

Puketāpapa Local Board Workshop Agenda

Date of Workshop: **Thursday, 02 March 2023**

Time: **9.50am – 4.00pm**

Venue: **Puketāpapa Local Board, Boardroom, 560 Mt Albert Road, Three Kings**

Attendees: **Ella Kumar (Chairperson), Fiona Lai (Deputy Chairperson), Roseanne Hay, Mark Pervan, Bobby Shen, Jon Turner**

Apologies:

Staff attending: **Nina Siers, (Local Board Manager), Mary Hay (Senior Local Board Advisor), Vanessa Phillips (Local Board Advisor) and Selina Powell (Democracy Advisor).**

Reminder: **Mobile phones on silent.**

Time	Workshop Item	Presenter	Purpose	Proposed Outcome(s)
9.55am – 10.00am (5 minutes)	1.0 Karakia and declarations of interest	Ella Kumar Chairperson	<p>He hōnore, he korōria, ki te Atua He maungārongo, ki te whenua</p> <p>He whakāro pai, Ki ngā tangata, katoa</p> <p>Hangaia, e te Atua, he ngākau hou Ki roto, ki tēnā, ki tēnā, o mātou</p> <p>Whakatōngia, tōu wairua tapu Hei āwhina, hei tohutohu, i a mātou</p> <p>Hei ako hoki, I ngā mahi, ki roto, i tēnei whanau</p>	<p><i>Honour and glory to God,</i></p> <p><i>Peace of Earth, Goodwill to all people</i></p> <p><i>Lord develop a new heart, Inside all of us</i></p> <p><i>Instil in us your sacred spirit, Help us, Guide us</i></p> <p><i>In all the things we need to learn within this whanāu</i></p>

Time	Workshop Item	Presenter	Purpose	Proposed Outcome(s)
10.00am – 10.30am (30 minutes)	2.0 Item: Star/Cross	Ella Kumar Chairperson	To give the local board an update on the Star/Cross from the Chair.	Board discussion.
10.30am – 11.30am (60 minutes)	3.0 Item: Three Kings Development Fletcher (internal) <i>Governance role: Setting direction/priorities and budget</i>	Hana Perry Relationship Advisor, Relationship Management Unit Karen Foster Manager Stakeholder Planning, Programme Development Office Thomas Dixon Parks and Places Specialist, Parks and Places Matt Harrison Infrastructure and Funding Agreements Specialist, Development Programme Office Jody Morley Manager Area Operations, Parks and Community Facilities Roja Tafaraji Senior Parks Planner, Parks and Community Facilities Mark Iszard Growth & Developments Team Manager, Healthy Waters	To give the local board an update on the Three Kings Development.	That the local board is updated and provides feedback.
11.30am – 1.00pm (90 minutes)	Lunch Break			

Time	Workshop Item	Presenter	Purpose	Proposed Outcome(s)
1.00pm – 2.00pm (60 minutes)	4.0 Item: Advisor and board time			
2.00pm – 2.30pm (30 minutes)	5.0 Item: Mt Roskill ANZAC Service and Parade 2023 <i>Governance role: Setting direction/priorities and budget</i>	Karem Colmenares Manager Civic Events, Manager Regional Services and Strategy Mark Scherer	To provide an overview of the upcoming event and to seek board direction on Traffic Management	That the local board provides feedback.
2.30pm – 3.30pm (60 minutes)	6.0 Katoa, ka ora (A Speed Management Plan for Tamakai Makaura) <i>Governance role: Input into regional decision making</i>	Annie Ferguson Communications and Engagement Specialist, Auckland Transport Chatura Siriwardane Engineer, Auckland Transport Adam Moller Engineer, Auckland Transport Kevin Faustino Notetaker, Auckland Transport	To inform local boards of the outcome of the December Katoa, Ka Ora Conversations- Speed Limit Settings near Schools.	Local boards input into draft proposals prior to any options being prepared to be considered for public consultation.
End of workshop	7.0 Closing Karakia	Ella Kumar Chairperson	Unuhia, unuhia Unuhia mai te urutapu nui Kia wātea, kia māmā, te ngākau te tinana, te hinengaro i te ara takatū Koia rā e Rongo e whakairia ake ki runga Kia tina! Haumi e! Hui e! Tāiki e!	<i>Draw on, draw on</i> <i>Draw on the supreme sacredness</i> <i>To clear and to set free the heart, the body and the inner essence</i> <i>In preparation for our pathways</i> <i>Let peace and humility be raised above all</i> <i>Manifest this! Realise this!</i>

				<i>Bind together! Affirm!</i>
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Next workshop: Thursday, 09 March 2023 at 9.30am

Next business meeting: Thursday, 16 March 2023 at 10am

Three Kings Quarry Development

Puketāpapa Local Board

2 March 2023



Purpose of Workshop

- Providing the Puketāpapa Local Board with high-level feedback on progress of the Three Kings Quarry development.
- The development is monitored by individual workstreams managing different aspects of assets and infrastructure requirements within development.
- The integrated Council workstream meeting is held bi-weekly, and a similar meeting is held with Fletchers bi-monthly.
- This workshop is for feedback purposes only and no decision making would be sought / is required from board members.



INDIVIDUAL WORKSTREAM UPDATES



Ground Engineering

Progress:

- Awaiting completion documentation for the park area - this is still ongoing.

Matters at hand:

- Monitoring and providing technical advice when required.



Auckland Transport

Progress:

- Providing inputs on and assessment of resource consent applications, engineering approvals and land exchange related consents as required.

Matters at hand:

- None



Land Advisory

Progress:

- The land exchange agreement 2 has been executed.
- Land Advisory is liaising with Fletchers, Watercare and Auckland Transport on the conditional and technical aspects of both agreements (LEA1 and LEA2).

Matters at hand:

- Statutory processes underway to give effect to the agreements.
- The transfer and revocation of reserve land is subject to Ministerial approval (Department of Conservation) in accordance with the Reserves Act 1977.



Regulatory 1

Progress:

- Land use and subdivision consent applications to subdivide the Riu (base of quarry) into a series of residential superlots, and put in place associated infrastructure, granted 28 October 2022
- Second Urban Design Panel session for A01/A02 apartments in south-west corner held 16 Nov 2022. Lodgement scheduled for March 2023
- Pre-application meetings held for Superlots 801 to 804 within the Riu on 22 November 2022 & 31 January 2023. Lodgement scheduled for late February 2023.



Regulatory 2

Matters at hand

- Draft conditions for A07/A08 townhouses on Mt Eden Road currently being reviewed by Fletchers. Decision imminent.
- Urban Design Panel session booked for the old Council Depot site (at the south end) for 17 April 2023
- Engineering Plan Approval sign offs happening. 224c Signoffs happening but FRL (Fletchers) construction has been slow meaning tight deadlines and dispensations required otherwise they risk triggering sunset clauses in their pre-sale agreements
- Superlot H – Emergency works were needed to stabilise the rock face. Currently working through retrospective building consent requirements and maintenance agreements for portion encroaching on to the new reserve.



Healthy Waters

Progress:

- Stormwater management plan was developed as part of the Three Kings Precinct development.
- A number of enabling works engineering approvals associated with the soakage infrastructure have been approved and constructed under supervision of Council staff.
- The works are proceeding as anticipated.

Matters at hand:

- Monitoring of works as required.
- Fletchers have confirmed that monitoring of the recent flooding indicated that the stormwater system performed as designed.



Watercare

Progress:

- The overall wastewater design is generally agreed. It will require a new pump station. The pump station design is generally agreed. The emergency overflow location and landscaping is agreed.
- The internal water supply network and wastewater network is generally agreed.

Matters at hand:

- Water main upgrades are required in Mt Eden Road. Watercare is in discussions with Fletchers for the timing of the construction of this watermain. This is still ongoing.
- Watercare Services Ltd are working with Fletchers over the finalisation of the wastewater pump station.



Community Facilities – Sports Park

Progress:

- Works have been somewhat slowed by inclement weather. No major damage due to flooding or slips to date but additional weather events have continued with ongoing assessments required.
- Main drainage lines around sports field have been installed.
- Internal drainage/irrigation lines are being installed early March.
- Seeding of fields commencing late April

Matters at hand:

- Fletcher Living finalising landscaping plans for review.
- Engineering planning approvals (EPAs) and land owner approvals (LOAs) for periphery retaining walls have been approved.



Parks and Community Facilities – Passive Open Space

Progress:

- Staff have input into the initial draft of the Open Spaces - Infrastructure Funding Agreement (IFA).
- Staff have attended resource consent pre app meetings.
- Staff have provided advice on lift specification and management to inform design.
- Access from Riu to Superlots A07-A08 agreed following collaborative discussions

Matters at hand:

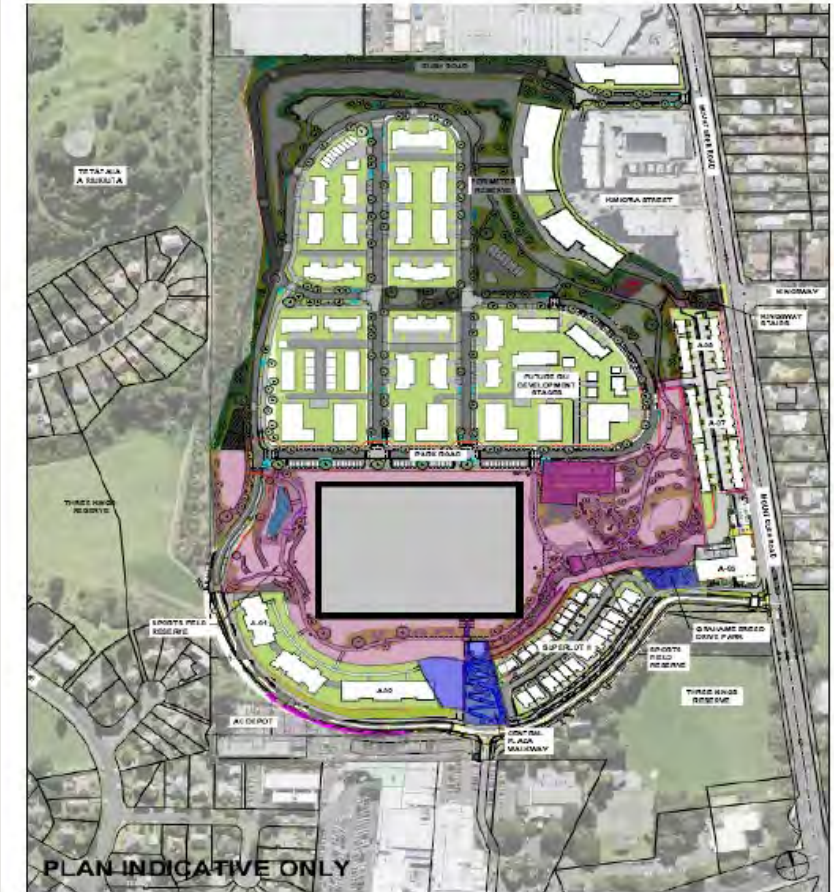
- Cliff Remediation - Damage to quarry walls underneath Superlot H – input into design and ownership/management of remediation, working with Johns team.
- Engineering Plan Approvals (EPA) will progress through the Parks Planning Team – Graham Breed Drive Reserve approved, two EPA's in progress (incl. park road).
- Whare Manaaki and park naming being progressed by Fletchers – staff keeping aware of progress (no progress since last update)
- Continue to work with the Development Programme Office on the infrastructure funding agreement and with the developer on detailed designs.



Infrastructure Funding Agreements (IFA) – DPO

Progress:

- The draft Open Spaces Infrastructure Funding Agreements is currently with Fletchers Residential Limited for review and comments.
- The Open Spaces IFA will address the following:
 - **Remaining Reserve Development Works** under the Land Exchange Agreement #1:
 - Grahame Breed Drive Park,
 - the Central Plaza Walkway,
 - Central Plaza,
 - Public Lift 1,
 - the Sport Fields Surround and Playground.



KEY

- Remaining Reserve Development Works under LEA#1
- Remaining Reserve Development Works under LEA#1
- Perimeter Reserve Works

Infrastructure Funding Agreements (IFA)

- (excluding the sports fields works, car park works, bore works and building platform works captured in the Sports Park IFA).
- **Maintenance** of the remaining reserve development works:
 - Will be maintained for 2 (TWO) years (Excluded from this will be the Central Plaza as this remains part of Fletchers Residential Limited's private development. The Public Lift 1, maintenance period in negotiation)
- **Perimeter Reserve Works** will address the Perimeter Reserve, the Kingsway Stairs, related Reserve and Public Lift 2.
 - **Maintenance** period of 5 (FIVE) years.

Matters at hand:

- Open Space IFA has been drafted and is currently with Fletchers for review.





Questions?



2023 Anzac Day Service Puketāpapa Local Board

March 2023



Purpose of the meeting

- To get directions from the local board for Anzac Day service and parade 2023



Anzac Day Service – Mt Roskill - 2022

Indoor service held at Mt Roskill War Memorial Hall, Anzac Room.

Wreath laying ceremony at the cenotaph followed the service.



Anzac Day Service 2023 – Mt Roskill

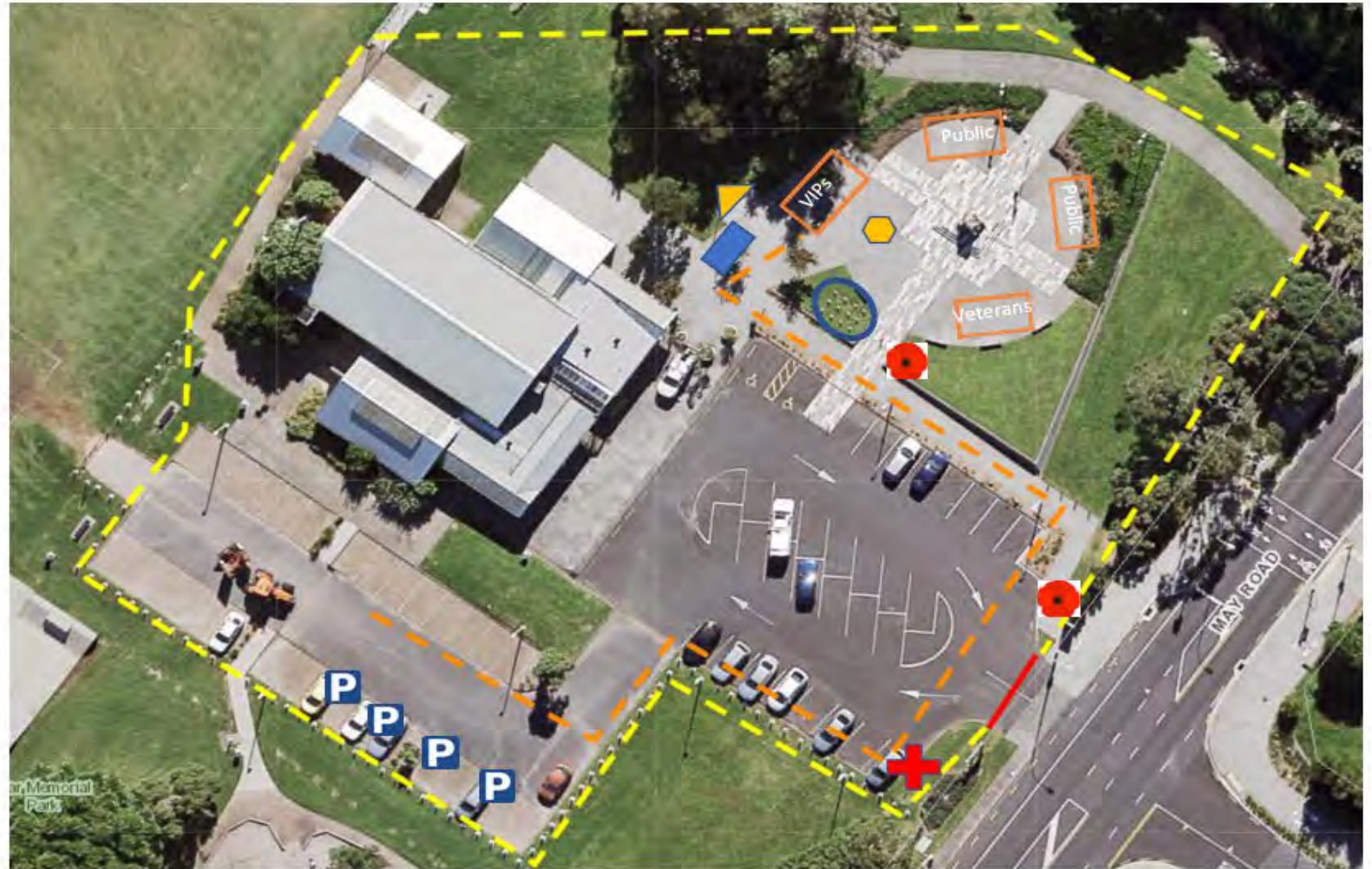
Options	Format
Outdoors	<p>Venue: outside Mt Roskill War Memorial hall. A parade can be held within the reserve. Wreaths can be laid during the service.</p>
Indoors/Outdoors	<p>Venue: Service held inside Mt Roskill War Memorial Hall. Wreath laying at the cenotaph to follow</p>

Board to provide direction



Anzac Day Service – Mt Roskill- Outdoor

- Parade Route
- Scanning entrance with ezi up
- 🌺 Poppy Stations
- P VIP and mobility parking
- ✚ Ambulance
- Field of remembrance
- ▲ Sound equipment
- ⬡ Lectern
- ▭ VIP, guests and public seating
- Band seating



Anzac Day Service – Mt Roskill- Speakers

2022	2023
Local schools: - Lynfield College, Marcellin College, Mt Roskill Grammar	Same as 2023
MC: Jon Turner, Puketāpapa Local Board Deputy Chair, Fiona Lai and Bobby Chen, Puketāpapa Local Board members	Board to provide direction
The Ode: Ella Kumar, Puketāpapa Local Board member	Board to provide direction
Hymns and Anthem: - God Save the Queen, Oh God, Our Help in Ages Past, Abide With Me	Board to confirm
Scripture reading: Students from Lynfield College, Marcellin College and Mt Roskill Grammar	Board to provide direction
Prayer and blessing: Rev. Paul Allen-Baines, Three Kings Congregational Church	Board to confirm



Expectations - Next Steps

Local Board Members

- To provide direction by the 2 March
- To appoint an event lead for Anzac Day service



Civic team

- To plan and deliver based on direction provided



Local Board Services team

- Coordinate the wreaths



Comms team

- To assist local board members with speech notes - if requested
- To provide support with promotion in social media if requested



Q&A





Katoa, Ka Ora

Auckland speed
management plan

Puketāpapa local board workshop
March 2023



Purpose

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

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





Mt Roskill Town Centre

He kōwhiringa ikiiki e pono ana,
e haratau ana, e iti iho ai te poke taiao

Outcome five: Transport options that are reliable, accessible and less polluting

Our neighbourhoods are bustling with pedestrians and cyclists. There are great transport options that are accessible, safe and less polluting.

Transport options

With more people moving to Tāmaki Makaurau / Auckland, our transport network is becoming stretched. We need to find ways to make use of the road network more efficiently. Double decker buses, carpooling and priority lanes can all help with this. The board will keep advocating for this work.

We also need to make the city's vehicles less polluting. Low emission vehicles can reduce carbon emissions, but we also need to be aware of other types of pollution, such as the disposal of batteries and e-waste.

We are mindful of the financial challenges from the COVID-19 pandemic, but with buses near capacity on Dominion Road we are keen to see light rail remain an option. Although the timeframes are uncertain, we will continue to advocate for it as a board.

Cycling and walking can offer a no-emission solution. We understand that many journeys use several transport modes, for example, walking or cycling to the bus or walking to a carpool meeting place. We want to make the transition points accessible, by advocating for things like shelters where you can wait for the bus, get dropped off or park your bike. We need to provide the motivation people need to change the way they travel.

“ The board recognises the need for transport options, so people can choose what suits them. ”



Shared Vision

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

Everyone alive, healthy, and well on our roads.

We support Auckland Transport's Vision Zero target, which has a goal of no deaths or serious injuries on our transport system by 2050.



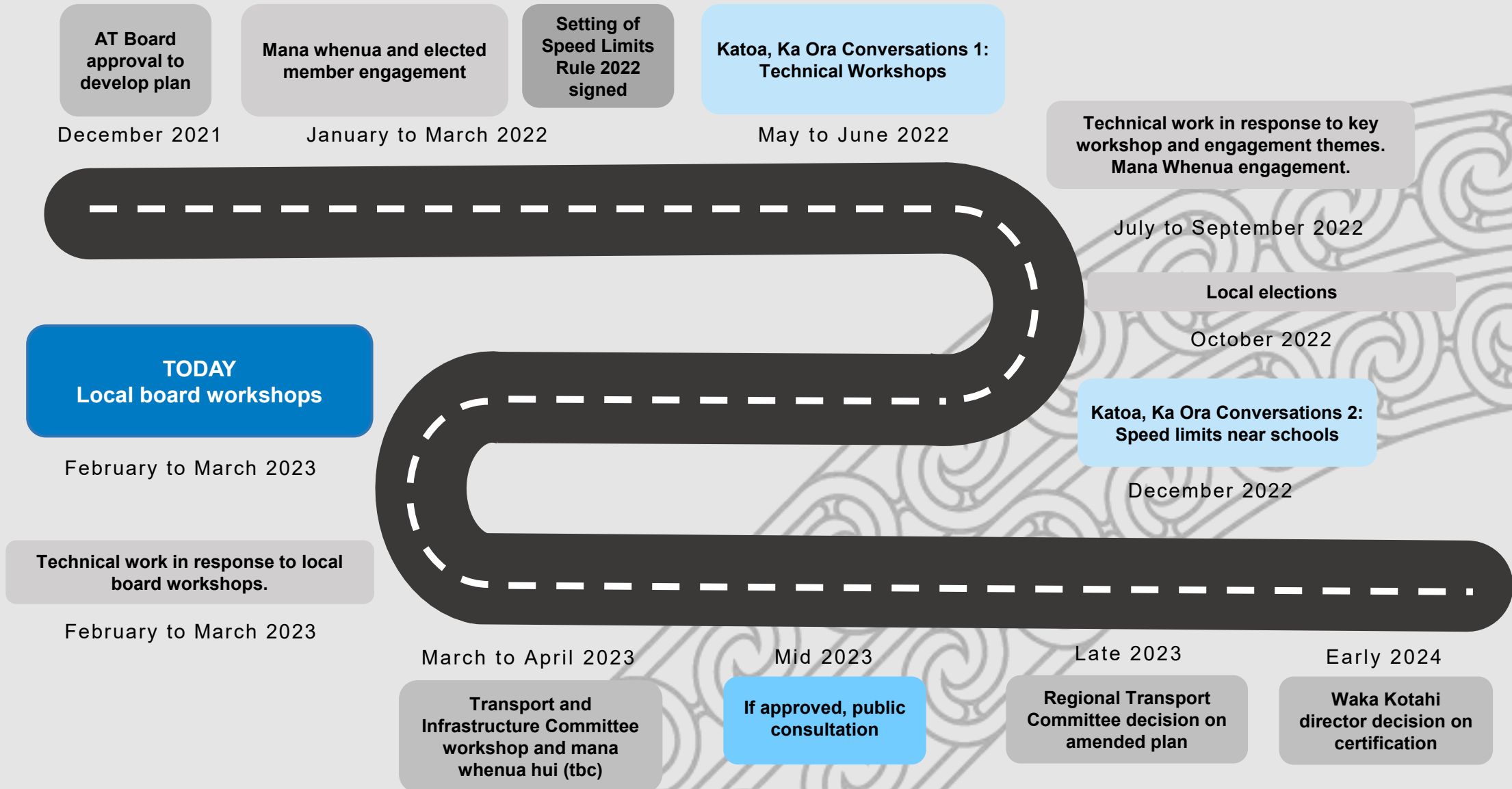
Outcome 5: Transport options that are reliable, accessible and less polluting

Objective	Key initiatives
A range of transport options that are less polluting	<ul style="list-style-type: none"> Encourage initiatives that improve uptake of low emission vehicles Support a shift towards carpooling, trip reduction, public transport, walking and cycling Advocate for better facilities and signage at transition points so people can connect more easily between transport modes
Making getting around safer	<ul style="list-style-type: none"> Support a network of road safety improvements in priority areas, such as school neighbourhoods Invest in cycling safety and education



Katoa, Ka Ora timeline

Inform



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

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

Timing

- Mid-2023 consultation

2022 rule*

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

Current budget

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

Scope

- Speed limit changes
- Signage and line marking

Funding dependent

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

Out of scope

- High-cost road upgrades
- Public transport infrastructure



*Land Transport Rule: Setting of Speed Limits 2022

Draft working principles

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

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

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

Long term vision

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

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

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

Community requests for lower speed limits



Requested Speed Limit Changes

- 1 to 4
- 5 or more

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

Current picture map – Puketāpapa local board



Legend

- Local board requested road (2022) — thick black line
- Local Board requested area (2022) — orange shaded area
- Phase 1 to 3 speed changes — blue line
- School — purple dot
- Schools we've received support for speed limit review* — yellow star
- High risk roads** — red dashed line

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

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

Safe school neighbourhoods and school gate variable speed limits near schools

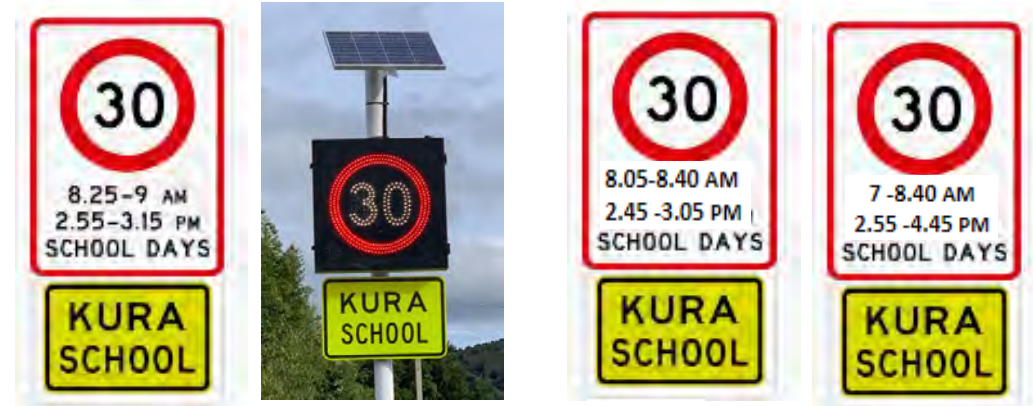
Safe school neighbourhoods



First choice for local urban roads

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

School gate variable speed limits



More suitable for high-speed rural roads and arterials

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

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

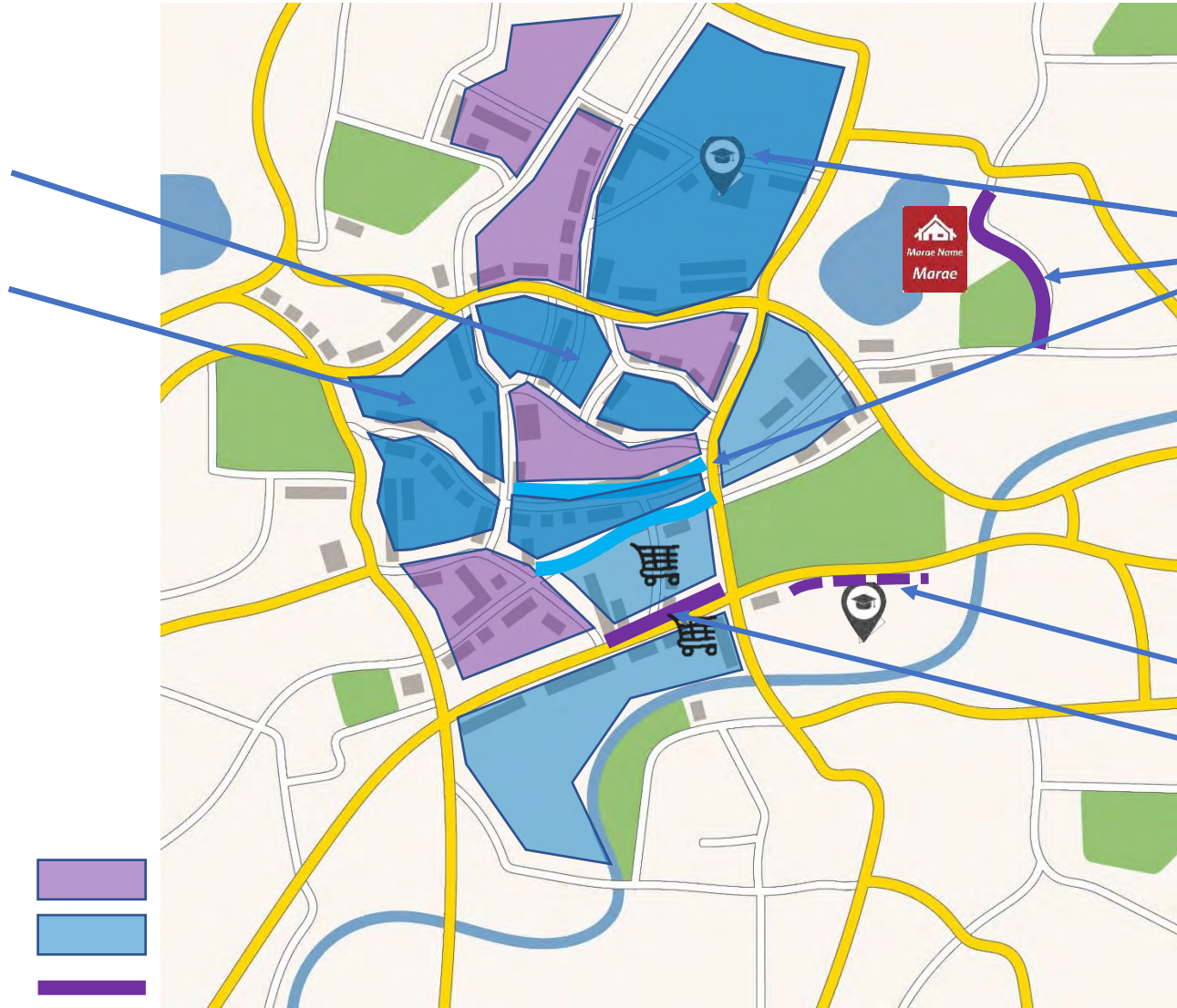
Draft urban mapping approaches

Discuss

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

1. Easy to understand.

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



2. Partner and community requests.

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

3. Benefit-cost ratios

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

Key

Existing 30kph areas

Potential 30kph areas

Potential 30kph road

Potential 40kph road

Potential variable 30kph roads





Tēnā koutou Thank you

Any questions, please contact:
atspeedprogramme@at.govt.nz





Supporting information



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

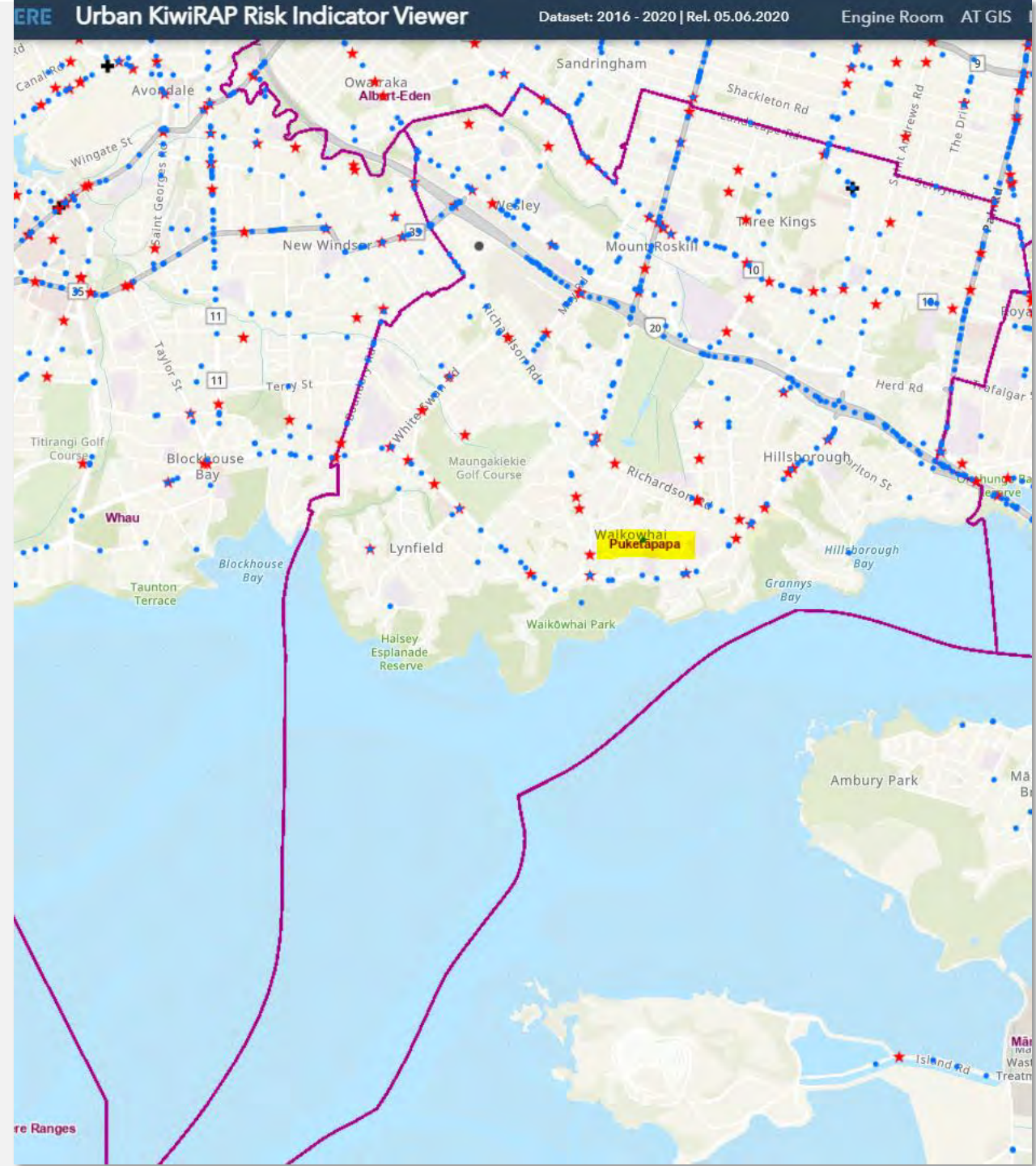
We are a group of partners committed to working together to achieve a road safety vision of a transport system where no-one is killed or seriously injured by 2050. Together, we're making a speed management plan for Tāmaki Makaurau Auckland.



Meaning of Katoa, Ka Ora.

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

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



Puketāpapa crash map

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

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

Puketāpapa road harm per population



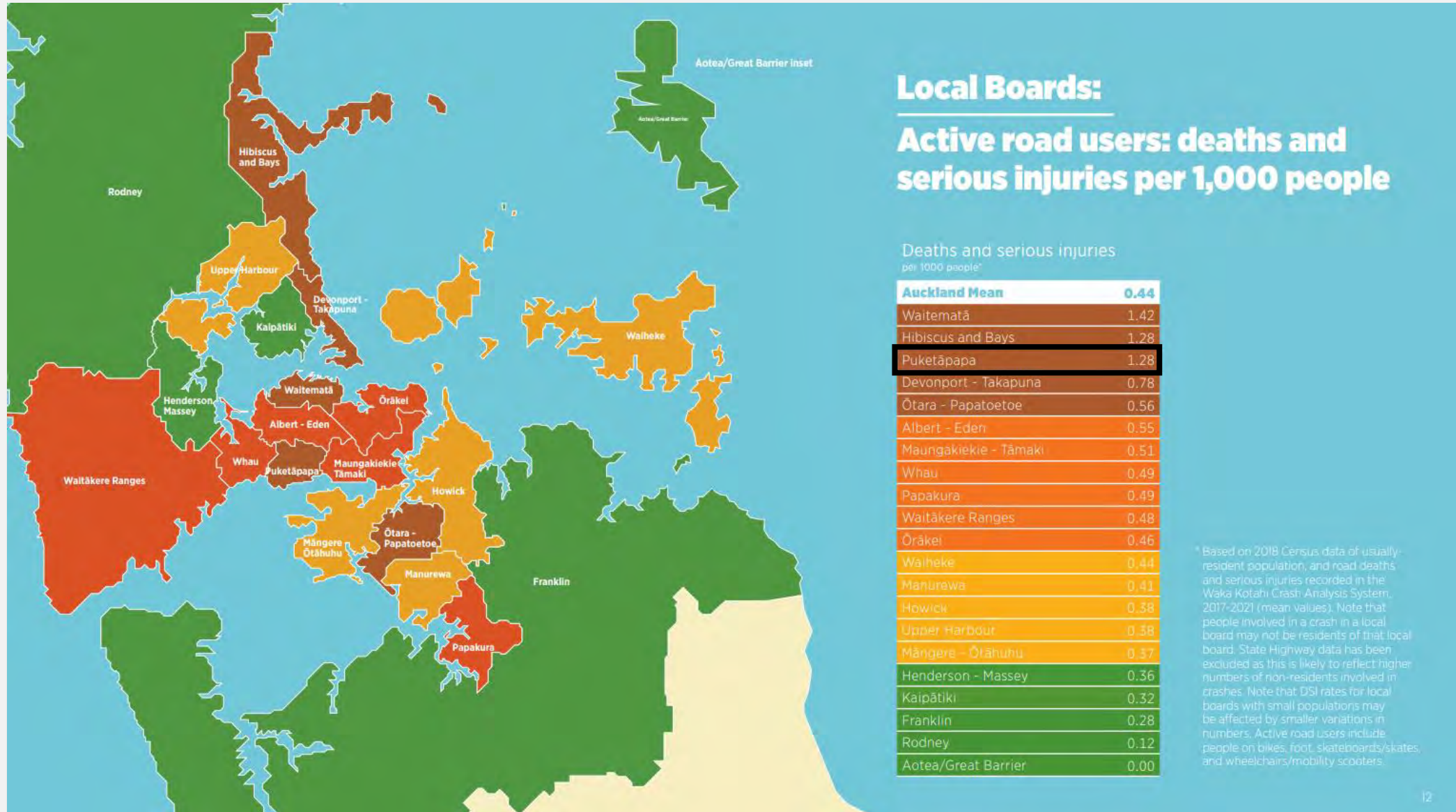
Local Boards: Deaths and serious injuries per 1,000 people

Deaths and serious injuries
per 1000 people*









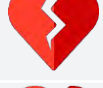







Auckland Mean	1.99
Aotea/Great Barrier	5.34
Franklin	3.93
Rodney	2.94
Waitemata	2.47
Ōtara - Papatoetoe	2.23
Waiheke	2.21
Papakura	2.15
Waitākere Ranges	2.07
Maungakiekie - Tāmaki	1.91
Māngere - Ōtāhuhu	1.89
Manurewa	1.85
Devonport - Takapuna	1.48
Albert - Eden	1.46
Ōrākei	1.40
Whāu	1.36
Henderson -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

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

Puketāpapa walking and cycling road harm

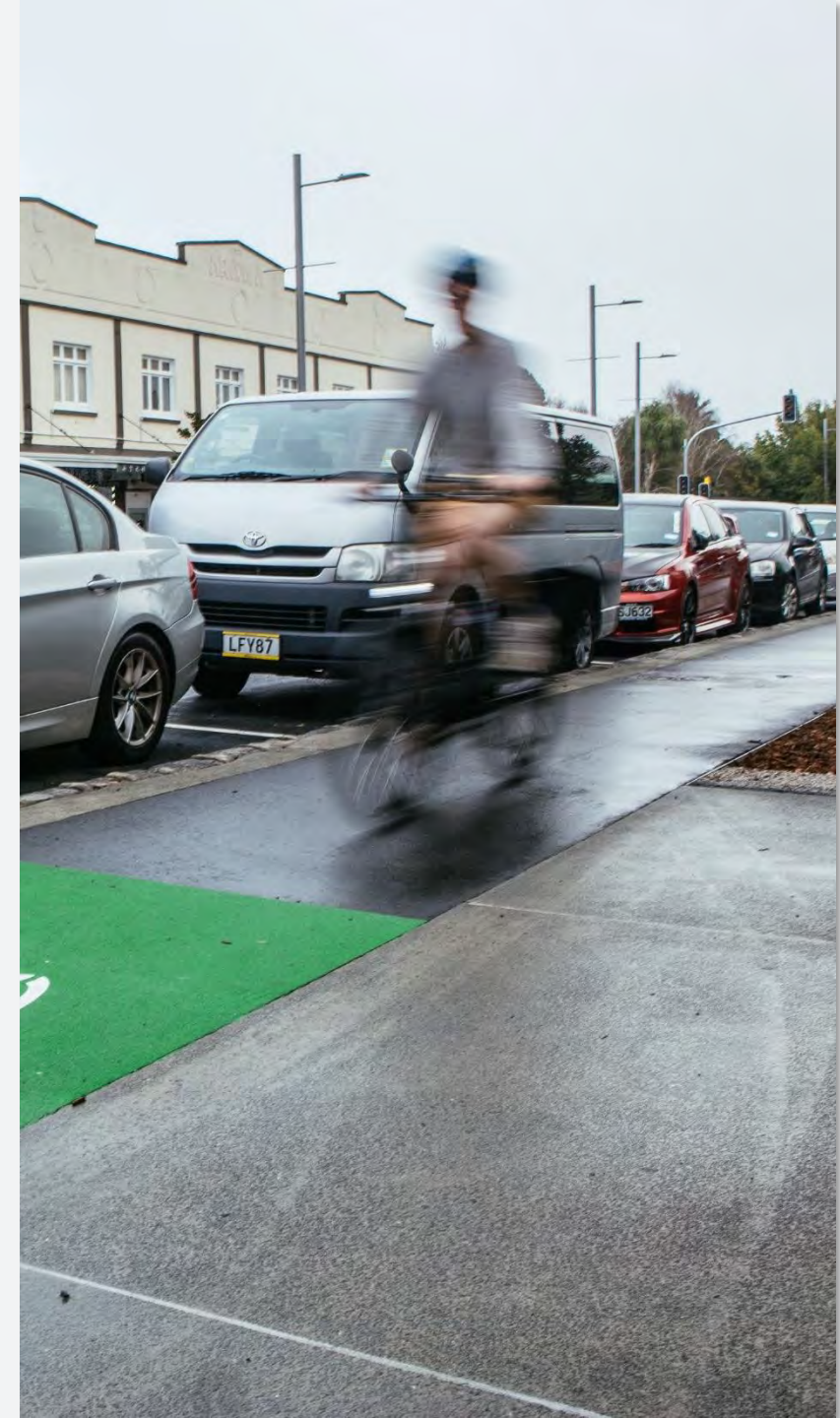


Key road safety factors

• Speed*	 71%	
• People outside a vehicle % of total DSI	 41%	
• Microsleeps* – may be up to	 20%	
• Alcohol or drugs % of total DSI	 1%	
• Distraction or fatigue % of total DSI	 1%	
• Seatbelt not worn % of total DSI	 1%	
• Red-light running % of total DSI	 1%	
• Potholes*	 0.1%	

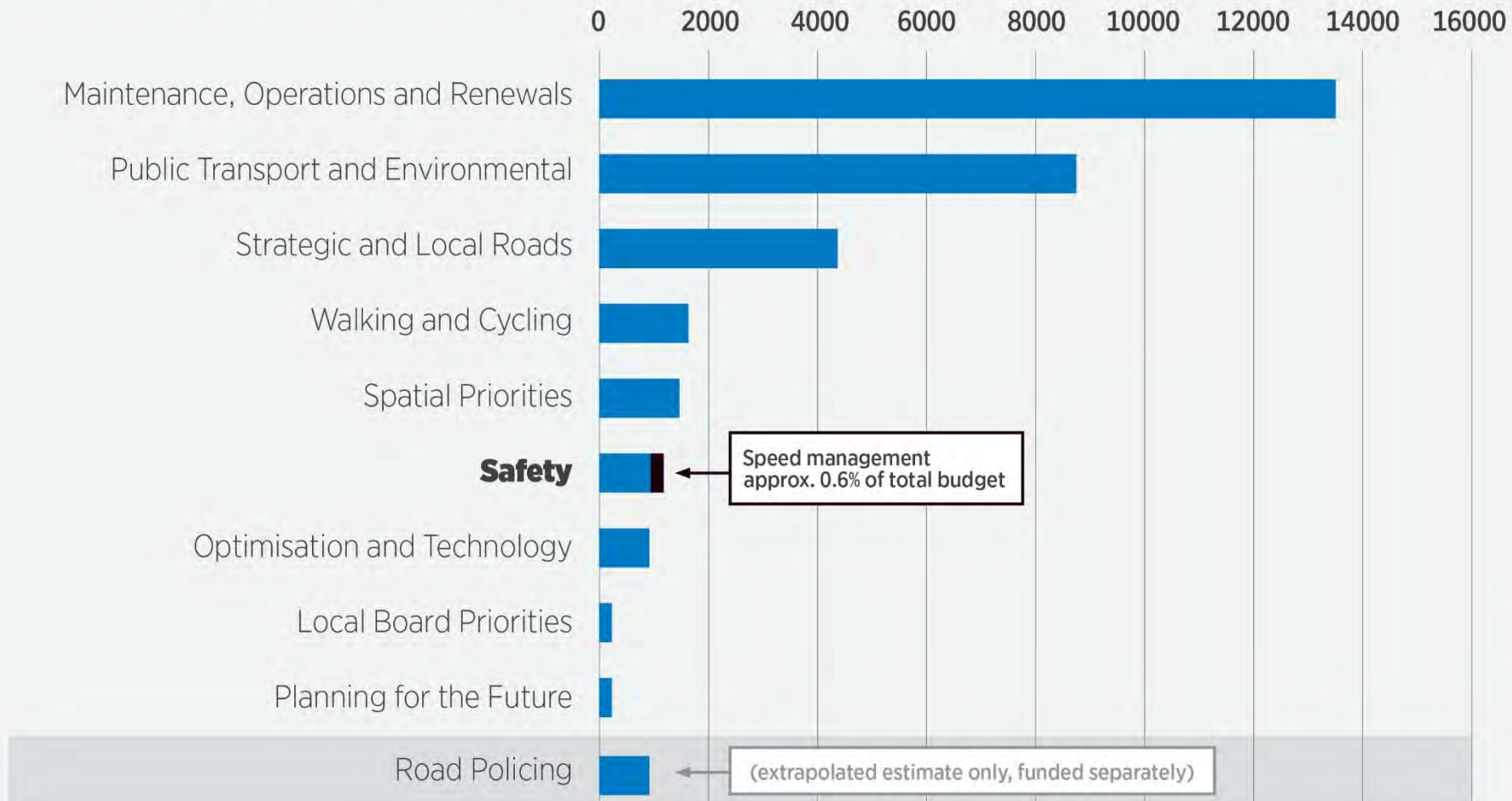
*Speed, microsleep and potholes factors are NZ based due to data available and other factors specific to this local board.

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



Speed is only one piece of the puzzle

Planned investment in Auckland's transport system 2021-2031



² Auckland Regional Land Transport Plan 2021-2031

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

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

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

Slower speed limits save lives

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

