



LOCAL BOARD SERVICES

Ngā tirohanga a te poari ā-rohe

Local board input on Auckland Transport's proposed speed limit changes

25 February 2022



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The following local boards did not have any proposed speed limit changes, and did not provide feedback at this time:

Aotea/Great Barrier Local Board

Waiheke Local Board

Albert-Eden Local Board

Resolution number AE/2022/10

MOVED by Member WM McKenzie, seconded by Chairperson L Corrick:

That the Albert-Eden Local Board:

- a) **thank the 999 people from the Albert-Eden Local Board area that submitted on Tranche 2A of Auckland Transport’s proposed speed limit changes.**
- b) **note ‘Outcome 6: Safe, easy and sustainable options for moving around’ in the Albert-Eden Local Board Plan 2020, specifically:**
 - i) **‘We support the Vision Zero principles of designing roads with people’s needs and safety as the highest priorities’;**
 - ii) **‘We will prioritise safety around schools and shops, safe road crossing points and slower, safer speeds on our local roads’.**
- c) **note that Albert-Eden residents were generally in favour (324 comments) of the safer speeds programme.**
- d) **note that the top themes from those who do not support the safer speeds programme (196 comments) is that speed reduction will not solve road safety issues, and rather that road maintenance, poor driving and poor enforcement are the underlying issues.**
- e) **note concern that there may be confusion for residents given the large number of roads proposed for speed limit changes in the area, and that some proposed roads are further away from schools than what the general public may associate as school feeder roads.**
- f) **note that to achieve increased road safety there needs to be a practical speed regime that will be accepted and observed by drivers.**
- g) **note that the reduction of speed limits is supported in conjunction with other tools that need to be implemented in order to achieve safer roads including enforcement, maintenance, design and physical devices to slow speeds.**

CARRIED

Devonport-Takapuna Local Board

Resolution number DT/2021/202

MOVED by Member G Wood, seconded by Chairperson R Jackson:

That the Devonport-Takapuna Local Board:

- a) provide the following feedback on Tranche 2A of Auckland Transport’s proposed speed limit changes on roads near Hauraki School and Sunnynook School as shown in Attachment A to this agenda report:
 - i) note that there were very few responses in the public consultation held in November 2021 – with some streets receiving no feedback at all and the maximum number of responses in relation any street was 20.
 - ii) that the responses received were mixed and do not provide a clear consensus of views from our community.
 - iii) consider that the speed in the streets listed in Attachment A should be 40 kmph in line with the existing 40kmph limit outside schools.

CARRIED

Attachment A

Road Name	Proposed speed limit	Existing Speed Limit (km/h)
Cassia Place	30km/h	50
Charles Street	30km/h	50
Datura Place	30km/h	50
Erica Road	30km/h	50
Heather Place	30km/h	50
Herbert Street	30km/h	50
Jonathan Place	30km/h	50
Juniper Road	30km/h	50
Jutland Road	30km/h	50
Kerria Place	30km/h	50
Lyford Crescent	30km/h	50
Marsden Street	30km/h	50
Pine Ridge Terrace	30km/h	50
Sequoia Place	30km/h	50
Sydney Street	30km/h	50
Tonkin Drive	30km/h	50
Trinidad Road	30km/h	50
Waitemata Road	30km/h	50
Walter Street	30km/h	50
Wylie Avenue	30km/h	50

Franklin Local Board

Resolution number FR/2021/185

MOVED by Chairperson A Baker, seconded by Deputy Chairperson A Fulljames:

That the Franklin Local Board:

- a) provide feedback on Tranche 2A of Auckland Transport's proposed speed limit changes.
 - i) The board support the aspiration of eliminating road transport related deaths and serious injuries (DSI) within the Auckland road network by 2050 (Vision Zero)
 - ii) agree that reduction of speed will contribute to this vision, however also consider that there is an over-emphasis on speed reduction as a tool for achieving this
 - iii) request that Auckland Transport take an approach that is based on the common themes contained within the public feedback, namely:
 - A) there needs to be consistency and an application of speed limits that are easy for road users to understand and thus comply with
 - B) that for the majority of rural roads proposed to be changed, there is a lack of robust analysis and or crash data, and that local knowledge and feedback should be the basis for a minimal reduction in speed limits.
 - iv) request that speed limit reductions required under NZTA Waka Kotahi guidelines be on the following basis:
 - A) A default speed limit of 80kph
 - B) That 60kph be introduced in the following circumstances:
 - 1) The road is demonstrably narrower than the roads from which it feeds off and has features such as numerous sharp bends, deep water tables, banks close to the road carriageway or significant areas of bush or vegetation close to the carriageway, and that there is no centre or edge line marking
 - 2) The road has a metal surface
 - 3) There is significant countryside living or lifestyle type residential development creating greater pedestrian or vehicles for driveway activity
 - 4) There is a rural school on the road, where 60kph in a portion of the road in the locality of the school enables a 40kph variable school zone to be implemented as for urban schools
 - 5) The road is self explaining in that it's features determine the speed that reasonable road users are likely to have an average speed of around 60kph or less.
 - v) request that Auckland Transport revisit the proposed speed levels for the roads in line with detailed local board feedback as outlined as an attachment to this resolution

(Attachment A - Franklin Local Board detailed feedback on Tranche 2A of Auckland Transport's proposed speed limit changes – Franklin Local Board area)

- vi) request that side roads that are less than 750m in length are kept at the same speed as the road from which it feeds as indicated with * in Attachment A. This is to save money and apply a pragmatic approach that is able to be understood by road users.
- vii) request that in seeking direction from the Auckland Transport Board on proposals, that Auckland Transport staff identify alternative and supplementary safety measures alongside speed reduction to inform the Auckland Transport Board's decision e.g. repeater speed demarcation on the road surface to assist drivers clearly
- viii) request that roads not in Tranche 2A, but which generated public feedback be reviewed with a view to addressing without delay, and that Auckland Transport staff provide advice on these community-generated suggestions in terms of when and how these can be addressed, including:
 - A) Maraetai Drive – extend a reduced speed further north to include Maraetai School Road residential development and make pedestrian crossing and vehicle access safer.
 - B) Clevedon Village main street (Papakura Clevedon Road) – with population growth, through traffic to regional parks, east coast beaches and Kaiāua, consideration should be given to lowering the business zone of the village main street. This would provide further micro mobility options and safer pedestrian use, given there are no pedestrian provisions
 - C) poor condition of roads and hotspots that remain unaddressed after years of reporting to Auckland Transport.
- ix) request that in forming final proposals, Auckland Transport review consent applications in progress that may impact on the location of a speed change (e.g. Conmara development in Clevedon) and current Trail and Path plans that will change road user types
- x) request that the Auckland Transport Elected Member Relationship Partner facilitate the opportunity for the local board to review the final recommendation to the Auckland Transport Board and to present to the board on the final proposal.

CARRIED

Attachments

- A 14 December 2021 Franklin Local Board - Attachment A: Franklin Local Board detailed feedback on Tranche 2A of Auckland Transport's proposed speed limit changes - Franklin Local Board area

Attachment A – Franklin Local Board detailed feedback on Tranche 2A of Auckland Transport’s proposed speed limit changes – Franklin Local Board area

a) Endorse the proposal for a 60kph speed limit on the basis that there was no public feedback and the roads meet the criteria in a) iv (B) for the following roads/section of road:

- | | |
|--|---------------------------------|
| i. Aicken Rd | xxxvi. Loxton Lane |
| ii. Aldridge Rd | xxxvii. Lynd Rd |
| iii. Axtens Rd | xxxviii. Mathis Rd |
| iv. Ardmore Quarry Rd – full length | xxxix. Matthew Whitford Dr |
| v. Batkin Rd | xl. McEntee Rd |
| vi. Brodie Rd | xli. McGregor Rd |
| vii. Broken Bridge Rd | xl.ii. McNicol Rd (full length) |
| viii. Bullens Rd | xl.iii. Moumoukai Rd |
| ix. Bush Rd | xl. iv. Munros Rd |
| x. Bushmere Rd | xl. v. Needham Rd |
| xi. Caitcheon Rd | xl. vi. Ngakaroa Rd |
| xii. Cascade Rd | xl. vii. Old Barn Rd |
| xiii. Cherrington Road | xl. viii. Old Coach Way |
| xiv. Chesham Lane | xl. ix. Otau Lane |
| xv. Coal Mine Rd | l. Patrick Lane |
| xvi. Deerys Rd | li. Petersons Rd |
| xvii. Downs Rd | li. ii. Pioneer Rd |
| xviii. Dunrobin Lane | li. iii. Quinns Rd |
| xix. Eyres Rd | li. iv. Redman Rd |
| xx. Farquharson Rd | li. v. Reed Rd |
| xxi. Farr Rd | li. vi. Sawyer Rd |
| xxii. Garvie Rd | li. vii. Sonja Dr |
| xxiii. Gordon Francis Dr | li. viii. Stevens Rd |
| xxiv. Hayes Creek Rd | li. ix. Stone Rd |
| xxv. Head Rd | li. x. Stuart Rd |
| xxvi. Helland Dr | li. xi. Tegal Rd |
| xxvii. Highridge & Highridge Extension Rds | li. xii. Townson Rd |
| xxviii. Hiwinui Rd | li. xiii. Trail Rd |
| xxix. Holdens Rd | li. xiv. Turner Rd |
| xxx. Jollie Rd | li. xv. Valley Springs Way |
| xxxi. Judge Richardson Dr | li. xvi. Walker Rd |
| xxxii. Keaney Rd | li. xvii. Wattie Rd |
| xxxiii. Kimber Rd | li. xviii. Wedding Pl |
| xxxiv. Lawrie Dr | li. xix. Whiteside Lane |
| xxxv. Lowry Rd & Lowry Rd West | li. xx. Wilson Rd |

b) Endorse the proposal for a 60kph speed limit where there was public feedback indicating general support for the following roads/section of road;

- | | |
|-------------------|----------------|
| i. Ambush Rd | iii. Falls Rd |
| ii. Dale Rd South | iv. Hilltop Rd |

- | | |
|--|---------------------|
| v. Jones Rd | xv. Opaheke Rd |
| vi. Kauri View Rd | xvi. Otto Rd |
| vii. Kawakawa Bay Coast Road | xvii. Phillip Rd |
| viii. Maddaford Rd | xviii. Pitt Rd |
| ix. McPherson Rd | xix. Pratts Rd |
| x. Macwhinney Dr | xx. Sowerby Heights |
| xi. Medhurst Rd & Medhurst Rd North | xxi. Station Rd |
| xii. Mill Road, Alfriston | xxii. Te Papa Rd |
| xiii. Momoukai Hill Road (full length) | xxiii. Wallace Rd |
| xiv. Nairn Rd | xxiv. Yates Rd |

c) Recommend that Auckland Transport progress an 80kph speed limit where NZTA Waka Kotahi guidelines require reduction and where there was some public feedback for the following roads/section of road:

- | | |
|---|---|
| i. Aulyn Dr | xxx. Great South Rd (SH22 to Bombay) |
| ii. Batty Rd – (revert from 60kph) | xxxi. Hamlin Rd |
| iii. Beaver Rd | xxxii. Harkness Rd |
| iv. Beaver Rd East | xxxiii. Harrison Rd |
| v. Buckland Rd | xxxiv. Harry Dodd Rd |
| vi. Buckville Rd | xxxv. Harry Dreardon Rd |
| vii. Brookfield Rd | xxxvi. Hawthorn Lane (to align with Batty Rd) |
| viii. Burnside Rd | xxxvii. Heald Rd |
| ix. Burt Rd | xxxviii. Hillview Rd |
| x. Cheriton Lane * | xxxix. Ingram Rd |
| xi. Chamberlain Road | xl. Jack Patterson Dr |
| xii. Church Rd | xli. John Hill Rd |
| xiii. Clevedon Takanini Rd | xl. Kanuka Rd |
| xiv. Cooper Rd | xl. Kern Rd |
| xv. Cossey Rd (all sections) | xl. Main Rd |
| xvi. Coulston Rd | xl. Markham Rd |
| xvii. Cowan Rd | xl. Matheson Rd |
| xviii. Davies Rd | xl. Maxted Rd |
| xix. Dunn Rd | xl. Middleton Rd |
| xx. Dyke Rd | xl. Mile Rd |
| xxi. East Coast Rd | l. Morgan Rd * |
| xxii. Ernest George (to align with Batty Rd change) | li. Mullins Rd |
| xxiii. Fahey Rd | lii. Ness Valley Rd |
| xxiv. Fausett Rd | liii. Niccone Pl * |
| xxv. Flay Rd * | liv. Norfolk King Dr |
| xxvi. Gearon Rd | lv. Okaroro Dr |
| xxvii. Gelling Rd | lvi. Orere Matingarahi Rd |
| xxviii. Gillespie Rd | lvii. Parish Line Rd |
| xxix. Golding Rd | lviii. Peach Hill Rd |
| | lix. Pinnacle Hill Rd |

- | | | | |
|---------|------------------------------------|---------|-------------------|
| lx. | Ponga Rd | lxix. | Sinclair Rd |
| lxi. | Porterfield Rd & extension | lxx. | Sky High Rd |
| lxii. | Pukekohe East Rd (Golding to Mill) | lxxi. | Solitaire Lane * |
| lxiii. | Quarry Rd Drury | lxxii. | Totara Rd |
| lxiv. | Ramarama Rd | lxxiii. | Tuhimata Rd |
| lxv. | Razorback Rd | lxxiv. | Waitangi Falls Rd |
| lxvi. | Rogers Rd | lxxv. | White Rd |
| lxvii. | Rutherford Rd | lxxvi. | Wootten Rd |
| lxviii. | Saddleton Rd | | |
| lxxvii. | | | |

d) Request that Auckland Transport reflect the following requests for differing speeds on parts of roads at differing speeds in the final recommendations to the Auckland Transport Board:

- i) Aka Aka Rd – 60kph with 40kph variable school zone (VSZ) at Waiuku Rd end, rest 80kph
- ii) Ararimu Rd – 80kph except for 60kph with 40kph VSZ outside Ararimu School
- iii) Barber Rd - 60kph with 40kph VSZ from Paparata Rd to end of development then 80kph
- iv) Bombay Rd – 60kph from mill to Lawrence carter Dr then 80kph
- v) Clevedon Kawakawa Bay Rd – 50kph (existing limit) from roundabout to McNicol Rd or at the first bend after McNicol Rd, then 80kph, noting that the extension of the 50kph is a requirement of the Hūnua Traverse (a Heartland Ride within the Waka Kotahi NZ Cycle Trail)
- vi) Creightons Rd – 80kph to Jones Rd then 60kph to Ardmore Quarry Rd
- vii) Kawakawa Orere Road – 80kph excluding gorge at 60kph
- viii) Orere Point Rd - 60kph with 40kph VSZ to 100m past school then 80kph to developed area
- ix) Papakura Clevedon Rd – 80kph from Papakura urban boundary, 60kph with 40kph VSZ either side of Ardmore School then 80kph to Clevedon Village
- x) Paparimu Rd – 60kph with 40kph VSZ outside Paparimu hall and school, remainder of road 80kph
- xi) Runciman Rd - 60kph with 40kph VSZ outside Pukekohe East School, remainder of road 80kph
- xii) Steel Rd - 60kph with 40kph VSZ outside Ararimu School, remainder 80kph
- xiii) Sutton Rd – extend current urban speed limit to cowshed corner just past Christian school then 80kph
- xiv) Tourist Road – Western end (Creightons to Monument Rd) 80km and Eastern end (Monument to McNicol) 60km
- xv) Otau Mountain Rd – 60kph with lower limits in place in line with feedback from residents provided directly to AT staff and to reflected sealed and unsealed environments and narrow portions of the road.

Henderson-Massey Local Board

Resolution number HM/2021/189

MOVED by Member B Loader, seconded by Member I Papau:

That the Henderson-Massey Local Board:

- a) provide feedback on Tranche 2A of Auckland Transport’s proposed speed limit changes as follows:
 - i) support lowering speeds around local schools from 50 kilometres per hour to 30 kilometres per hour.

CARRIED

E mahi ana mātou i te mahi mō Tāmaki Makaurau

Hibiscus and Bays Local Board

Resolution number HB/2022/12

MOVED by Member J Fitzgerald, seconded by Chairperson G Brown:

That the Hibiscus and Bays Local Board:

- a) **endorse the proposals contained in Tranche 2A of Auckland Transport’s proposed speed limit changes.**

CARRIED

Howick Local Board

Resolution number HW/2022/19

MOVED by Deputy Chairperson J Spiller, seconded by Chairperson A White:

That the Howick Local Board:

- a) acknowledges and thanks all those who submitted.
- b) provides the following feedback:
 - i. Supports the reduction of the speed limit on Aviemore Drive from 60km/h to 50km/h
 - ii. Does not support the reduction of the speed limit from 50k/h to 30 km/h on Dillimore Avenue and Latham Avenue.
 - iii. Does not support the reduction of the speed limit from 50k/h to 30 km/h on Millen Avenue but recommends that investigation be carried out to ascertain a need for a 40km/h School Speed Zone in the vicinity of the school.
 - iv. Notes the following:
 - i. that unsafe driving, poor enforcement, road quality, and road maintenance were important issues identified in the public feedback

CARRIED

Kaipātiki Local Board

Resolution number KT/2021/234

MOVED by Chairperson J Gillon, seconded by Member C Schmidt:

That the Kaipātiki Local Board:

- a) support the proposed speed limit change of 30kph for Verran Road, West Glade Crescent and Caram Place as part of Auckland Transport's Tranche 2A of proposed speed limit changes.
- b) note the following:
 - i) overall, a majority of respondents support the proposed changes to Verran Road, West Glade Crescent and Caram Place.
 - ii) a majority of respondents from Verran Road support the proposed changes.
 - iii) all respondents from West Glade Crescent do not support the proposed changes.
 - iv) all respondents from Caram Place support the proposed changes.

CARRIED

E mahi ana mātou i te mahi mō Tāmaki Makaurau

Māngere-Ōtāhuhu Local Board

Resolution number MO/2021/178

MOVED by Chairperson L Sosene, seconded by Member M Kolo:

That the Māngere-Ōtāhuhu Local Board:

- a) approve Tranche 2A list of Auckland Transport's proposed speed limit changes.

CARRIED

Manurewa Local Board

Resolution number MR/2021/214

MOVED by Chairperson J Allan, seconded by Member K Penney:

That the Manurewa Local Board:

- a) provide the following feedback on Tranche 2A of Auckland Transport's proposed speed limit changes:
 - i) the board has consistently championed efforts to calm traffic and reduce rates of death and serious injury due to motor vehicles (DSI) on Manurewa roads. We are in full support of the Vision Zero vision that that there will be no deaths or serious injuries on our transport system by 2050 and support Auckland Transport's continued investment in road safety, including local board led road safety projects, to achieve this goal
 - ii) Outcome Four of the Manurewa Local Board Plan 2020, 'Our safe and accessible network provides transport options to meet community needs,' includes the key initiative 'Continue working with AT to improve road safety and slow traffic throughout Manurewa, in line with Vision Zero principles'
 - iii) the board has partnered with Auckland Transport on road safety projects, including speed calming area treatments and raised pedestrian crossings around schools. These projects have had a positive effect and DSI rates in Manurewa have reduced. It is important that we continue working in partnership with Auckland Transport if we are to achieve the Vision Zero goal
 - iv) the board notes that roads whose speed limits were reduced as part of Tranche One of Auckland Transport's Safe Speeds Programme have experienced a 67 per cent reduction in fatalities, 19 per cent reduction in all injury crashes, and a minor reduction in serious injuries
 - v) the board supports reducing the speed limit from 50 km/h to 30 km/h on the following proposed roads in the Manurewa Local Board area as set out in Attachment A of the report
 - vi) the board supports lowering speed limits around all schools and encourages Auckland Transport to ensure that appropriate signage and road markings are delivered as soon as this is implemented
 - vii) the board supports the installation of raised pedestrian crossings around schools to ensure the safety of children travelling to and from school. We also request that Auckland Transport investigates road safety issues created by heavy vehicles such as trucks using on-street parking near schools
 - viii) the board requests that Auckland Transport gives priority to delivery of further Residential Speed Management projects in Manurewa, including the Jellicoe and Finlayson Quadrants, in addition to further speed limit reductions planned for this area.

CARRIED

Maungakiekie-Tāmaki Local Board

Resolution number MT/2022/17

MOVED by Member N Henry, seconded by Chairperson M Meredith:

That the Maungakiekie-Tāmaki Local Board:

- a) receive the public feedback on Tranche 2a of Auckland Transport's proposed speed limit changes.
- b) endorse the Tranche 2a proposed speed limit changes.

CARRIED

Member P McGlashan did not vote on this item and took no part in the discussion.

Ōrākei Local Board

Resolution number OR/2022/10

MOVED by Member S Powrie, seconded by Member C Davis:

That the Ōrākei Local Board:

a) approve the tabled feedback on Tranche 2A of Auckland Transport’s proposed speed limit changes.

Documents were tabled in support of the item and have been copied below.

CARRIED

Ōrākei Local Board feedback to the Auckland Transport – proposed speed limit changes (Tranche 2A)

Background

1. AT is proposing to amend the Speed Limits Bylaw 2019 and set new safe and appropriate speed limits for 823 roads across Auckland with a total length of 614km (approximately eight per cent of the road network), with these new limits proposed to come into force mid-2022.
2. AT has reviewed the existing speed limits for each of the roads identified and found they are not safe and appropriate for the function, design and use of the roads. This means there is now a legal obligation to improve the safety of the roads. Making no change is not an option. This means AT is required to either:
 - set a new safe and appropriate speed limit, or
 - install engineering measures to improve the safety of the road, like road widening, resurfacing, barriers, road markings, speed humps etc.
3. Physical constraints and the corresponding costs involved mean that it isn’t viable to ‘engineer up’ these roads to support their existing speed limits. Setting safe and appropriate speed limits is one of the fastest and most cost-effective ways of reducing the number of deaths and serious injuries on our roads.

Conclusions

There were 433 submitters for the proposed changes to speed limits on roads in the Orakei Local Board area. Overall, 133 submitters did not support the changes, with 114 generally supportive. More than 44 submitters thought lowering speed limits around schools is important, with support for implementation during school hours, school pick-up and drop-off times and/or during school terms.

By suburb, the change to speed limits on the roads around Remuera Primary School were the most unpopular, including Armadale Road, Dromorne Road and Norana Avenue. Omahu Road was not included in the consultation, though it was mentioned in the feedback as a road that should be considered for lower speeds during school hours.

The most popular area for proposing lower speed limits was Meadowbank, mainly because it is an area where children are encouraged to walk to school and the roads can be busy with high traffic volumes. Some streets will see higher volumes of student use as the Glen Innes to Tamaki Drive Shared Path connections between Meadowbank and Kohimarama open and more students bike and walk to school. Gowing Drive should be investigated as a road that may need a change to the speed limit, along with speed calming measures as a way of forcibly slowing traffic once the shared path opens and user behaviour is better understood.

There was strong thread of discussion from 79 submitters that reducing speed limits is unnecessary, they proposed roads require maintenance and upgrading to improve safety and the suggested roads should have speed calming measures instead and better enforcement of current limits. It was felt that often, due to congestion, people already travel around the city at less than 50km.

Recommendations

1. Approve the change to speed limit in the areas proposed, however where the change in speed limit is solely to slow traffic down within a school zone, this should only apply during school hours, school pick-up and drop-off times and during school terms.
2. Recognise the need for speed calming measures in some circumstances, drivers may need to be compelled to slow down. Further analysis will be required to determine if signage alone has any effect in slowing traffic.
3. Enforcement must be used to change driver behaviour.
4. Reducing speed limits are not the only way to improve road safety; maintenance and upgrading roads must also be implemented as funds allow.

Ōtara-Papatoetoe Local Board

Resolution number OP/2021/208

MOVED by Chairperson R Autagavaia, seconded by Deputy Chairperson D Trenberth:

That the Ōtara-Papatoetoe Local Board:

- a) thank the 128 people from the Ōtara-Papatoetoe Local Board area who submitted on the Safer Speeds Programme - proposed speed limit changes
- b) note that Ōtara-Papatoetoe residents were generally in favour of lowering the speed limit on the proposed roads
- c) note those who are in opposition to the reduction stated that speed limits will not solve road safety issues, and rather it is enforcement, driver behaviour, congestion and road maintenance are the underlying concerns
- d) support reducing the speed limit from 50 km/h to 30 km/h on the following proposed roads in the Ōtara-Papatoetoe Local Board area:
 - i) Alexander Crescent
 - ii) Bairds Road
 - iii) Dunstan Place
 - iv) Haumia Way
 - v) Hayman Street
 - vi) Kelpie Lane
 - vii) Kew Lane
 - viii) Lovegrove Crescent
 - ix) Newbury Street
 - x) Thurso Lane
 - xi) Toso Way
 - xii) Watford Street
- e) note that the reduction of speed limits is supported in conjunction with other tools that need to be implemented in order to achieve safer roads including enforcement and congestion
- f) note that this feedback is consistent with the vision and advocacy in the Ōtara-Papatoetoe Local Board Plan 2020 to make our roads safer, in particular around our schools and where pedestrians usage is high, and note that the roads considered in this proposal are either around schools or town centres, where multimodal transport is common
- g) support the goal of Vision Zero: to eliminate road transport related deaths and serious injuries within the Auckland road network by 2050, and note the positive impact that lowering speed limits has on this goal.

CARRIED

Papakura Local Board

Resolution number PPK/2022/13

MOVED by Chairperson B Catchpole, seconded by Deputy Chairperson J Robinson:

That the Papakura Local Board:

- a) support the following Auckland Transport proposed speed limit changes (Tranche 2A), subject to the comments in resolution b):

Road Name	Part of Road	Proposed speed limit (km/h)	Existing speed limit (km/h)	Workstream
Argyle Avenue	Full length	30	50	Schools
Clark Road	Full length	30	50	Schools
Cotton Place	Full length	30	50	Schools
Greenhaven Avenue	Full length	30	50	Schools
Hanover Place	Full length	30	50	Schools
Joyce Street	Full length	30	50	Schools
Manse Road	Full length	30	50	Schools
Popes Road	Full length	60	80 / 60	Rural
Ranfurly Road	Between Alfriston Road and eastern end of Ranfurly Road	60	100 / 80	Rural
Rembrandt	Full length	30	50	Schools
Short Street	Full length	30	50	Schools
Tasman Drive	Full length	30	50	Schools
Cosgrave Road	Between 200m north of Old Wairoa Road and Walters Road	60	80	Rural
Mill Road	Between urban traffic area boundary (Auckland Isthmus) and 111m north of Alfriston Road	60	80	Rural
Mill Road	Between 210m south of Alfriston Road and 260m south of Alfriston Road	60	80	Rural
Mill Road	Between 260m south of Alfriston Road and Hamlin Road	80	80	Rural (No speed change, to fix extent error in bylaw)

Road Name	Part of Road	Proposed speed limit (km/h)	Existing speed limit (km/h)	Rationale
Mill Road	Between Hamlin Road and Walters Road	60	80	Rural
Papakura-Clevedon Road	Between 140m east of Dominion Road and urban traffic area boundary (Auckland Isthmus)	80	100	Rural

- b) provide the following feedback on Auckland Transport proposed speed limit changes (Tranche 2A):
- sufficient enforcement is required to ensure vehicles adhere to the reduced speed limits
 - reducing speeds from 40kmph to 30kmph around schools is supported
 - reducing speeds in streets from 50kmph to 30kmph is a big reduction, and the board fears risky behaviours will evidence themselves through frustration if someone is travelling at a lower speed in the street
 - a comprehensive communication campaign will be required to ensure people are aware of the speed reductions
 - the board questions whether reducing speed limits in streets will actually be effective in reducing speeds and inappropriate behaviours
 - if part of a road has several different speed limits, consideration should be given to making the entire road a consistent speed
 - Visible and regular signage is important.
- c) request that the following roads be considered for inclusion in Auckland Transport proposed speed limit changes (Tranche 2A) or for future tranches of the speed limit bylaw changes:

Road Name	Part of Road	Proposed speed limit (km/h)	Existing speed limit (km/h)	Rationale
Opāheke Road	Between the intersection with Boundary Road heading towards Butterworth Ave / Liverpool St / Opāheke Road roundabout	40	50	Area of concern regarding speed and school children
Boundary Road	From the Opāheke Road / Boundary Road intersection east to the railway line	40	50	Area of concern regarding speed and school children

Road Name	Part of Road	Proposed speed limit (km/h)	Existing speed limit (km/h)	Rationale
South Street, Nelson Street and other streets/roads in the neighbourhood of Clark and Manse Streets	Full length	30	50	Apply a consistent lower speed in the precinct to avoid rat running
Ray Small Drive	Full length	40 30 around school	50	This street is often used as a rat run to avoid Elliott Street congestion. The street provides access to Papakura Central School and early childhood centre and Ray Small Park. Vehicles speed through this street
Kelvin Road	Around the Kelvin Road school	30	50	Have received many complaints about traffic speeding up to 80kmph in this street
Residential streets off Clevedon Road – Ingram Street (from Pricor to Shirley Streets Also View Rd, Renwick, Halberg, Shirley, Snell, Pricor, and the other residential streets off Clevedon Road				Request AT investigate this area for solutions for these streets / precinct
Pakaraka Drive				Request AT investigate options for Pakaraka Drive, Okawa Ave and Ancroft Street

- d) request officers amend the information in the Auckland Transport proposed speed limit changes (Tranche 2A) attachment A to reflect the correct suburb, i.e.:

- i) **Mill Road south of Alfriston roundabout to Hamlin Road is listed as being in the suburb of Bombay when it should be Takanini / Papakura**
- ii) **Mill Road from Hamlin Road to Walters Road is listed as being in the suburb of Totara Park when it should Takanini / Papakura.**
- e) **request Auckland Transport investigate the recent repairs on Ranfurly Road as the road has been inadequately repaired.**
- f) **request Auckland Transport repair Mill Road north of the Alfriston roundabout to Ranfurly Road as it is in a bad state of repair.**

CARRIED

Puketāpapa Local Board

Resolution number PKTPP/2022/1

MOVED by Deputy Chairperson J Turner, seconded by Chairperson J Fairey:

That the Puketāpapa Local Board:

- a) **tūtohi /receive the report on Tranche 2A Auckland Transport’s proposed speed limit changes.**
- b) **support Auckland Transport implementing the reduced speed limits in the proposed streets.**
- c) **recommend Auckland Transport investigate reducing speeds on roads highlighted by the community in this consultation period, with a focus on streets surrounding schools and kindergartens such as Belfast Street, Carlton Street, Albrecht Avenue and Frost Road.**
- d) **request Auckland Transport investigate implementing a zebra crossing on the raised crossing on Beagle Avenue, as raised in the feedback and by the Local Board previously.**
- e) **request that Auckland Transport focuses on education, engineering, and enforcement as part of improving driver behaviour to reduce harm, noting that changing the speeds on the signs will not be enough to achieve this.**
- f) **request that once the safe speeds have been implemented, any future street upgrades are designed accordingly to suit the reduced speed limit and improve safety for all modes.**
- g) **thank Sara Khan for her attendance via Microsoft Teams.**

CARRIED

Rodney Local Board

Resolution number RD/2022/12

MOVED by Chairperson P Pirrie, seconded by Member L Johnston:

That the Rodney Local Board:

- a) **provide the following feedback on Tranche 2A of Auckland Transport's proposed speed limit changes:**
 - i) **support the proposed speed limit reductions as indicated in Attachment A to the agenda report**
 - ii) **recognise that the severity of accidents is greatly reduced at lower speed limits**
 - iii) **note that these speed limit reductions will help encourage walking and cycling, both of which have health and climate change benefits.**

CARRIED

Upper Harbour Local Board

Resolution number UH/2021/165

MOVED by Member B Neeson, seconded by Member U Casuri Balouch:

That the Upper Harbour Local Board:

- a) provide the following feedback on Tranche 2A of Auckland Transport's proposed speed limit changes:
 - i) support proposed speed limit reduction at Attwood Road, Paremoremo, from 80km per hour to 50km per hour for the full length of the road
 - ii) reiterate previous requests for Oakway Drive, Schnapper Rock and the full length of Gills Road, Albany to be considered in future tranches
 - iii) speed limit reductions should be implemented through appropriate signage.

CARRIED

E mahi ana mātou i te mahi mō Tāmaki Makaurau

Waitākere Ranges Local Board

Resolution number WTK/2021/175

MOVED by Member M Allen, seconded by Member M Clayton:

That the Waitākere Ranges Local Board:

- a) support the proposed speed limit change around Konini School on Tranche 2A of Auckland Transport's proposed speed limit changes.

CARRIED

Waitematā Local Board

Resolution number WTM/2021/300

MOVED by Member G Gunthorp, seconded by Member J Sandilands:

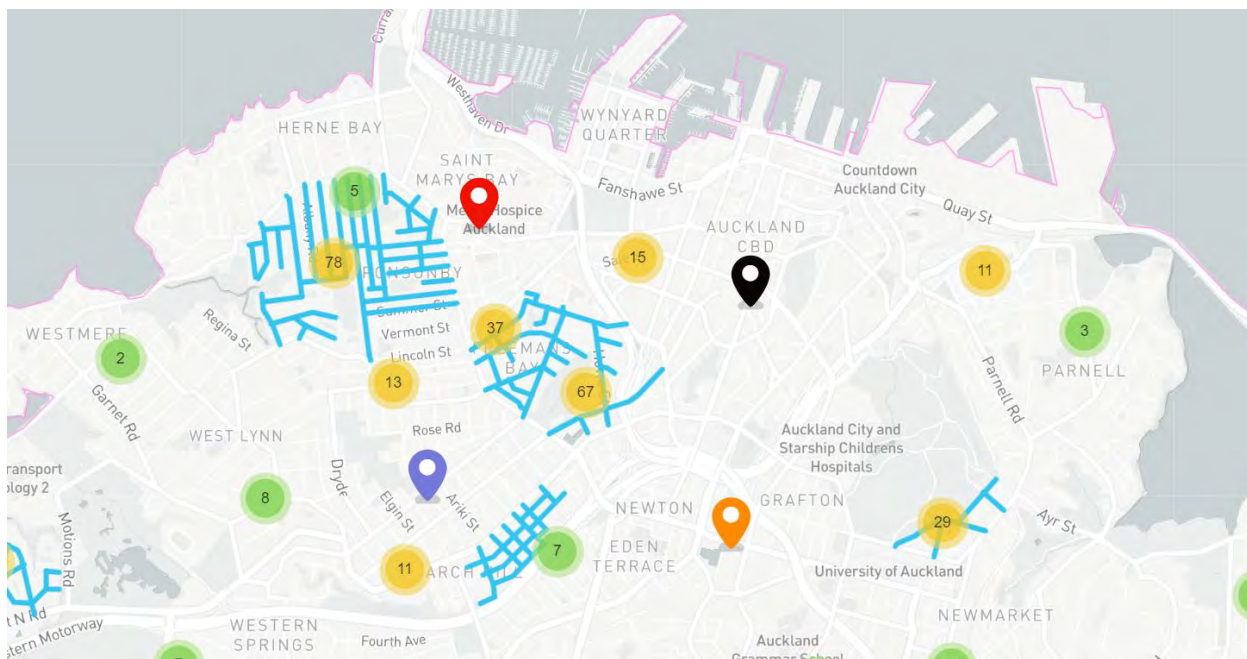
That the Waitematā Local Board:

- a) **provide input on Auckland Transport proposed speed limit changes (Tranche 2) as per the attached feedback, which includes recommended further speed limit changes.**

CARRIED

14 December 2021

Interactive map <https://haveyoursay.at.govt.nz/speed-limit-changes-around-auckland/maps/map-your-feedback>



1. Summary

- 1.1. The Waitematā Local Board is supportive of the implementation of Safer Speeds Tranche Two.
- 1.2. However, we do not believe enough streets are included the Tranche Two, and request additional areas are included.
- 1.3. The corner of Garnet Road and West End Road is dangerous and while it has not been consulted upon we would recommend considering treatments, painting or signage to slow traffic here. Social media posts indicate there is community support for this. AT data indicates this is a dangerous corner also. Slowing speeds around Westmere may be challenging as roads are very wide – it may be necessary to address this corner before the rest of the neighbourhood.

2. Design

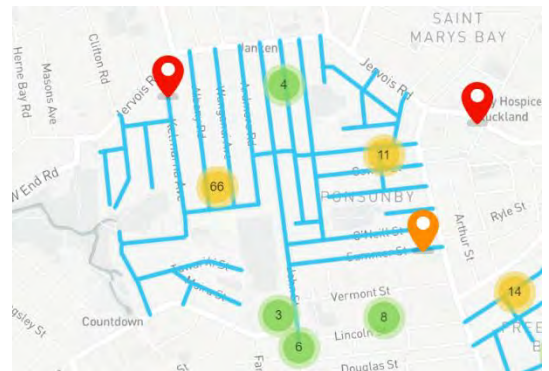
- 2.1. It is vital that the gateway treatments to the safer speeds areas slow vehicles effectively. It is unacceptable and ineffective to rely solely on signage.
- 2.2. We support the creation of Low Traffic Neighbourhood, discouraging high traffic volumes and speeds.

- 2.3. Pedestrian priority should be improved in all areas, particularly in LTNs. Pedestrian crossings should be added at all intersections in these areas.
 - 2.3.1. We understand that AT requires raised tables for all new pedestrian crossings. While this is desirable, it increases the cost significantly, reducing the number of pedestrian crossings that can be installed, thus reducing the opportunity for widescale pedestrian priority.

3. Proposed Streets

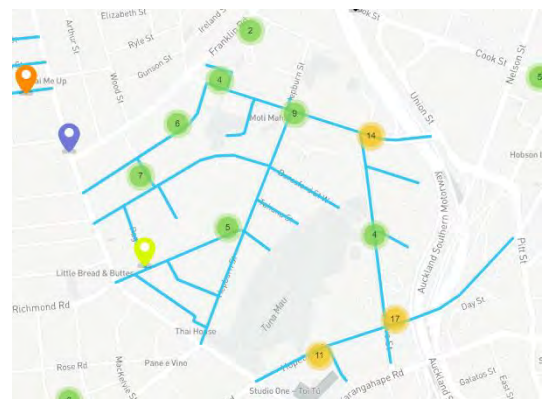
3.1. Ponsonby

- 3.1.1. The narrow streets in this area are dangerous, and although some streets have physical treatments reducing speeds, the legal speeds must be lowered.
- 3.1.2. Some streets may be more appropriate as 10kph or 20kph, however we understand that consistency is important. In those cases, physical treatments (existing or new) are more appropriate.
- 3.1.3. John Street is exceptionally dangerous and hostile to pedestrians and vulnerable road users. It is currently being studied under a separate project.
- 3.1.4. Kelmarna Ave / Hukanui Cres / Parawai Cres is a major thoroughfare but must be kept at an appropriately low speed. Restricting speeds to 30kph, along with the existing physical treatments is appropriate.
- 3.1.5. We support safe speeds and road treatments around all schools, including Ponsonby Intermediate, Marist Catholic School, and St Pauls College.



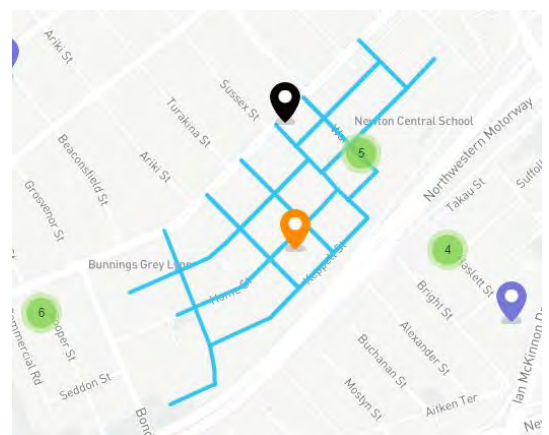
3.2. Freemans Bay

- 3.2.1. This area suffers from rat-running (as evidenced by the new physical treatments on Collingwood Street) and in many cases has wide roads that do not discourage speeding.
- 3.2.2. Downhill on Hepburn Street and Howe Street are very likely to have high non-compliance. Physical treatments are required to ensure drivers reduce speeds.
- 3.2.3. Hopetoun Street is currently too wide and encourages high vehicle speeds. Narrowing Hopetoun Street by installing cycle lanes should remedy this issue.
- 3.2.4. High levels of strict enforcement through this area is required. AT must work with Police to ensure compliance.
- 3.2.5. We support safe speeds and road treatments around all schools, including Freemans Bay School and Auckland Girls Grammar School.



3.3. Newton

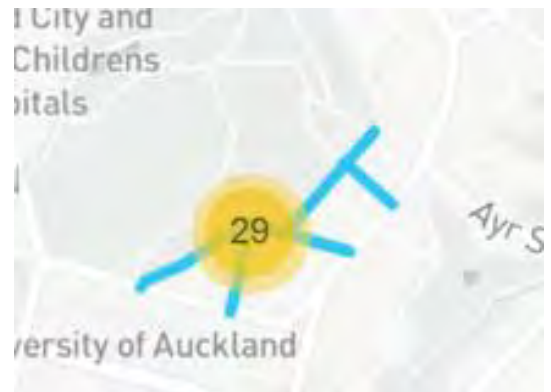
- 3.3.1. Newton Central School is in a highly dangerous location, given its proximity to Great North Road, and the students must be given a high level of protection from vehicles.
- 3.3.2. Reducing speeds on these streets is important, coupled with the major project on Great North Road.



3.4. Domain / Parnell

3.4.1. These streets are highly trafficked by vehicles looking for parking and those rat-running between Parnell Road and Carlton Gore Road.

3.4.2. It is important that physical changes to the road are made to ensure compliance with lower speeds.

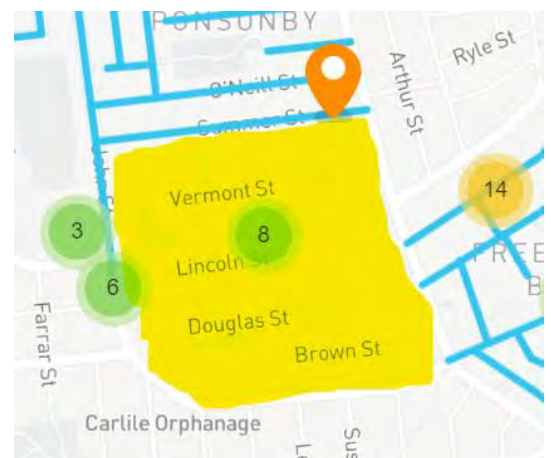


4. Streets to Include

4.1. Ponsonby South

4.1.1. The streets between Summer Street and Richmond Road must be included in Tranche Two.

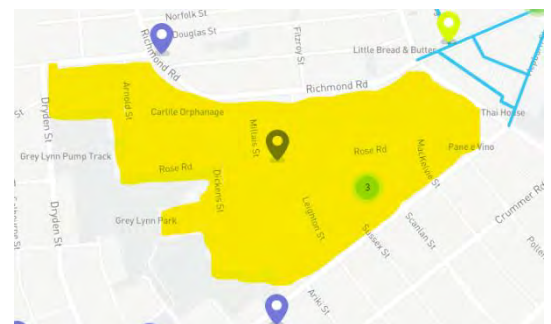
4.1.2. These are rat-runs between Richmond Road and Ponsonby Road (particularly Brown Street and Vermont Street) and suffer from relatively high traffic levels.



4.2. Grey Lynn East

4.2.1. The area bounded by Richmond Road, Ponsonby Road, Williamson Ave and Grey Lynn Park is ideal for a low-traffic neighbourhood, and should be 30kph.

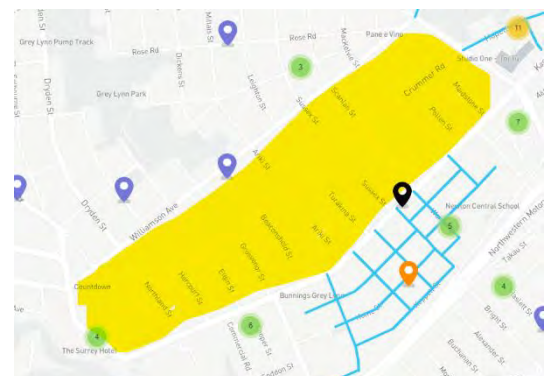
4.2.2. It is currently used as a rat-run between the Northern Motorway and Kingsland (via John Street and Bond Street) despite it being impractical and dangerous for that use.



4.3. Grey Lynn South

4.3.1. The area bounded between by Great North Road, Ponsonby Road and Williamson Ave is ideal for a low-traffic neighbourhood, and should be 30kph.

4.3.2. It is currently used as a rat-run between the Northern Motorway and Kingsland (via John Street and Bond Street) despite it being impractical and dangerous for that use.



Whau Local Board

Resolution number WH/2021/143

MOVED by Chairperson K Thomas, seconded by Deputy Chairperson F Aмосa:

That the Whau Local Board:

- a) note public feedback on Tranche 2A of Auckland Transport’s proposed speed limit changes.
- b) reiterate its support of the Road to Zero strategy and support in principle reductions in speed limits where evidence supports this.
- c) note that reduction in speed limits are not the only mechanisms to reduce deaths and serious injuries on roads, and urge Auckland Transport to give higher priority to investment in infrastructure to improve safety including safe, separated routes for walking, cycling and micromobility.

CARRIED