
43. Those who were not supportive considered that speed is not an issue, it is road maintenance, poor driver behaviour, and/or lack of enforcement. Concerns were also expressed over increased travel times, traffic congestion, driver frustration, and the lack of prior road deaths in the area.
44. Almost two-thirds of the road changes proposed within Phase 3 introduce new permanent 30km/h school zones consistent with those approved and implemented under Phase 2 in June and July 2022. Consultation feedback has been generally in support of the permanent zones proposed, however a number of submitters view that variable school zones (before and after school only) are more appropriate for their area. This view is also held by selected local board members, discussed further below.

⁶ Land Transport Rule: Setting of Speeds 2017 s4.2(2)

45. Overall, changes around schools, near the city centre and in the more urban local board areas are generally well supported. Changes in the southern rural area, Waitakere Ranges Regional Park, within the Leigh township, and on higher speed, higher trauma urban roads in Howick have been a more challenging proposal. These are discussed in further detail below.
46. All submissions, grouped by Local Board area, are attached within **Attachment 2**.

Hearing feedback

47. Fourteen submitters requested to be heard in person and presented their views at the public hearing on 6 April 2022. A range of submissions were received, covering aspects of road safety, school safety, cycle safety, the effectiveness of previous changes, road maintenance, and the social cost of road trauma.
48. Hearing submitters included mana whenua, school representatives, cycling advocates, the Auckland District Health Board, Brake (a national road safety charity), and members of the public. A summary of the verbal submissions is contained within **Attachment 3**.
49. Ten of the hearing submissions, including all of the group submissions, supported the proposed changes. One individual submission was supportive of some changes but not all, the remaining three individual submissions were unsupportive of the changes.

Key partner, stakeholder and interest group feedback

50. Phase 3 has seen a high number of written submissions from schools, community groups and interest groups, with more than double the number of submissions received when compared to Phase 2 consultation late 2021. A summary of the submissions is contained within **Attachment 4** and provided in full at the end of **Attachment 1**.
51. More than 70% of the partner, stakeholder and interest group submissions supported the proposed changes, with many calling for wider speed limit changes and expressing disappointment that some areas of speed limit concern have not been addressed within the Phase 3 proposal. Mixed support was expressed in 19% of the submissions, with submitters generally agreeing with speed management as a safety tool, but disagreeing with the approach taken by AT in specific areas, including 24/7 school zones and on primary emergency response routes. The final 11% of submissions were opposed to the changes, expressing views that rural speed limits are already safe, concerns over the negative impact upon essential freight routes in East Tamaki, or that the changes are flawed and a waste of money.
52. Of note is the Living Streets Aotearoa & Walk Auckland submission, which explicitly calls upon AT to resist calls to reduce speeds to only 40km/h instead of 30km/h as this would not fully deliver safety benefits to pedestrians. This is relevant to this consultation, as support for 40km/h (not 30km/h) is raised within some local board submissions as further discussed below.

School feedback

53. Ten schools submitted formal feedback via written submissions, with a further two schools speaking at the hearing. All schools were supportive of safe and appropriate speed limits, however Baverstock School was only supportive of a before and after school approach – rather than the 24/7 school zone around the school proposed. A number of the schools requested further speed limit reductions and other safety improvements.

54. Notably, compared to prior consultations, there were a number of submissions from schools who were not included within Phase 3 requesting that AT address speed limits around their school. Where schools have advocated for speed limit changes, or wider changes, within in their local area these will be considered within the Interim Speed Management Plan which is currently under development and targeting consultation early 2023.

Local Board feedback

55. The Safe Speeds programme continues to engage closely with elected members within Auckland's local boards as the voice of their local communities. The programme continues to take a 'no surprises' approach to engagement on speed limit reviews and any supporting engineering safety improvements.
56. For Phase 3, local boards were provided with the verbatim road-by-road feedback gathered during consultation which was used to inform their local board submissions. This information was provided to local boards after removal of names and other identifying information to ensure the privacy of submitters.
57. Out of the 21 local boards:
- 14 support the proposed changes (representing over 1.1 million Aucklanders, 65% of the city)
 - Six local boards supported some elements of the proposal but not others, and
 - One local board (Kaipātiki) had no changes proposed in their area and did not submit feedback.
58. Where a local board has supported some elements and not others, these are discussed in more detail below.

Devonport-Takapuna Local Board

59. Devonport-Takapuna Local Board submitted that they support the Vision Zero goal and supported a change on all roads consulted, but at 40km/h instead of the 30km/h proposed for these school zone and town centre roads. This is a road safety concern, as the road trauma incurred at the survivable speed of 30km/h is approximately half of that incurred at the less safe speed of 40km/h. 40km/h is not considered the safe speed for urban town centres and residential areas.
60. In contrast to the local board recommendation, the majority of public submissions received on roads within the Devonport-Takapuna Local Board area were supportive of the proposed changes. Additionally, as a number of 30km/h school zones are already in place within the Devonport-Takapuna Local Board area, adopting a higher speed would create inconsistent safety outcomes between communities. The recommendation for the Devonport-Takapuna area is to proceed with the changes as consulted, with the exception of an adjustment to the speed limit extent on Victoria Road, Devonport which is discussed further below.

Franklin Local Board

61. Franklin Local Board provided robust feedback consistent with that received on Phase 2, expressing support for a default 80km/h rural speed, with 60km/h under specific circumstances only, 40km/h outside of all schools, marae and in coastal villages. Franklin were not in favour of the 30km/h residential speed areas proposed within Pukekohe.

62. On the Franklin rural roads reviewed under this proposal, AT have recommended safe and appropriate speeds in accordance with national legislation, while seeking local and regional consistency in speed limits. The recommendation for the Franklin rural roads is to proceed with the changes as consulted, with the exception of one road change adjacent to the Waikato district which is discussed further below.
63. The 30km/h residential zones proposed within Pukekohe are within a developing area close to the new Tamaoho School, and on largely quiet residential and cul-de-sac streets. Local board concerns that these areas will have a different speed to the rest of the township is acknowledged, as speeds within the balance of Pukekohe are yet to be reviewed. Taking this feedback onboard, it is proposed to take a wider area-based approach to future speed limit reviews within Pukekohe and avoid isolated areas where possible. It is recommended to proceed with the residential changes as consulted.

Howick Local Board

64. Howick Local Board has proposed that a number of roads reviewed retain their current speed limit. The majority of these roads are have abnormally high urban speed limits (60km/h or 80km/h) and are over-represented in their road trauma - representing 13% of the Howick local road network, but experiencing 54% of serious road trauma within Howick⁷.
65. AT has met a number of times with the Howick Local Board to discuss the poor safety performance of these higher speed urban roads compared to peer roads around Auckland, most recently in July 2022. It is considered that local board members understand the safety benefits available via speed management, plus that these higher speed urban roads are over-represented in their road trauma. Despite this understanding, concerns persist around the potential impact on driver travel time and general resistance to safe and appropriate speeds within the Howick local board area. AT is appreciative of the time spent with the Howick Local Board to engage on the changes proposed within Phase 3.
66. To understand the potential impact on drivers, investigations have been undertaken into similar changes implemented during the Phase 1 changes in 2020, plus transportation modelling has been undertaken of the potential impact on key Howick roads. These investigations confirm that driver delays of around five seconds per minute of travel time can be anticipated, alongside the expected reduction in road trauma.
67. This is a challenging proposal for the Howick area, with strong community feedback on some changes – in particular the proposal to lower the speed limit on Te Irirangi Drive, which connects between Botany Town Centre and Manukau, from 80km/h to 60km/h. Despite these challenges, it is estimated that the proposed changes to these higher speed, higher trauma Howick roads will save 4.6 DSI per annum, just under half of the total DSI benefit from Phase 3. Therefore it is recommended to proceed with the changes as consulted.

Māngere-Ōtāhuhu Local Board

68. Māngere-Ōtāhuhu Local Board supports the majority of changes (79% of roads or road sections), but recommends either retaining the current speed limit or proposes a different speed limit on the remaining roads. Each of the feedback items has been reviewed in detail, with the recommendation summarised as follows:
 - For 18 roads which form part of new 30km/h safe speed school zones, it is recommended to proceed with the changes as consulted to protect all road users and avoid an inconsistent road network with inconsistent safety outcomes around schools.

⁷ 27 deaths and serious injuries occurred on Howick 60km/h and 80km/h roads (68km total) for the period July 2021 to December 2022.

- For five roads near Makaurau Marae and Ihumatao Pa, extensive engagement has taken place with the marae community representatives in this unique community location. The speed proposed developed with input from, and supported by, mana whenua is recommended to proceed as consulted.
- Five mixed-use streets between Mangere and the airport precinct have a higher risk profile compared to other similar roads across the city. The proposed 50km/h speed limit will significantly reduce the risk of serious injury in the event of a crash and create a safer environment for all road users, consistent with other mixed-use areas of Auckland.
- Two streets in Māngere Town centre, where lower speeds are sought, will be further considered within the Interim Speed Management Plan. A lower speed limit cannot be implemented as part of this proposal as it would be more onerous than that consulted.

Upper Harbour Local Board

69. Upper Harbour Local Board support variable rather than permanent school zones within their area. They see the current 40km/h variable zones (before and after school only) as working well, and are not supportive of a move to permanent 30km/h zones.
70. There are three school zones proposed within Phase 3 in the Upper Harbour Local Board area. The zones around Ōteha Valley School and Albany Primary School are generally well supported. The third school, Upper Harbour Primary School, sits within a residential area with relatively wide streets where feedback indicates there are existing issues with high vehicle speeds, plus community feedback that 30km/h is too slow and will negatively impact on journey times for residents. The recommendation is to implement the proposed safe and appropriate speed for this residential area of 30km/h, followed by close monitoring of compliance with the new speed limit. Further communication, education and potentially physical engineering may be required to support the change in this area.

Waitākere Ranges Local Board

71. Waitākere Ranges were supportive of changes with the exception of Huia Road and Piha Road. The Piha Road change is supported by the Piha Ratepayers and Residents Association Inc, and the recommendation is to proceed with this change. The speed limit recommendation on Huia Road is recommended to be altered following consultation and further investigation work, as discussed below.
72. A summary of local board feedback is provided as **Attachment 5**, which includes detailed responses to the Devonport-Takapuna, Franklin, Howick, Māngere-Ōtāhuhu, Upper Harbour and Waitākere Ranges submissions. Local board feedback is provided in full within **Attachment 1**.

Quality assurance post-consultation

73. Prior to seeking board approval to consult on the Phase 3 proposal, an independent technical assessment of AT's speed limit reviews was undertaken by WSP New Zealand Limited. This was included within the board paper of 9 December 2021.
74. In June 2022, following an initial review of consultation feedback, AT commissioned Beca Limited to undertake a further post-consultation peer review of 122 road segments on 81 individual roads where there was strong community or local board feedback on the change proposed. The purpose of the peer review was to provide a second independent evaluation of the safe and appropriate speed for the most challenging roads and with awareness of community feedback, in order to assist in the final decision making.

75. The peer review concluded that the consulted speed limit was considered appropriate for 118 of the 122 road segments. The peer review identified a different proposed speed limit for three roads, and recommended localised engineering near a fourth road, as follows:
- East Tamaki Road (between Paul Stevenson Place and Craigavon Drive) – this short road segment is adjacent to a developing residential area which is yet to be reviewed. The consulted recommendation is to reduce the speed from 60km/h to 50km/h, consistent with the remainder of East Tamaki Road. The peer review recommendation is to reduce the speed on this short segment to 40km/h. AT view that reducing this section of road to 40km/h would create an inconsistency with the adjacent residential area (currently 50km/h, not reviewed under this proposal). The final recommendation is to proceed with the consulted reduction to 50km/h, with this road segment to be further reviewed as part of the wider residential area within the speed management plan.
 - Wilks Road (between Postman Road to 115 m east of Aeropark Drive) – the consulted recommendation is to reduce the speed on this short segment of rural road from 100km/h to 80km/h, consistent with the local road network changes made under Phases 1 and 2 of the programme. The peer review recommendation is to reduce the speed on this short segment to 60km/h to reduce the crash risk from run-off crashes (i.e. vehicles leaving the road). AT view that reducing this section of road to 60km/h would create an inconsistency with the remainder of the road and local road network, with the need for the lower speed limit not being obvious to drivers. It is noted however that the surrounding land is zoned for future urban land use (not currently under development). The final recommendation is to proceed with the consulted reduction to 80km/h, with this road segment to be considered for a further reduction within a future speed management plan as land use change becomes obvious.
 - East Coast Road (between 1700m south of Hibiscus Coast Highway and 800m northwest of Haigh Access Road) – Similar to Wilks Road above, the consulted recommendation is to reduce this rural road speed from 100km/h to 80km/h, consistent with changes made during prior phases. The peer review recommends 60km/h. The final recommendation is to proceed with the consulted reduction to 80km/h and undertake a review of potential 'engineering up' options to reduce crash risk at 80km/h following the change, noting the peer review finding and that this road speed limit is unlikely to be reviewed again within the near future.
 - Massey Road (between State Highway 20 and Naylor's Drive) – The peer review agreed with the consulted recommendation of 50km/h, however noted some risks remain around the nearby Thomas Road where angled parking and a pedestrian crossing is present which may require infrastructure improvements. AT agree with this assessment that this area should be considered for engineering improvements to the crossing facilities which would help to provide localised speed control adjacent to the shops.
76. The peer review has provided a high level of confidence in the consulted changes and has assisted in confirming the final change recommendation. A copy of the peer review is provided as **Attachment 6**.

Recommended changes following consultation

77. Following consideration of all feedback received through the consultation, further technical assessment undertaken, and the peer review findings, it is recommended that thirty six road or road section changes are made following consultation. These are as follows:

Urban roads

78. Alter the extent of the speed change from 50km/h to 30km/h for Victoria Road, Devonport by 50 metres in order to include two adjacent bus stops. This slightly increased town centre speed limit zone will increase safety for pedestrians in the vicinity of the bus stops and crossing Victoria Road.

Urban roads within the Leigh community

79. Reduce the speed limit on 22 roads or road sections which are currently 50km/h to 40km/h, with a variable speed zone of 30km/h for Leigh School, as opposed to the permanent 30km/h consulted. The change follows consultation with the Leigh Community which provided the AT team a deeper understanding into operation of the local roads, business and personal vehicle movements, and the risk posed to people outside of vehicles.
80. The move to 40km/h, with a 30km/h variable school zone, is an interim step towards the vision of a 30km/h town centre and residential area for Leigh and a permissible interim step under legislation. This change will improve the likelihood of driver compliance, improve safety before and after school, and provide the opportunity for local community members to experience the benefits of safe speed limits while the town continues to develop. Safety performance and vehicle speeds will continue to be monitored post-implementation.
81. It is noted that the Beca peer review agreed with the original 30km/h proposal consulted for Leigh. The Rodney Local Board are supportive of the proposed changes.

Roads on Waiheke Island

82. Reduce the speed limit on two roads (Man O War Bay Road and Cowes Bay Road) which are currently 80km/h to 60km/h, as opposed to the 40km/h consulted. This change will improve the likelihood of driver compliance and provide a consistent speed limit along the length of this coastal rural road. Safety performance and vehicle speeds will continue to be monitored post-implementation.
83. It is noted that the Beca peer review agreed with the original 40km/h proposal for Man O War Bay Road and Cowes Bay Road.
84. Reduce the speed limit on Fisher Road which is currently 80km/h to 60km/h, as opposed to the 40km/h consulted. This is a road section which continues onto a private road in reserve land. This change will improve the likelihood of driver compliance and simplify road signage.
85. Alter the extent of the speed change from 50km/h to 30km/h for Fourth Avenue by 50 metres. The slightly decreased 30km/h speed limit length on Fourth Road will be more obvious to drivers as they approach it and increase the likelihood of driver compliance.

Rural roads

86. Reduce the speed limit on a section of Huia Road, Huia in the Waitakere Ranges Regional Park which is currently 100km/h to 80km/h, as opposed to the 60km/h consulted.
87. Retain the speed limit on one 2.3 km long section of Waitakere Road, Swanson at 80km/h, as opposed to the 60km/h consulted.
88. Reduce the speed limit on Orrs Road, Wiri which is currently 100km/h to 60km/h, as opposed to the 40km/h consulted. This is a short no-exit road around 180 metres long.
89. It is noted that the Beca peer review agreed with the consulted proposal for these three roads (Huia Road, Waitakere Road (section), and Orrs Road). Following further assessment, the changes recommended will improve the likelihood of driver compliance and improve consistency with

speed limits on other rural roads across the Auckland region. Targeted signage and engineering measures will be investigated to reduce the roadside risk at curves for both Huia Road and Waitakere Road.

90. Reduce the speed limit on a section of Cable Road, Waimauku which is currently 80km/h to 60km/h, as opposed to the 40km/h consulted. This change will improve the likelihood of driver compliance and improve consistency with speed limits in the local area.
91. Reduce the section of Beaver Road, Bombay which sits within the Auckland region and is currently 100km/h to 80km/h, as opposed to the 60km/h consulted. This will align with the speed limit on remainder of the road which is within the Waikato District area, plus improve the likelihood of driver compliance.

School zone roads

92. Remove a small section of Panama Road, Mount Wellington from the amendment bylaw. This section of road approaching the Carbine Road intersection from the west has a different road function compared to the balance of Panama Road which continues on to Panama School and through a residential area. This change will make the new school zone make more sense to drivers and improve the likelihood of driver compliance.

Error corrections

93. Remove the northern section of Connell Street, Blockhouse Bay from the amendment bylaw. This short section of road did not have a speed limit review undertaken, but was included within the bylaw schedule in error alongside the balance of Connell Street which was reviewed.
94. Remove Cartwright Road, Kelston from the amendment bylaw. This road did not have a speed limit review undertaken, but was included within the bylaw schedule in error.
95. Remove the southern section of Coxhead Road, Manurewa from the amendment bylaw. This short section of road did not have a speed limit review undertaken, but was included within the bylaw schedule in error alongside the balance of Coxhead Road which was reviewed.
96. Detail of all changes with additional commentary can be found within **Attachment 7** and technical assessment documents within **Attachment 11**.
97. After adjusting the consulted proposal with the changes above, the final recommendation is to change the speed limit on 1,646 roads, 1,418km (19% of the AT road network) where the current speed limits have been assessed as not safe and appropriate.

Recommended change to delivery dates

98. In December 2021, the board approved the Statement of Proposal which proposed for the amendment bylaw to originally come into force on the single date of 30 November 2022 for all of the roads within the proposal.
99. In response to the high number of submissions received, additional time has been taken to review all feedback and undertake post-consultation investigation work. This has put time pressure on the originally planned dates.
100. AT has also reviewed lessons from the Phase 2 rollout in June and July 2022, which experienced leadtime challenges for the large signage volumes procured and benefited from the staged approach taken.

101. Taking this additional information into account, a staged approach to the amendment bylaw dates for Phase 3 is recommended to the board as summarised within Table 2. These updated dates will simplify programme delivery, community messaging, and police enforcement.
102. In developing the updated dates, priority has been given to the areas of highest safety risk (the Counties Manukau road policing area), plus to implementing Waiheke and Aotea Great Barrier speed changes prior to the summer tourist season.

Table 2 – Recommended amendment bylaw dates

Amendment bylaw date	Police district	Corresponding local board areas ⁸
1 December 2022	Waiheke and Aotea / Great Barrier	Aotea / Great Barrier Island, Waiheke Island
	Counties Manukau (Āwhitu peninsula)	Franklin
26 January 2023	Counties Manukau (other roads)	Franklin, Howick, Māngere-Ōtāhuhu, Manurewa, Maungakiekie-Tāmaki, Ōtara-Papatoetoe, Papakura
2 March 2023	Waitemata (east)	Devonport-Takapuna, Henderson-Massey, Hibiscus and Bays, Kaipātiki, Rodney, Upper Harbour, Whau
	Auckland City (other roads)	Albert-Eden, Maungakiekie-Tāmaki, Ōrākei, Puketāpapa, Waitemata, Whau
30 March 2023	Waitemata (west)	Henderson-Massey, Rodney, Waitākere Ranges

103. It is recommended that the changes within the amendment bylaw to come into force in stages, aligned with the Table 2 dates above, with the recommended new speed limits to take effect from these dates.
104. The draft amendment bylaw that went out for consultation has been updated to reflect the above recommended adjustments to safe and appropriate road speed limits following consultation, plus the date changes.
105. The updated draft amendment bylaw is attached as **Attachment 8**.

Raising awareness and supporting the changes

106. If approved, AT will support the speed limit changes with a comprehensive awareness and support campaign mirroring that which has successfully been undertaken for the Phase 2 changes in June and July 2022.
107. The community awareness campaign is anticipated to include local print advertising, billboards, targeted social media marketing and location specific videos, static street furniture in school areas, plus letter drops in rural areas and postcards in urban areas on every street affected with a change. For Phase 2, in-person awareness campaigns in five languages were undertaken in affected town centres.

⁸ Henderson-Massey, Maungakiekie-Tāmaki and Whau local board areas cross multiple road policing districts, so appear twice.

108. In-person briefings will be provided to regional road policing teams, the Community Transport team will work with schools and kura to help communicate the changes, plus all elected members will be updated on the changes and supported with material to help answer questions arising from their local communities.
109. This comprehensive approach has resulted in a very low level of issues arising from the Phase 2 changes, which as a whole have been implemented very smoothly.

Ngā tūraru matua / Key risks and mitigations

110. Key programme risks are summarised as:

Key risk	Mitigation
<p>Public sentiment</p> <p>The Phases 2 and 3 combined (27% of the AT road network) are significantly larger than Tranche 1 (10% of the AT road network).</p> <p>The next phases of the programme, which will be included within Auckland’s first speed management plan for consultation early 2023, are anticipated to cover a further 30 to 40% of the AT road network.</p> <p>A risk exists that at public sentiment is against part or all of the proposed changes, or that the scale of the change is overwhelming for Aucklanders.</p> <p>The impact of this risk is that current strong political support from councillors and elected members is eroded, this tranche and future stages of the Safe Speeds Programme are delivered more slowly, and the speed management contribution towards Vision Zero targets is diluted.</p>	<p>AT is required by legislation to review all road speed limits to ensure they are safe and appropriate.</p> <p>Clear strategic direction and support has been received from Auckland Council Planning Committee for the Safe Speeds Programme.</p> <p>The staged approach to Phases 1, 2 and 3 has helped to simplify engagement with the directly affected communities, public consultation and delivery.</p> <p>Regular local board engagement has been maintained, taking a ‘no surprises’ approach. The majority of speed limit proposals are supported by elected members, in particular in areas where there are active nuisance speeding issues and where growth in active modes of transport is sought.</p> <p>The May 2022 customer perception survey reflects continued strong support for speed reductions. Support is strongest in urban areas and around schools and community facilities, lower in rural south Auckland.</p>
<p>Local Board sentiment</p> <p>Within the Phase 3 feedback, six local boards expressed mixed support for the changes proposed within their area as discussed within the Ngā matapakinga me ngā tātaritanga / Discussion and analysis section above.</p>	<p>The core mitigations are covered under the public sentiment risk above.</p> <p>In addition, the programme has focused on educating local boards in the principles of speed management and the strong benefits seen from the 2020 changes. While not all elected members are receptive, the hope is that even those who personally</p>

Key risk	Mitigation
<p>This is an increase from the four local boards who expressed either a neutral view or mixed support during Phase 2 of the programme and anticipated to be reflective of the large scale of change (19% of the AT network vs 9% in Phase 2), a more conservative political climate due to local body elections, plus that speed limit changes continue to be a challenging conversation for many of our communities.</p> <p>A risk exists that elected member support is lost, and that elected members actively advocate against the current or future speed reviews.</p> <p>The impact this risk is, like the risk above, a loss of political support leading to a potential slowing of programme delivery and the speed management contribution towards Vision Zero targets being diluted.</p>	<p>disagree with the changes understand why AT needs to make these changes to benefit their communities.</p> <p>To support robust decision making and build confidence in the approach taken by AT, independent peer reviews of the recommendations have been undertaken both pre- and post-consultation, with a strong focus on those roads which are most challenging for our communities.</p>
<p>Legislative timeframes for speed limits around schools</p> <p>The new Land Transport Rule: Setting of Speed Limits 2022 mandates safe and appropriate speeds around all schools nationally by 31 December 2027.</p> <p>There is strong community demand for safe speeds around schools, with a number of schools actively advocating for speeds in their area to be addressed – as noted within the consultation feedback section above.</p> <p>A risk exists that safe and appropriate speed limits around the more than 560 Auckland schools are not achieved in a timely manner.</p> <p>The impact of this risk is that AT may not be able to meet community expectations and/or legislative requirements.</p>	<p>The primary mitigations are to:</p> <ul style="list-style-type: none"> • Determine a clear, transparent plan to achieve safe and appropriate speed limits around all schools by 2027. • Continue to progress speed limit reviews across the region, maintaining a strong schools focus. • Maintain regular communication with schools, confirming that they have been heard and provide transparent feedback on programme timings. <p>All of these mitigation measures are being actioned.</p>

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

111. The Single Stage Business Case (SSBC) for the Safe Speeds Programme was approved by Waka Kotahi in March 2020, with subsequent cost-scope adjustments approved in September 2021 and August 2022. This approved \$56,118,752 to deliver speed limit changes and implement engineering solutions to create safe speed zones through Phases 1, 2 and 3 of the programme. Budget is included within RLTP 2021 and co-funding secured via NLTP 2021.
112. The delivery of speed limit changes and supporting engineering around schools is separately budgeted within RLTP 2021 and co-funded via NLTP 2021 with a programme value of \$15,855,000 for the 2021/22 to 2023/24 period, which includes Phase 3 (this paper).

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

113. The primary focus of Safe Speeds is to improve safety, we do know however that safer driving speeds in our residential areas and town centres make it more attractive for an increase in active modes. This supports emission reduction.
114. Within town centres where speeds were changed and physical safety improvements installed during Tranche 1, 19% of respondents stated that they are now participating in at least one active mode activity more often since the measures have been installed.
115. Similarly, in a recent survey of Manurewa residential speed management area residents, 35% of respondents stated that they are now participating in at least one active mode activity more often now that physical safety measures have been installed.
116. Slower vehicle speeds in isolation have both benefits and disbenefits for vehicle emissions. At higher travel speeds such as 100km/h, reducing speeds has a positive impact on vehicle emissions, noise and air pollution. At lower speeds emission benefits are more complicated⁹ with a negative impact on emissions arising if speed reduction measures result in heavy braking and accelerating which increases fuel consumption, although this can be mitigated with smoother, more consistent driving¹⁰ and adjusting traffic lights in slower speed areas¹¹.
117. Mana whenua have expressed that slower speeds are likely to keep taonga species safe, reducing the number of kahu and other native manu (birds) struck by cars on our roads.

⁹ Dyson C, Taylor MAP, Woolley J, Zito R. Lower urban speed limits - trading off safety, mobility and environmental impact. 24th Australian Transport Research Forum; Hobart 2001

¹⁰ <https://www.nzta.govt.nz/assets/resources/636/636-speed-limit-reductions-to-support-lower-SCRIM-investigatory-levels-feb18.pdf>

¹¹ . Taylor M. The effects of lower urban speed limits on mobility, accessibility, energy and the environment: trade-offs with increased safety. Final report for the Federal Office of Road Safety. Canberra, Australia: 1997.

Ngā whakaaweawe me ngā whakaaro / Impacts and perspectives

118. Following the board approval in December 2020, early engagement was been undertaken throughout 2021 and 2022 with councillors, local boards, key partners and stakeholders to seek early feedback in advance of public consultation.
119. Public consultation has now been undertaken with the draft public feedback report provided as **Attachment 1**, supported by a multichannel communication approach that involved letters, brochures, newspaper advertisements and geo-targeted social media advertising.

Mana whenua

120. Initial engagement on Phases 2 and 3 was undertaken with kaitiaki at the northern, central and southern AT transport hui in March 2021. Further engagement on Phase 3 projects was undertaken in July, August 2021 and a summary of Phase 3 consultation feedback discussed in July 2022. Mana whenua are, in general, supportive of the Safe Speeds Programme and the positive safety, community and environmental outcomes arising through safe and appropriate speed limits.
121. There is in particular strong engagement with, and support for, the rural marae workstream which forms part of Phase 3. This project aims to reduce road safety risks around 13 rural marae in Tāmaki Makaurau.
122. Representatives from Makaurau Marae Maori Trust – Te Ahiwaru and Ngāti Te Ata requested to provide a verbal submission at the Phase 3 hearing in April 2022, both speaking in support of the proposed safety changes. The hearing submissions are summarised within **Attachment 3**.

Ngā mema pōti / Elected members

123. A road safety workshop was held with Auckland Council Planning Committee members in March 2021, which included presenting and seeking feedback on the direction of Phases 2 and 3. The Committee expressed informal strong support for the direction of the Safe Speeds Programme and the level of engagement being undertaken with affected communities via the community liaison group approach. A number of Planning Committee members were supportive of the programme moving faster into their community areas.
124. During 2021 and 2022, management have regularly updated to all Local Boards, providing updates and seeking feedback on Phases 2 and 3. Face-to-face workshops have been held between August and November 2021 with the thirteen local boards most directly affected by Phase 3 prior to public consultation.
125. Following consultation, 20 of the 21 local boards provided formal feedback to AT on Phase 3 at business meetings in May and June 2022. This feedback is discussed earlier within this paper, summarised within **Attachment 5** and provided in full within **Attachment 1**.
126. Following the business meetings, a follow-up workshop was held with Howick Local Board in July 2022 to discuss the poor safety performance of the higher speed urban roads within Phase 3 compared to peer roads around Auckland. This is further discussed under the Ngā matapakinga me ngā tātaritanga / Discussion and analysis section above.

Ngā rōpū kei raro i te Kaunihera / Council Controlled Organisations

127. Auckland Council is a Vision Zero key partner. Auckland Council Safety Collective has been engaged on the proposed changes. Eke Panuku has been part of the community liaison group developing the Takapuna town centre speed limit proposal.

Ngā kiritaki / Customers

128. The programme team have undertaken early engagement with key partners and stakeholders on Phases 2 and 3. This has included the Automobile Association, Auckland Council Safety Collective, Auckland Regional Public Health Service / Healthy Auckland Together, Bike Auckland, Fire and Emergency, Greater Auckland, Kāinga Ora, New Zealand Police, Transporting New Zealand, Safekids Aotearoa, Walk Auckland and Waka Kotahi.
129. Key partners and stakeholders are, as a whole, supportive of a safe transport network and understand that safe speeds will be a significant contributor to that outcome. The majority of key partners and stakeholders are strongly supportive of the Phase 3 changes. Motor vehicle and freight related advocacy groups have been mixed in their support of speed management, with concerns related to travel time impact on their members and a particular focus on longer distance journeys being placed ahead of safety outcomes.
130. During consultation a number of submissions were received from key stakeholders, these are summarised in section Ngā matapakinga me ngā tātaritanga / Discussion and analysis above and included in full within the draft consultation report in **Attachment 1**.
131. Three recent independent surveys have provided insights into public attitudes towards AT's Tranche 1 speed reductions:
- Kantar survey¹² confirmed that overall support for speed changes remains high, with 51% supportive and 31% unsupportive when uninformed about the benefits of speed limit changes. When informed about the the decrease in road deaths seen from the Tranche 1 changes, support increases to 71%, with unsupportive responses reducing to 17%.
 - There is continued strong support for speed reductions near schools, kindergartens and community facilities (77%), town centres (65%), urban areas (65%), high-risk rural roads (63%) and winding / hilly rural roads (61%).
 - Many residents would accept some increase in travel time on a 30 minute trip if it helped make travel safer. An increase of 3 to 5 minutes would be acceptable to two in three (69%), while an increase of 6 to 10 minutes would only be acceptable to 36%.
 - Within the first Manurewa residential speed management area¹³, 82% of respondents reported feeling safer due to the speed-calming installed, with the rating of safety around schools increasing from 17% to 71% and pedestrian friendliness increasing from 29% to 66%.
 - Within town centres¹⁴ where lower speeds and safety improvement were implemented, 69% of respondents felt that the changes have made the area safer, and 67% of respondents were supportive toward AT's town centre approach.

¹² Attitudes towards Speed Reductions on Auckland Roads, Kantar Insights New Zealand Limited, April 2022

¹³ Auckland Transport Road Safety Perceptions Survey Manurewa Research Report, GravitasOPG, June 2021

¹⁴ Auckland Transport Town Centre Road Safety Perceptions Survey Research Report, GravitasOPG, August 2021

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

132. Speed management has direct safety benefits and is consistent with Vision Zero principles. The aim of the Safe Speeds Programme is to achieve a sustained reduction in deaths and serious injuries on the Auckland road network.
133. Implementation of safe and appropriate speed limits will make active transport modes such as walking and cycling more attractive, encouraging increased activity with associated health benefits. Auckland Regional Public Health Service / Healthy Auckland Together has raised the long-term community health benefits of increased activity through mode shift.
134. Even modest speed reductions can prevent the occurrence of crashes and can significantly reduce the outcomes when crashes do occur.
135. The changes recommended within this paper recommend speed reductions on over 1600 roads where the current speed limits have been assessed as not safe and appropriate. Approving the recommended changes will contribute towards reducing road trauma.

Ā muri ake nei / Next steps


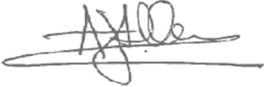

136. If the board resolves to pass the proposed amendment bylaw (as recommended or otherwise), staff will proceed with the following next steps:
 - a) publicly notify the amendment bylaw (in accordance with section 22AE of the Land Transport Act 1998);
 - b) notify the amendment bylaw to the Minister of Transport within one week (in accordance with section 22AB(4) of the Land Transport Act 1998);
 - c) notify both Waka Kotahi NZ Transport Agency and the New Zealand Police Commissioner at least 10 working days before the new speed limits come into force with the information detailed in Section 2.7(6) of the Land Transport Rule - Setting of Speed Limits 2017;
 - d) provide the registrar (Waka Kotahi) with the required information to create land transport records for the new speed limits prior to the speed limit changes coming into effect; and
 - e) implement the speed limit changes in stages from 1 December 2022 to 30 March 2023.

Ngā whakapiringa / Attachments

Attachment number	Description
1	Draft public feedback report for Phase 3 (supplementary paper)
2	Public feedback reports by local board area (supplementary paper)
3	Public hearing feedback summary
4	Partner and stakeholder feedback summary

Attachment number	Description
5	Local board feedback summary
6	Safe Speeds Phase 3 Peer Review (post-consultation) (supplementary paper)
7	Recommended changes following consultation
8	Draft Auckland Transport Speed Limits Amendment Bylaw 2022 (No. 2)
9	Monitoring and evaluation plan (supplementary paper)
10	Safe Speeds programme history (supplementary paper)
11	Technical assessments (supplementary paper)

Te pou whenua tuhinga / Document ownership

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