



Safe Speeds Programme

Public feedback on proposed speed limit changes October/November 2021

Feedback related to Albert-Eden Local Board area



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Part A – Number of submitters from within the local board area

During October and November 2021, 999 people from within the Albert-Eden Local Board area submitted on the Safe Speeds Programme - proposed speed limit changes.



Part B – Feedback on roads within the local board area proposed for speed limit changes

In the first part of the feedback form, respondents were asked what they thought of the proposed speed limit changes for each road. Specifically they were asked:

- What do you think of the proposed speed limit change for this road? (*tick-box answers*)
- Why do you feel this way? (*open-ended answers*)

This section outlines:

- The sentiment expressed by respondents towards the proposed speed limit changes for each road within the Albert-Eden Local Board area ('What do you think of the proposed speed limit change for this road?')
- A summary of the open-ended feedback received for each road within the Albert-Eden Local Board area ('Why do you feel this way?').



Road name	Aberfoyle Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer Mentions: 1	<ul style="list-style-type: none"> Reduced speed limit will be safer due to lots of parked cars, and pedestrians.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Alberton Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	15
I think the current speed limit on this road should be kept the same	6
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
Other	5

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer Mentions: 13	<ul style="list-style-type: none"> Road is very busy, school drop offs, pedestrians crossing. With no protected cycling lane, a car passing a person on a bike, even at 50kph, feels unsafe. There are three schools in this road one being a primary school along with a supermarket. This means there are youth on the road throughout the day. The traffic lights and pedestrian crossings at the intersection of Alberton and New North roads have significantly improved the safety of the intersection but also resulted in Alberton Ave becoming a major link between Mt Albert Rd and New North Rd. Much of this through traffic does move at unsafe speeds placing other road users (pedestrian and vehicular) at risk. Children's safety walking to school, and general safety for this road, where a large swimming complex resides catering for people of all ages from very young to the elderly. Suggest speed limit lowered (for pedestrian safety), but not as low as proposed, as proposed speed feels too slow. There is a high school with more than 3000 students on this road, and the safety of the students is paramount. Especially considering a large number of vehicles belong to students who are on restricted drivers licenses. Also there is a primary school as well as another high school (Mags, Marist, and Marist primary). Agree with lowering limits on these streets around MAGS. It's used as a through road but also lots of kids walking across the road. Three schools in this road and many students. Wide road and cars speed over 50kph down this road at the moment. Noisy and unsafe. I support this proposed speed limit in my community. The street is busy with school students and tamariki attending swimming lessons.

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> 30kph permanent speed limit will cause angst and frustration with drivers - 40kph is fine for high pedestrian times.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> There are speed bumps on Alberton Ave that slow traffic down already. The huge amount of congestion on this road before school and after school means that the traffic is slowed down - well under 50kph.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> It is a major road in this area (speed should not be reduced).
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Motorists speed in this area already - if the speed limit isn't enforced it's pointless.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> Motorists speed in this area already - if the speed limit isn't enforced it's pointless.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 5</i>	<ul style="list-style-type: none"> Lower speed limits should only apply during school pick up/drop off time to promote safe driving around schools, not 24/7. 30kph good for school days, but not holiday time. Existing speed humps and 40kph restrictions are working for schools at beginning and end of day, no need to permanently apply it or to lower it further. I agree with reducing the speed limit on this road to during school hours (ie 7.30 to 3.30, Monday to Friday), as the road becomes congested with student foot traffic, student parking/buses etc during these hours. However, outside of these hours speed should be 50kph (as current) - unfair (and impractical) on residents with 30kph all day and night, and result in what would essentially become a speed trap. 40kph is more reasonable and should be on/during school days only. Definitely NOT 24/7.
Other suggestions for reduced vehicle speeds <i>Mentions: 3</i>	<ul style="list-style-type: none"> Existing speed humps and 40kph restrictions are working for schools at beginning and end of day, no need to permanently apply it or to lower it further. 40kph is more reasonable and should be on/during school days only. Definitely NOT 24/7. Suggest speed limit lowered (for pedestrian safety), but not as low as proposed, as proposed speed feels too slow.

Why do you feel this way?	
Feedback Theme	Main points
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> The intersection of Allendale and Mount Albert Road needs to be signalised for pedestrians safety.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Alexis Avenue
Part of road	between Alberton Avenue and New North Road

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2
I think the current speed limit on this road should be kept the same	1
I think the speed limit should be lower than what is proposed	1
Other	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> Very narrow and branches off Alberton Ave. Agree to reduce to 30kph due to proximity to school, narrowness of Alexis Ave, and to calm the 'rat-runners' cutting between New North Rd and Mt Albert Rd. Safer speeds needed here urgently.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> 30kph permanent speed limit will cause angst and frustration with drivers - 40kph is fine for high pedestrian times.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Difficult to go over 20kph anyway at certain times, and the rest of the time 30kph is too slow - reduced speed limit is unnecessary.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> Existing speed humps and 40kph restrictions are working for schools at beginning and end of day, no need to permanently apply it or to lower it further.
Change the speed limit asap/sooner than planned <i>Mentions: 1</i>	<ul style="list-style-type: none"> Safer speeds needed here urgently.

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November 2021 – Safe Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ



AT recommended way forward
Implement safe and appropriate road speed limit as proposed

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November 2021 – Safe Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ



Road name	Alford Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	7
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	3

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 9</i>	<ul style="list-style-type: none"> Lots of children and cyclists, vehicles speed dangerously, and no-one feels safe. Playground/park that is heavily used by children. Many speeding drivers and near misses - 30kph is ideal due to the school, many parks and day care centres in Waterview. Lower speed limit would be nice, not sure that 30 is needed though, that is quite slow. I would barely ever make it to 50 when driving around but do drive around 40 for some part of the time. 50km/h is not required, but 30km/h is ridiculous. 40km/h would work just as well - keep 30km/h for around schools.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Allendale Road
Part of road	between Lloyd Avenue and 20m north of Mt Albert Road

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	5
I think the current speed limit on this road should be kept the same	2
Other	4

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> Busy road with rat-run movements and narrow sections due to parked cars. Motorists use Allendale to bypass the intersection lights, and speed.
Driver behaviour is causing safety risks <i>Mentions: 3</i>	<ul style="list-style-type: none"> The rest of Allendale Rd should be included in proposal: Too many people travelling too fast, speeding, rat-running to avoid New North Rd. There are many children who live on Allendale Road, and it's become increasingly unsafe. Traffic speed and volume on the longer part of Allendale Rd between Mt Albert Rd and Richardson Rd is a problem and needs to be included in lower speed limit proposal. All Allendale Road should be included. Too many drivers using the longer stretch as a rat run and driving too fast. It's unsafe for children and a nuisance and someone will be killed.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> Drivers really need to be fined for driving too quickly. Will there be additional enforcement?
Extend the reduced speed limit to cover more of the road <i>Mentions: 4</i>	<ul style="list-style-type: none"> I think the lower speed limit should be extended to the rest of Allendale Rd as it's a busy feeder road which narrows to one-way due to parked cars. I think that the 30kph change should be extended to all of Allendale Rd to include the longer part from Mt Albert Rd to Richardson Rd. There is a school - Eilim - on this part of road so it should be part of the proposal. Generally, Allendale is used as a thoroughfare by too many people travelling too fast on a residential street to avoid New North Rd. There are many children who live on Allendale Road, and it's become increasingly unsafe as the current speed calming measures - one speed bump mid-way down - are inadequate.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> Traffic speed and volume on the longer part of Allendale Rd between Mt Albert Rd and Richardson Rd is a problem and needs to be included in lower speed limit proposal. There is a school, and the road is used as a speedway for rat running drivers avoiding New North Rd. The current speed calming measures are not sufficient and the volume of traffic using the street, even in lockdown by level 3, is dangerous for the dozens of children who live on the street and local neighbourhood. All Allendale Road should be included. Too many drivers using the longer stretch as a rat run and driving too fast. It's unsafe for children and a nuisance and someone will be killed.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> Lower speed limits should only apply during school pick up/drop off time to promote safe driving around schools, not 24/7.
Change the speed limit asap/sooner than planned <i>Mentions: 2</i>	<ul style="list-style-type: none"> Change it now, don't wait until 2022. Introduce the speed limit changes now.
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> Suggest speed humps. Install speed bumps between the beginning of Lloyd Ave (New North Road end) and Allendale Rd.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Fix the intersection: Traffic volumes increased since the road changes New North Rd/Mt Albert Rd intersection, with many rat-running to avoid the lights here, and traffic backing up is dangerous - often all the way to Kitenui Ave - and straight-through traffic from Allendale to Mt Albert Rd has resulted in many accidents and near misses. The lights and traffic here needs to be fixed.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

Road name	Alverston Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	5
I think the current speed limit on this road should be kept the same	4

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 5</i>	<ul style="list-style-type: none"> People sometimes drive pretty fast. A speed limit of 30kph will perhaps at least motivate people to drive at 50kph. The kids could walk to school more often, as they'd be able to go on their own, if the roads were safer.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> 30kph 24/7 not near the school is overkill, and it will not be observed, and will just lead to frustration and guaranteed rule breaking. If anyone is driving dangerously, they're usually doing higher than the current speed limit anyway - a lower limit will not make a difference.
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> Have never noticed an issue with speed, except for those exceeding the speed limit anyway, and reducing the limit will not stop them. Traffic calming measures are already installed to slow traffic at Alford Street. This road is a long way from the primary school and lowering the limit this far 24/7 is unnecessary. Alverston St is a long straight road with good visibility. It is not near Waterview Primary School. A proposal to impose 30 kph speed limit on Alverston St is absurd. It makes no sense. Expect non-compliance.
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> Have never noticed an issue with speed, except for those exceeding the speed limit anyway, and reducing the limit will not stop them. 30kph 24/7 not near the school is overkill, and it will not be observed, and will just lead to frustration and guaranteed rule breaking.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Arabi Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2
I think the current speed limit on this road should be kept the same	4
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> This road is used as a rat-run to avoid Dominion Rd and Sandringham Rd. Pedestrians/children walking/riding to Good Shepherd School. Speed humps don't do enough to slow traffic.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> Speed bumps on this and surrounding streets, road narrowed by parked cars, so vehicles rarely get up to speed limit. In and around this area are heaps of speed bumps, stop signs, pedestrian crossings and speed limits which already slow the traffic in this area.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> Changing the hours before and after school may be a better solution. Having a 24/7 30kph in this area is not warranted.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Suggest 40kph instead of 30kph as there are already traffic humps to slow traffic.
Other physical improvements suggested <i>Mentions: 3</i>	<ul style="list-style-type: none"> Indian temple gets very busy during celebrations causing stopped traffic on Balmoral - request 'no parking' restrictions on one side of street to lessen congestion and allow normal traffic flow. Suggest 'no parking' restrictions to assist safe traffic flow: Cars parked on both sides, particularly near the temple, make it impossible for two-way traffic at times, and gridlock reaches onto Balmoral Rd due to this. Support proposed speed limit but this area also needs cut-through traffic stopped.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

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November 2021 – Safe Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ



Road name	Argyle Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Need to reduce speed limits on all suburban streets, for the safety of all.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

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November 2021 – Safe Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ



Road name	Arlington Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Bank Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	2

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> This is with regard to the ANI proposed speed limit - Do not agree with 24/7 restrictions as school is not 24/7. Not warranted: Have there been any incidents to date with current speed limits? This street is not overly close to the school. For the 30 years I have lived here there haven't been many if any accidents and none of them serious.
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> Add speed bumps like Wairiki has (instead of lowering speed limits). Suggest a speed bump on Wairiki Rd/Bank Rd intersection (preferably prior to coming on to bank road intersection if you are coming from direction of Mt Eden Road). Many drivers speeding in excess of 50kph.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Bathurst Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> A short joining road and there is no opportunity to reach high speeds on this road.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Belvedere Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Is a short, dead-end street - 50kph encourages dangerous driving, and should never have been applied here (agree with lowered speed limit).

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Bennett Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Brixton Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Makes sense given the straightness of the road. It makes it tempting to drive faster. However there's a school nearby, I care about those kids. Whilst the majority of drivers are good every week there are instances of drivers pushing the limit and driving without due care. A lower speed limit would hinder no-one and improve the cycle and pedestrian safety for kids and others.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> The road is sealed, wide, is straight, and pedestrian levels only peak at school drop off times when speed is already regulated down. The school on this road creates variable speed limits during school drop-offs which is adhered to, and the controlled crossing outside the school creates a safe means for crossing the road. Drivers in this neighbourhood are considerate and drive at safe speeds and speed bumps introduced have already regulated speed.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Cadman Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Main entry to Heron Park, and many people pull out without looking - reduced speed would be beneficial.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Calgary Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	6
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> Reduced speed limit will feel much safer. I regularly bike on this road to work. Even though there are speed humps, and the roads are narrow in places, a more consistent slow speed would be safer. Speed humps in particular are terrible for cyclists riding alongside cars as the cars slow down and then massively speed up after the speed bump and their speed is inconsistent. Slower speed is good for this residential area.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Current speed limit rarely reached due to number of cars and congestion on Sandringham. When they can reach speed limit it is often late at night or early morning with minimal people around.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Cambourne Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> The proposed speed limit will be a lot safer for children - cars tend to exit/enter Goring Rd very fast from Cambourne to rat run the traffic lights on main arterials. The proposed speed limit will fit in with speed limits on connecting streets.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Current speed limit rarely reached due to number of cars and congestion on Sandringham. When they can reach speed limit it is often late at night or early morning with minimal people around.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Carmen Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Dominion Rd is already slow and congested, during peak hours you'd be lucky to drive 20kph in this area anyway. It's a waste of time and money making such a small area speed limited. 50kph is not unsafe for the area or schools.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> Dominion Rd is already slow and congested, during peak hours you'd be lucky to drive 20kph in this area anyway. It's a waste of time and money making such a small area speed limited. 50kph is not unsafe for the area or schools.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Clyde Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	2

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> Current speed limit is fine. Reducing speed 24/7 for school safety when school is not open 24/7 is unnecessary, and during school times it is congested anyway, and people are unable to go fast.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> If speed limit is reduced further, there will be more traffic and a longer journey from A to B.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Daventry Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	6

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 4</i>	<ul style="list-style-type: none"> Winding, narrow street with lots of off-street parking in a residential area. Children walking/biking to school, walkers and cyclists using the paths and cycle ways. Is potentially dangerous at 50kph. Strongly support change to 30kph. Close to Primary school. Suspect 30kph would not be adhered to, but 40kph would provide significant risk reduction.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> Proposed speed limit will not be complied with.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Suspect 30kph would not be adhered to, but 40kph would be sufficient due to existing speed humps.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Delphine Close
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Disraeli Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	6
I think the current speed limit on this road should be kept the same	3
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 5</i>	<ul style="list-style-type: none"> Lower speed limit by school will improve pedestrian safety. This is a very busy street with a steeply pitched hill that limits visibility. Parents and working folk zooming in and out, lots of foot traffic, and cars parked on both sides. High danger zone during commute hours especially. Dangerous crossing this road with young children as cars speed down the hill and around the corner. The speed limit absolutely needs to be 30kph. Cars come down the hill far too fast. There are many schools nearby. Many children live in this area and walk to school along Disraeli. Lower speeds on local roads are always safer.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> The proposed speed restrictions around Normal Intermediate impact on several main arterial roads with a follow-on adverse impact on traffic flow and congestion. How about teaching kids road safety - a skill that will serve them well all their life - and implementing supervised walking buses run by parents and teachers to get the kids home. I have lived in this area for 30 years. The current limit has worked acceptably during that time. Drivers are cognisant of pedestrians and pets. Lowering the limit won't change the behaviours of the odd inconsiderate driver.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> Street has bends in the road and speed bumps which already slow traffic. I have lived in this area for 30 years. The current limit has worked acceptably during that time. Drivers are cognisant of pedestrians and pets. Lowering the limit won't change the behaviours of the odd inconsiderate driver.
Only support the proposed speed limit for a portion of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> While reducing the speed outside the school during morning and afternoon would be ok, it doesn't need to be 24/7, and it doesn't need to extend the whole way up past the S-bend on Disraeli St.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Douglas Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Dunbar Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Eldon Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	5
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer Mentions: 5	<ul style="list-style-type: none"> Cars driving 50kph are too fast with a school nearby. Lots of children walk and bike here - this will make it safer. The road is not presently a welcoming environment for younger cyclists resulting in our kids using the footpath, and few other kids travelling by bike. A lower speed limit would hinder no-one and would improve the cycle and pedestrian safety for kids and others. I agree with the proposed 30kph speed limit for these streets. In addition to greatly increasing safety, at 30kph air pollution is substantially reduced compared to 50kph.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Elizabeth Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer Mentions: 1	<ul style="list-style-type: none"> Cars are already driving slower due to speed bumps.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Ellerton Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2
I think the current speed limit on this road should be kept the same	3
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> Lower vehicle speed will be safer for children and families.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> Speed humps have already been paid for to slow traffic - stop wasting public money.
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> Speed limit is safe as it is. This road and the surrounding ones all have speed tables in place, and they have been there for a long time. The roads are wide enough, even with on street parking to maintain a 50kph limit. Restrictions are already in place around school times, so there is no need to change the status quo. This road and the surroundings all have speed tables in place - if they are not calming traffic as desired, replace them. We have already paid for speed bumps that limit speed to 30kph or less, and there have been no accidents to warrant this change.
Only support the proposed speed limit for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Reduced speed limit should only apply for the road the school is on (and only at school start/finish times).
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> Reduced speed limit should only apply at school start/finish times (and only the road the school is on).
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	

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November 2021 – Safe Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ



Road name	Erin Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	2
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1

Why do you feel this way?	
Feedback Theme	Main points
Only support the proposed speed limit for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> This is too large an area to impose a 30kph limit. The area should be limited to around the school ie the relevant parts of Margot St, Erin St and Mt St. John Ave.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> This speed limit should only occur during school hours ie not weekends or outside 8am-4pm weekdays.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	

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November 2021 – Safe Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ



Road name	Fairlands Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	7
I think the current speed limit on this road should be kept the same	4
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 6</i>	<ul style="list-style-type: none"> Road is narrowed by cars parked on either side, often reduced to one lane, with very limited visibility, especially near the top. Lower speeds means safer for children. Less chance of being hit when leaving driveways with low visibility (with cars parked on either side). Narrow street with parking on both sides, primary schools, a day-care centre, cyclists. Keep our roads safer for the passengers especially elderly and children. Making walking more enjoyable in general. These are quiet roads with many families and children around and lower speed limit would be safer. With such short roads and a small area there is no need for a higher speed limit, especially as the streets are narrow.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> 30kph 24/7 not near the school is overkill, and it will not be observed, and will just lead to frustration and guaranteed rule breaking.
The reduced speed limit is unnecessary <i>Mentions: 5</i>	<ul style="list-style-type: none"> This road is a long way from the primary school and lowering the limit this far 24/7 is unnecessary. Children do not walk to school on Fairlands. Lower a little because insufficient space for parked cars and moving cars to pass. The speed limit doesn't need to change; the school is so far away from here.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

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November 2021 – Safe Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ



Road name	Fir Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2
I think the current speed limit on this road should be kept the same	4
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> Vehicles travelling at 50kph and above are too fast for a small residential area - this is not a through road - lots of children and residents. Main entrance/exit for Waterview Methodist Church, not far from the Great North Rd traffic lights - parked cars on both sides of the street limit visibility of oncoming traffic, and reduced speed would be beneficial for churchgoers.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 3</i>	<ul style="list-style-type: none"> 30kph 24/7 not near the school is overkill, and it will not be observed, and will just lead to frustration and guaranteed rule breaking. Proposed speed limit will not be complied with.
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> No current issue with speed on this road. This road is a long way from the primary school and lowering the limit this far 24/7 is unnecessary. A straight road with good visibility. It is not nearby any school. It would be absurd to impose a 30kph limit on this road. Expect non-compliance.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

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November 2021 – Safe Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ



Road name	Francis Ryan Close
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Garry Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> * I have lived in this area for 15 years and often noticed vehicles travelling at unsafe high speeds. There is no valid reason, short of a life-threatening emergency, for any vehicle to exceed 30kph in this area; nor is there any real benefit from doing so over such a short distance. This is a residential area with children playing and travelling to school, not a through route. I hope the lower speed limits will help to discourage the use of Disraeli St as a rat-run.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Lowering the speed limit will cause congestion.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Gordon Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Goring Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Current speed limit rarely reached due to number of cars and congestion on Sandringham. When they can reach speed limit it is often late at night or early morning with minimal people around.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Gribblehirst Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2
I think the current speed limit on this road should be kept the same	2
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> Lots of children walk to school along this road. Many school children walking to/from school.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Current speed limit rarely reached due to number of cars and congestion on Sandringham. When they can reach speed limit it is often late at night or early morning with minimal people around.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> Cyclists and E-bikes can exceed 30kph, and the proposal encourages safe cycling. Instead just reduce to 25kph at school start/end times.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Cyclists and E-bikes can exceed 30kph, and the proposal encourages safe cycling. Instead just reduce to 25kph at school start/end times.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Hadfield Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Have had two accidents outside our house.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Safe at current speed limit.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Halesowen Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	3
I think the current speed limit on this road should be kept the same	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> There is too much through traffic on Halesowen Ave and Calgary St. The road is not presently a welcoming environment for younger cyclists resulting in our kids using the footpath, and few other kids travelling by bike. A lower speed limit would hinder no-one and would improve the cycle and pedestrian safety for kids and others. Many cars drive well in excess of the speed limit on this road, upwards of 60kph. An accident at this speed would probably be fatal. Many young children in the neighbourhood.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> There are already speed humps on this street that slow traffic.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Suggest measures to reduce through traffic - speed bumps not working (cars drive at night faster than 70kph).
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> The intersection of Halesowen Ave/Arabi St could also be improved with a raised surface as the stop signs are often ignored leading to many near-miss incidents.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Halston Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Hasbury Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Current speed limit has worked fine for last 30 years as drivers are considerate of pedestrians and pets - lowering the speed limit won't do anything to prevent the odd inconsiderate driver.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> Current speed limit has worked fine for last 30 years as drivers are considerate of pedestrians and pets - lowering the speed limit won't do anything to prevent the odd inconsiderate driver. The roads are not busy, and these are intermediate school children who know how to cross the street safely.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> If you are concerned about crossing, then create more safe crossing locations.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Haverstock Road
Part of road	between Euston Road and Hazelmere Road

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	13
I think the current speed limit on this road should be kept the same	2
Other	3

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 10</i>	<ul style="list-style-type: none"> Street is narrow with corners and a dip, and high-density housing at the end and limited off-street parking. Access to two schools, and a narrow road, so 30kph would be appropriate. High numbers of school children struggle to cross the road safely on their way to school in this area, especially at the intersection of Haverstock & Euston (due to high volumes of rat-running traffic in the morning peak). Proposed speed limit will be safer for children. People drive at high speeds around here. The blind corner makes it hard to see students and cars. Busy road with school students walking/cycling into the park and back entrance to Mt Albert College. Very narrow/one way due to parked cars. This road is used by nearly a thousand school students each weekday morning and afternoon and is very congested with parked cars. High density area with many children walking to school.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> Speed limit is already too slow on this road; congestion will be so much worse with lowered speed limit. It is not the people that follow the speed limit that are the problem - they drive to the conditions and look out for hazards - it's those speeding that don't, and they wouldn't pay attention to new limits. The current speed limit is fine for this road.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> It is not the people that follow the speed limit that are the problem - they drive to the conditions and look out for hazards - it's those speeding that don't, and they wouldn't pay attention to new limits. The current speed limit is fine for this road.

Why do you feel this way?	
Feedback Theme	Main points
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Proposed speed limit change point at Euston Rd does not comply with clause 3.3(3) - recommend infrastructure/threshold treatment to introduce 30kph speed limit.
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> Parking on this road could perhaps be through resident permit only. There is already a crazy number of cars parked on verges and footpaths here. More parking enforcement would be nice. Euston Rd and Haverstock should either be changed to a stop sign or a roundabout.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	

Road name	Hazelmere Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2
I think the current speed limit on this road should be kept the same	1
I think the speed limit should be lower than what is proposed	1
Other	3

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 5</i>	<ul style="list-style-type: none"> Children walking to Mt Albert Grammar and to Edendale and Kowhai Intermediate. Access to two schools, and a narrow road, so 30kph would be appropriate. Safety first for all human and other beings, and in particular children. Hundreds of children use this route to Edendale and MAGS every day. Fowlds Ave is very unsafe to cross and unsafe for car users trying to pull out from side streets
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Current speed limit rarely reached due to number of cars and congestion on Sandringham. When they can reach speed limit it is often late at night or early morning with minimal people around.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Hemington Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Herdman Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Existing speed bumps already control the speed outside the school plus the corners in the road mean the current speed limit is not exceeded.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Recommend removing parking at least on one side opposite the park to improve visibility.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Highcliffe Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> It will be safer for pedestrians including children.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Howlett Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Jason Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	2
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Slower speeds will be safer on this narrow road near a school.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> Speed bumps on this and surrounding streets, road narrowed by parked cars, so vehicles rarely get up to speed limit.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Parents dropping off/picking up children need to take responsibility for making things safe for everyone - currently they pull in at last second with no indication to park, cause congestion by hovering looking for a park and drivers get cross and race around without thinking. They need to stop trying to be as close as possible and arrive a little bit earlier for safety, to leave streets calmer and clearer in immediate school zones for people crossing roads and generally getting to school. The problem is people excessively speeding, using this street as a cut-through, slamming on the breaks when they get to the end.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> Signage in surrounding streets of schools that there is a reduced speed zone of 40kph during times when children are walking and crossing roads. After that time speeds can go back to normal 50km safely.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> People drop their children at corner of Jason Ave and Sandringham Rd, which is dangerous with vehicles going current speed (suggest 20kph).



Why do you feel this way?	
Feedback Theme	Main points
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Indian temple gets very busy during celebrations - request 'no parking' restrictions on one side of street to lessen congestion and allow normal traffic flow.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Kanuka Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	3
I think the current speed limit on this road should be kept the same	2
Other	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> Reduced speed limit will be safer as on a school route. Will be safer for school children.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> This road is far away from the school, is straight with almost no children. Never experienced or seen any congestion or dangerous speed on this road.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Lowering the speed limit will inconvenience those using it (driving).
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Kensington Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Children in the neighbourhood walk to school at Maungawhau School. Some of these streets can otherwise become "rat runs" between Dominion and Mt Eden Rds so this will go a long way to improve our kids' safety.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> No specific danger to warrant reduction in speed limit.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Kerr Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Access to two schools, and a narrow road, so 30kph would be appropriate.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Current speed limit rarely reached due to number of cars and congestion on Sandringham. When they can reach speed limit it is often late at night or early morning with minimal people around.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Kettle Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK	
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	King Edward Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Current speed limit rarely reached due to number of cars and congestion on Sandringham. When they can reach speed limit it is often late at night or early morning with minimal people around.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> This would make a great cycle way bypassing both Dominion and Sandringham Roads if one property (or part of it) was purchased between King Edward and Burnley. It is the only thing stopping a continuous cycle path, and much cheaper than making both main roads a cycle way.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	King George Avenue
Part of road	between Saint Andrews Road and Pencarrow Avenue

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	5
I think the current speed limit on this road should be kept the same	3
I think the speed limit should be lower than what is proposed	1
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> The road is narrow, and there are many cars speeding past during rush hour.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> This is a main/arterial road.
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> The road is narrow, and there are many cars speeding past during rush hour. Proposed lowered speed limit needs to extend to Epsom Primary School due to speeding from St Andrews Rd to Gillies Ave.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> Reduced speed limits won't mean anything without better enforcement.
To many changes in speed limits along the road (or in area) will be confusing <i>Mentions: 1</i>	<ul style="list-style-type: none"> Too many speed limit changes makes things far too confusing especially for such a short distance.



Why do you feel this way?	
Feedback Theme	Main points
Extend the reduced speed limit to cover more of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Proposed lowered speed limit needs to extend to Epsom Primary School due to speeding from St Andrews Rd to Gillies Ave.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> Only support the reduced speed limit during school pick-up/drop-off times.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Kingsford Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Road has judder bars that slow traffic - those who speed now will speed with lower limit.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> It will be impossible to regulate and a complete waste of time and money.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	

Road name	Kitenui Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	6
I think the current speed limit on this road should be kept the same	12
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	3
Other	4

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> No existing protected lane for cyclists, and a vehicle passing at 50kph does not feel safe for someone on a bike. Will be safer for children around schools at 30kph speed limit. It's used as a through road but also lots of kids walking across the road.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> The proposed speed limit changes will not do anything to mitigate the risk that is present during school hours when both sides of Kitenui have cars parked on it. This creates a dangerous situation for both children trying to cross the road as reduces visibility, children have to step out on to the road to cross and the narrowing of the road causes car users to have nowhere to go when other cars need to use the road. This is a health and safety risk that needs addressing urgently. I am concerned that public compliance with this new proposal is likely to cause frustration and exacerbate the situation rather than provide the safety for children your solution seeks to achieve.
The reduced speed limit is unnecessary <i>Mentions: 5</i>	<ul style="list-style-type: none"> There are speed bumps on this road that slow traffic down and parking on both sides of this narrow road means that traffic has to go slow, and it is virtually a one-way street. You have to pull over to allow traffic to come in the opposite direction before you can move off. No need to lower speed limit. Feels unnecessarily slow at no expense of pedestrian safety. Already four speed bumps on this street which already slows traffic down, so it does not exceed 50kph. The foot paths and berms are 5-6m wide each side so there is no danger of children slipping off the path into traffic. In reality the traffic speed during the time the children enter/leave the school is around 10-20kph outside the schools, so I do not see the need to change the status quo.

Why do you feel this way?	
Feedback Theme	Main points
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> Enforcing the current 50kph limit is more important and would be more successful than lowering the limit.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 7</i>	<ul style="list-style-type: none"> This is not an area of excessive speed - support lowering the limit only during school hours but not 24/7. Should only apply during school hours (plus perhaps 2hrs), and during school term. I feel as though the 30km speed limit should only apply between certain hours. Between the hours where school children are entering and exiting the school gates. For example 8am-9am and 3pm-3:30pm. There is no need for it to be at 30kms 24/7 as school children are locked in these school between school times and don't go to school on the weekends. Driving to the proposed 30km/hr is unattainable. I think it should be 40km/hr and only on school days e.g. 8am to 4pm school days only - NOT 24/7. The speed limits could be lowered at the start and end of the school day but not 24/7, 30 is a very low limit to be traveling during the weekend, early mornings, and late evenings when the streets have a lot less traffic.
Other physical improvements suggested <i>Mentions: 5</i>	<ul style="list-style-type: none"> Main issue is parking on both sides of the road as opposing traffic cannot readily pass each other and visibility of/from pedestrians is restricted. Footpaths need to be improved - they are not maintained and are dangerous for all pedestrians. There was an earlier proposal to change the speed control humps in the area and change the parking to make the road safer as kids were suddenly appearing between parked cars and sightlines were terrible due to parked cars. What happen to this proposal? Although this area of Mt Albert contains three schools, the traffic speeding issues have increased since the Mt Albert and New North Rd intersection road changes occurred. Fixing this intersection and the lights phasing would dramatically lower the traffic on residential roads, this should be a priority. People now use Kitenui Avenue along with Alberton and Allendale as rat race streets to beat traffic at the intersection. The proposed speed limit changes will not do anything to mitigate the risk that is present during school hours when both sides of Kitenui Avenue have cars parked on it. This creates a dangerous situation for both children trying to cross the road as reduces visibility, children have to step out on to the road to cross and the narrowing of the road causes car users to have nowhere to go when other cars need to use the road. This is a health and safety risk that needs addressing urgently.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Kiwitea Street
Part of road	between Calgary Street and Lambeth Road

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	2

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> This road is several kms from the schools.
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> Suggest 'speed breaker' on street turning from Mount Albert Rd - narrow sloppy road, with current speeds too high at about 60kph. Kiwitea St between Mt Albert Rd and Parry St urgently requires physical speed calming - it is the only North-South street in its block without traffic calming, and so is used as a rat run. It is narrow, and the downhill section (Mt Albert Rd to Freyberg Ave) encourages higher speeds. There are many cyclists as it is part of the Akl Cycleway map, and pedestrians parking for weekend sports or the bowling club (sometimes visiting their car for gear etc) reverse into the narrow road, with restricted visibility.
Extend the reduced speed limit to cover more of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> This road is a quiet way for cyclists, a local path ("greenway"), and passes a community sports field. It currently has no traffic calming measures. Please consider extending the low-speed limit from the north of Kiwitea St down to the south end intersection with Mt Albert Rd.
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> Suggest 'speed breaker' on street turning from Mount Albert Rd - narrow sloppy road, with current speeds too high at about 60kph. Kiwitea St between Mt Albert Rd and Parry St urgently requires physical speed calming - it is the only North-South street in its block without traffic calming, and so is used as a rat run. It is narrow, and the downhill section (Mt Albert Rd to Freyberg Ave) encourages higher speeds. There are many cyclists as it is part of the Akl Cycleway map, and pedestrians parking for weekend sports or the bowling club (sometimes visiting their car for gear etc) reverse into the narrow road, with restricted visibility.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

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November 2021 – Safe Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ



Road name	Lancing Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	2

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Current speed limit rarely reached due to number of cars and congestion on Sandringham. When they can reach speed limit it is often late at night or early morning with minimal people around.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

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November 2021 – Safe Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ



Road name	Lloyd Avenue
Part of road	between Alberton Avenue and New North Road

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1
I think the speed limit should be lower than what is proposed	3
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Support a less than 30kph speed limit - children, pets, elderly residents crossing the road. Residents have to reverse out of driveways to get onto the road with lots of parked cars on the curb. A lower speed limit would reflect the multiple hazards and encourage cautious driving and have more time to react.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> No congestion currently, lower speed limits are unnecessary.
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> Suggest speed humps to slow traffic, as motorists take the corner into Allendale Rd too fast, and there are often near misses. Perhaps a flat roundabout? Suggest speed bumps between the beginning of Lloyd Ave entrance from New North Rd and the T section connection with Allendale (i.e. between 38 and 46 Lloyd Avenue, and also along 50 to 60 Lloyd Ave) - cars drive very fast between these sections because they would have just got up from a hill and use the same momentum to speed off on the straight portion.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Lorraine Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Manor Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Margot Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	6
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 6</i>	<ul style="list-style-type: none"> School zone and popular rat-run. Agree with reduced limit as this road is unsuitable for higher speed. This road is narrow and busy and it's unsafe to go faster than proposed. This is a narrow street, with school generating wheeled traffic and pedestrians of all ages. For general public safety, especially of school students, speed should be lowered.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Speed is not the issue in this street. The proposed changes are useless in this street as the issue is the school not teaching their students road safety.
Only support the proposed speed limit for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> This is too large an area to impose a 30kph limit. The area should be limited to around the school ie the relevant parts of Margot St, Erin St and Mt St. John Ave.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> This speed limit should only occur during school hours i.e. not weekends or outside 8am-4pm weekdays.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> The council would be better advised to remove parking on one side of the street to allow free flow of traffic (albeit at a reduced speed!) so that accidents are less likely to happen.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

Road name	Mars Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Street is narrow with two cars unable to pass, and no speed humps - cars race down the street. Children regularly play and ride their bikes on the street.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Speed bumps on this and surrounding streets, road narrowed by parked cars, so vehicles rarely get up to speed limit.
Other physical improvements suggested <i>Mentions:</i>	<ul style="list-style-type: none"> Indian temple gets very busy during celebrations - request 'no parking' restrictions on one side of street to lessen congestion and allow normal traffic flow.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	

Road name	Marsden Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	3
I think the current speed limit on this road should be kept the same	8
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> Will be safer for children and all road users. Discourage rat running here and improve pedestrian/bike safety. We walk on this street almost every day with our child, and many cars do tend to speed. Many young families live on this road. 50kph is just unnecessary on a road like this.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> The only issue we currently have is with people who don't obey the current speed limits and would not obey the proposed changes either.
The reduced speed limit is unnecessary <i>Mentions: 5</i>	<ul style="list-style-type: none"> Speed limit is safe as it is. I think that this will not provide any benefits and is just making using side streets harder for no reason. There are already multiple speed bumps in this area, changing the speed of the road would not promote more safety than there already is. There are speed bumps all the way along Marsden Ave which manages the speed limits well, but more importantly there is a community culture/standard here that sees speeding drivers either (a) not exist; or (b) controlled by education & advising. There is already a lower speed limit during school hours. During rush hour, traffic is already quite heavy in the area so you cannot go fast. We have many speed bumps on our road. The only issue we currently have is with people who don't obey the current speed limits and would not obey the proposed changes either.

Why do you feel this way?	
Feedback Theme	Main points
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> The only issue we currently have is with people who don't obey the current speed limits and would not obey the proposed changes either.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 3</i>	<ul style="list-style-type: none"> Reduced speed limit should only apply at school start/finish times (and only the road the school is on). I want to keep the status quo whereby there is a reduced speed limit during the start and finish of school time in the immediate vicinity of the school
Only support the proposed speed limit for a portion of the road <i>Mentions: 2</i>	<ul style="list-style-type: none"> Reduced speed limit should only apply for the road the school is on (and only at school start/finish times). I want to keep the status quo whereby there is a reduced speed limit during the start and finish of school time in the immediate vicinity of the school.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	

Road name	Matipo Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Street already has speed bumps on it, and motorists do not speed here.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	McGehan Close
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Middlesex Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Many intersections on this road, and it's a through road used by school children to walk/bike to school.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Moray Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Supportive of the proposed speed limit for child and cyclist safety.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Mount Saint John Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	13
I think the current speed limit on this road should be kept the same	11
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 11</i>	<ul style="list-style-type: none"> School zone and popular rat-run. Reduced speed limit will complement existing speed humps and improve safety. There is a tendency for drivers to speed up between speed bumps - 50kph is too fast for number of students. Many cars use this street as a shortcut rather than using Market Road/Great South Road (agree with lowered speed limit). Will be safer for pedestrians and people on bikes. Will be safer for children attending school. There are so few safe crosswalks, this would make pedestrians feel safer. When schools resume in full again, the rat-racers are going to cause significant problems with their speed. It is already extremely dangerous opening car doors and reversing, as even with checking, the vehicles come fast. A number of students self-drive or have significant waits trying to cross the road between number 1 and 10. Current speed limit is treated like a minimum, not maximum, target speed - current limit encourages dangerous driving, and makes parked cars and kids less safe. Reduced speed limit will be safer and deter people using this road as a through-route.
The reduced speed limit is unnecessary <i>Mentions: 7</i>	<ul style="list-style-type: none"> There is very little foot traffic on this road during any period of the day and the speed bumps already have a sufficient effect on speed in the areas which are needed. Reducing speed 24/7 for school safety when school is not open 24/7 is unnecessary, and during school times it is congested anyway, and people are unable to go fast. There are enough speed bumps on this road that limit speeds.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> The proposal for Mt St John Ave (at least between Market Rd and Margot St) is unnecessary: all student access to Diocesan School is from Margot St and Ngairi Ave, NOT Mt St John Ave, and there is no parent or student parking along Mt St John Ave in this section, so no student pedestrian movements in/out of vehicles parked along Mt St John Ave.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> This is a main road.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> 30kph is too slow and will cause more traffic than there is already.
Driver behaviour is causing safety risks <i>Mentions: 3</i>	<ul style="list-style-type: none"> Current speed limit is treated like a minimum, not maximum, target speed - current limit encourages dangerous driving, and makes parked cars and kids less safe. Reduced speed limit will be safer and deter people using this road as a through-route. When schools resume in full again, the rat-racers are going to cause significant problems with their speed. It is already extremely dangerous opening car doors and reversing, as even with checking, the vehicles come fast. A number of students self-drive or have significant waits trying to cross the road between number 1 and 10. A lot of students crossing the road are faced with a lot of vehicular traffic (schools buses as well as cars). This is combined with a steep hill, which traffic races down, with an intersection at the bottom, right next to Dio.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> The changes will need some enforcement.
Only support the proposed speed limit for a portion of the road <i>Mentions: 3</i>	<ul style="list-style-type: none"> Only support the proposed speed limit outside the school (and only during school pick-up and drop-off times). This is too large an area to impose a 30kph limit. The area should be limited to around the school i.e. the relevant parts of Margot St, Erin St and Mt St. John Ave.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 5</i>	<ul style="list-style-type: none"> Only support the reduced speed limit during school pick-up/drop-off times (and only outside the school). Should not be 30kph outside of school hours - put in variable speed limit instead. This speed limit should only occur during school hours i.e. not weekends or outside 8am-4pm weekdays.
Other suggestions for reduced vehicle speeds <i>Mentions: 3</i>	<ul style="list-style-type: none"> The speed bumps should instead be changed to allow vehicles traveling in both directions to pass safely. At the moment, the speed bumps are narrower than the road, forcing people to cross the centre line when crossing the speed bumps. The speed bump between number 1 and 10 will need to be made more effective as most vehicles take it easily at speed.

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Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> 30kph is probably a reasonable compromise, although slower would not hurt. It will need some enforcement though, and larger bumps, given the tendency for cars to accelerate down the hill.
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> What AT does urgently need to do is to clean and clear the daytime (weekdays) no-stopping signs along the northern side of Mt St John Ave; and correspondingly enforce this restriction. (At present some of these signs are so covered in dirt and overhanging vegetation as to be illegible and therefore currently unenforceable). At present some of these signs are so covered in dirt and overhanging vegetation as to be illegible and therefore currently unenforceable. This is overdue maintenance and a formal request for attention.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	

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Independently prepared by Viewpoints NZ



Road name	Ngair Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Ngapawa Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	2

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> Current speed limit rarely reached due to number of cars and congestion on Sandringham. When they can reach speed limit it is often late at night or early morning with minimal people around.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	

Road name	Oakfield Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Multiple school environment means there is a high number of children and vehicles interacting. Lower speeds are safer for all. This is a suburban residential environment where drivers are likely to see potential short-cuts and opportunity to speed to avoid traffic. Lower speed limits will keep residential area safer and improve noise/traffic amenity.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	

Road name	Oakley Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	6
I think the current speed limit on this road should be kept the same	7
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> Small community made up almost entirely of cul-de-sacs with lots of children walking and playing. Lower speeds are safer for children.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> It is a long straight road, sufficiently wide. Imposing a 30kph limit of this kind of road is absurd. Expect non-compliance. Recommend 40kph as 30kph is a bit slow and is unlikely to be observed.
The reduced speed limit is unnecessary <i>Mentions: 5</i>	<ul style="list-style-type: none"> We feel safe walking on the street with current vehicle speeds. Have never felt driving at the current speed limit would cause any risk, danger or damage to residents and students on this road. It is a long straight road, sufficiently wide. Imposing a 30kph limit of this kind of road is absurd. Expect non-compliance. People adhere to the low-speed zone around the school - there is no need to change. There are so many speed humps, no-one is travelling 50kph anyway.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Many cars speed off Great North Rd through the pedestrian crossing when I try to cross.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> Probably a waste of time and resource as very unnecessary.

Why do you feel this way?	
Feedback Theme	Main points
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> Do not agree with 24/7 reduced speed limit.
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> Recommend 40kph as 30kph is a bit slow and is unlikely to be observed. Suggest raised crossing on this intersection or squaring off the entrance. Many cars speed off Great North Rd through the pedestrian crossing when I try to cross.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	

Road name	Oxton Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	2
Other	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> Speed bumps on this and surrounding streets, road narrowed by parked cars, so vehicles rarely get up to speed limit. Current speed limit rarely reached due to number of cars and congestion on Sandringham. When they can reach speed limit it is often late at night or early morning with minimal people around.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Suggest physical traffic calming/speed bumps: This road is becoming a popular through road to Balmoral and Dominion roads, sometimes at very high speed, which is dangerous as the road is quite narrow (this is similar to other side roads).
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Indian temple gets very busy during celebrations - request 'no parking' restrictions on one side of street to lessen congestion and allow normal traffic flow.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Paice Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	4

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> The proposed speed limit will discourage rat-running here and improve pedestrian and bike safety.
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> There are already speed humps on this street, which would need to be removed if speed is lowered. Cars can't reach current speed limit due to number of cars using street and congestion on Sandringham Rd, and if they do reach speed limit, it is early morning or late at night when minimal people are around anyway.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Fix the flooding drains instead.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Parrish Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Pasadena Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	4
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> Children walking and biking to school. Pasadena Intermediate and Western Springs College students all use this street. Small, narrow dead-end street with a school.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Suggest even lower than proposed (10kph): This is a short cul-de-sac with lots of children walking/biking to/from school (Pasadena and Western Springs College) - speed limit should be the same as for any shared space.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Patterson Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> * In Patterson St there is nothing to remind drivers to keep to the speed limit. Most traffic respects the limit, but almost every day there are one or two vehicles that view this street as a race track and drive at incredibly fast speeds. If they were to hit a pedestrian or lose control there would likely be fatalities.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Speed bumps are already on this and surrounding streets, road narrowed by parked cars, so vehicles rarely get up to speed limit.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> As most neighbouring streets have a speed hump, could we not have one half way down our street to ensure drivers respect the correct speed limit.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Indian temple gets very busy during celebrations - request 'no parking' restrictions on one side of street to lessen congestion and allow normal traffic flow.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Peary Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	3
I think the current speed limit on this road should be kept the same	5
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> Lots of children in the area with schools and parks - safety of the public is paramount. Vehicle speeds are currently too high, and while speed bumps are frequent along these streets, cars currently travel too fast across these and this creates a lot of noise (bumper scrapes etc.). The roads in this area are mainly for residential access and have a lot of children but drivers go much too fast.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Lowering speed limit will cause more traffic on Landscape Rd where kids live and walk to school from as well, and impact house prices here.
The reduced speed limit is unnecessary <i>Mentions: 5</i>	<ul style="list-style-type: none"> Road does not have a school and provides access from Mt Eden to Dominion Road throughfare. Barely any school children on this road. Already has speed bumps to slow traffic down. This road is three streets away from the school, and regardless does not make sense outside school times. The road already has numerous speed bumps. It is two streets away from the school. Lowering the speed to 30kph is too low - 40kph is more acceptable. I would prefer it be kept at 50kph. 50kph is adequate and existing traffic calming slows traffic sufficiently - no need to reduce limit.
Only support the reduced speed limit for a certain period of the day	<ul style="list-style-type: none"> Having a very low speed limit for children at school, is one thing, but to have that limit apply 24 hours a day, 7 days a week, and during school and summer holidays is ridiculous.

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Why do you feel this way?	
Feedback Theme	Main points
<i>Mentions: 1</i>	
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> The road already has numerous speed bumps. It is two streets away from the school. Lowering the speed to 30kph is too low - 40kph is more acceptable. I would prefer it be kept at 50kph. Suggest 35kph for this (and similar) side road, due to lots of children on bikes and scooters - we need to keep them safe.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	

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Road name	Pencarrow Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	5
I think the current speed limit on this road should be kept the same	8
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
Other	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 5</i>	<ul style="list-style-type: none"> Lots of children and pedestrians. Currently feels unsafe when walking or biking. Intersections are dangerous and have had incidents: bottom of Pencarrow Ave; Windmill Rd/Pencarrow Ave. Balmoral and Mt Eden roads provide all the through traffic/arterial needs here: the 30kph is plenty for the last hundred or so meters of peoples trips in built up residential areas. The impact on trip times will be negligible.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Nobody is going to obey the 30kph limit, but people are more likely to obey a school zone variable speed limit.
The reduced speed limit is unnecessary <i>Mentions: 7</i>	<ul style="list-style-type: none"> The hill and existing speed humps slow traffic enough. Not close enough to the school entries to warrant lower speed limit. The school is not directly on the boundary of this road. This road and most roads in the proposed area already have speed bumps to slow traffic, no need to make it slower. I have lived in this area for 30 years. The current limit has worked acceptably during that time. Drivers are cognisant of pedestrians and pets. Lowering the limit won't change the behaviours of the odd inconsiderate driver. The avenue is traffic calmed anyway so 50km/hr is hardly achievable anyway. There are no schools nearby although there is a Kindergarten in Aberfoyle those children are taken to/from by their parents.

Why do you feel this way?	
Feedback Theme	Main points
Too many changes in speed limits along the road (or in area) will be confusing <i>Mentions: 1</i>	<ul style="list-style-type: none"> Cars use Pencarrow Ave as a rat run, leading to unsafe speed on this residential street
Only support the reduced speed limit for a certain period of the day <i>Mentions: 3</i>	<ul style="list-style-type: none"> 30kph is too slow outside of school hours, should install variable speed limits instead. Nobody is going to obey the 30kph limit, but people are more likely to obey a school zone variable speed limit. Safer Speeds Near Schools should be time/day variable - mirroring attendance at school. They do not need to be 24/7/365. Absolutely agree with 30kph school zones, but I disagree with 24/7 enforcement and would prefer time and day based enforcement as they currently are.
Too many changes in speed limits along the road (or in area) will be confusing <i>Mentions: 1</i>	<ul style="list-style-type: none"> Variable speed limits don't work, it's too complicated for drivers, and its simply not needed here. If people want to drive fast, they can drive fast on the streets that area appropriate for it, the nearby arterials.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Please put in some speed humps.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Penrhyn Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> 30kph is necessary. A consistent 30kph limit would remind drivers that there's a school here. The pedestrian crossing going in here would aid with this as well.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Not close enough to the school entries to warrant lowered speed limit.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Pickett Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Pine Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2
I think the current speed limit on this road should be kept the same	1
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> The pedestrian crossing with Pine and Balmoral is very dangerous for kids at school home time. As part of the Walking School Bus I see regular almost accidents here. Children often go to cross when they hear the beep, but the beep is for the other crossing direction. Also when there are a lot of kids waiting to cross there are no fence barriers. I have often had to grab a kid that has been pushed by the large group and almost ended up in the road. Traffic on this road is fast and these kids need more protection from it. This corner is extremely dangerous. I totally agree with the change of speeds in this area. But these lights need addressing too. The road is not presently a welcoming environment for younger cyclists resulting in our kids using the footpath, and few other kids travelling by bike. A lower speed limit would hinder no-one and would improve the cycle and pedestrian safety for kids and others. School route. The road is not presently a welcoming environment for younger cyclists resulting in our kids using the footpath, and few other kids travelling by bike. A lower speed limit would hinder no-one and would improve the cycle and pedestrian safety for kids and others.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Streets around this area already has speed bumps that reduce vehicle speeds, and this street doesn't have children walking to school on it.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> It would be absolute waste of money to change speed limits around this area. Please make good use of public money rather than making these unnecessary proposals.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> The pedestrian crossing with Pine and Balmoral is very dangerous for kids at school home time. As part of the Walking School Bus I see regular almost accidents here. Children often go to cross when they hear the beep, but the beep is for the other crossing direction. Also when there are a lot of kids waiting to cross there are no fence barriers. I have often had to grab a kid that has been pushed by the large group and almost ended up in the road.

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Why do you feel this way?	
Feedback Theme	Main points
	<p>Traffic on this road is fast and these kids need more protection from it. This corner is extremely dangerous. I totally agree with the change of speeds in this area. But these lights need addressing too.</p> <ul style="list-style-type: none"> The road is not presently a welcoming environment for younger cyclists resulting in our kids using the footpath, and few other kids travelling by bike. A lower speed limit would hinder no-one and would improve the cycle and pedestrian safety for kids and others. School route.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	

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Road name	Plunket Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Like many streets in our area, Plunket is often used as a cut-through for drivers seeking to avoid the busy intersection. We know how dangerous this is with child pedestrians making up a huge proportion of those suffering death and injury from traffic crashes. The young children living on the street are currently unsafe to be on the road without close adult supervision, thus reducing the opportunities for children to mix informally with others in their neighbourhood.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Reduced speed limit needs to be complimented with other speed reducing and rat-running deterrent measures (road narrowing or pedestrian and bike prioritization measures).

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Poronui Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Makes sense with all the school kids walking through here.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Short, dead-end street, and motorists do not speed here.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Premier Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	6
I think the current speed limit on this road should be kept the same	3
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 6</i>	<ul style="list-style-type: none"> * Child safety will be improved with lower speed limits. * A lot of children live down this street. * High pedestrian numbers with children walking the path from Tui St to the school, and families/dog walkers to Western Springs at all times. It is a long, straight road that cars travel at speed. * High traffic volumes (through-traffic) here. * Children walking and biking.
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> * Existing traffic calming measures already slow traffic - parents need to take responsibility for their children. * Lowered speed limit is unnecessary - not enough accidents happen here to warrant it. * This is a wide, safe road and a 30kph speed limit is unjustified.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> * Cars use Premier to avoid the stop signs on Moa, and speed down this road (suggest additional traffic calming).
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> * Suggest speed bumps on the northern side of Premier Ave, as cars use Premier to avoid the stop signs on Moa, and speed down this road.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Queens Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> * Reduced speed limit should only apply at school start/finish times (and only the road the school is on).
Only support the proposed speed limit for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> * Reduced speed limit should only apply at school start/finish times (and only the road the school is on).

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Ranleigh Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Busy feeder road to schools, very narrow due to parked cars.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Lower speed limits should only apply during school pick up/drop off time, not 24/7.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Riro Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	8
I think the current speed limit on this road should be kept the same	1
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 7</i>	<ul style="list-style-type: none"> • Currently no traffic calming; cars rat-run to avoid Great North Rd congestion; motorists speed at night. • Two police chases in 3wks, ending in crashes outside submitter's house. • Is a speedy throughfare for people, has a school and day care nearby, and current speed limit is too fast. • Many primary school students are encouraged to walk to school so it must be made safe for them on bikes, scooters or by foot. • The road is residential with many young families and children going to and from school and a diary frequently. • Lots of people walk in this area. • Important to control speeds of all these residential roads to allow safe cycling for children going to school. Courteous drivers already keep to 30kph. Submitter was knocked off their bike by a driver who failed to stop at Moa/Tui.
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Drivers speed down this road. • Two police chases in 3wks, ending in crashes outside submitter's house.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Traffic calming - Support lowered speed limits, but also suggest speed bumps to help: residential street with many young families and children going to/from school and a diary frequently.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Rocklands Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be lower than what is proposed	1
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> The electric panel that lets us know when the buses are coming stopped working a few months back, since they renovated the bus stop. I've made a complaint a few months ago but I haven't heard back or seen any changes yet.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Ruapehu Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Sainsbury Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	5
I think the current speed limit on this road should be kept the same	2
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 4</i>	<ul style="list-style-type: none"> Mix of residential and industrial, with primary school - no need for high speed. With lower traffic speed, this could help form an alternative route for cyclists wishing to head from Morningside to St Lukes, or vice-versa while avoiding dangerously high-speed New North Road, and cramped and unsafe Morningside Dr. Agree with the proposed speed reduction on Sainsbury as it is being used as a rat run so is unsafe for local schoolchildren and other users. This road is often busy with children on foot / scooters. 30kph is a much more appropriate limit than 50kph. I agree with lowering speed around this area. I want increased safety.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> Current speed limit is 30kph, and it works well, with motorists very mindful of children. This road is already in school zones, and it has speed humps.
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> Cars park on yellow lines too close to the intersection. Cars speed along the road during pick up times. Trucks turning onto the road from Carters is also a hazard. Concerns with the No. 20 bus stop using Sainsbury Rd, as it is very wide and obstructs vision.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 2</i>	<ul style="list-style-type: none"> Speed change should only be applied at certain times before and after school. Only during school terms and before and after school hours (i.e 8.30 to 9.30 & 2.30 - 3.30). It is ridiculous to have a speed limit when school is not in session and will just hold up traffic.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

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Road name	Saint Albans Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

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Road name	Saint Andrews Road
Part of road	between King George Avenue and the northern end of Saint Andrews Road

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	4
I think the current speed limit on this road should be kept the same	3
Other	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> This is a hilly road with lots of parked cars and people need to slow down. This is a very narrow road.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> Proposal will not improve safety. The roads are not busy, and these are intermediate school children who know how to cross the street safely.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> This is a main/arterial road.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> There is no need for the proposal, it is a waste of money.
To many changes in speed limits along the road (or in area) will be confusing <i>Mentions: 1</i>	<ul style="list-style-type: none"> Too many speed limit changes makes things far too confusing especially for such a short distance.
Only support the proposed speed limit for a portion of the road	<ul style="list-style-type: none"> Agree with decreased speed limit (only) around the school but only during school hours, not 24/7.

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Why do you feel this way?	
Feedback Theme	Main points
<i>Mentions: 1</i>	
Only support the reduced speed limit for a certain period of the day <i>Mentions: 3</i>	<ul style="list-style-type: none"> Only support the reduced speed limit during school pick-up/drop-off times. Agree with decreased speed limit (only) around the school but only during school hours, not 24/7. To reduce the speed limit down to 30kph 24/7 is absolutely ridiculous when the school travel is only peaking for maximum of 30 mins twice a day for 5 days a week for 40 weeks of the year. Having 40kph limits at the peak times as is done currently in the school zone is a far better solution.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> If you are concerned about crossing, then create more safe crossing locations.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	

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Road name	Saxon Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	4
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 4</i>	<ul style="list-style-type: none"> Heavily used by children and has a playground/park, cars speed, and there are people on bikes. Currently dangerous around the bend (on the no exit end of the street) down near the Fir St foot bridge - dangerous at current speed due to sun-blindness of oncoming traffic, lots of children around (walking, biking), and lots of parked cars preventing someone moving out of the way if someone is speeding around the corner.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> There have been no crashes and various roads around the area already have crossings in place - suggest that crossings be put in but not speed bumps or lower speeds.
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> There have been no crashes and various roads around the area already have crossings in place - suggest that crossings be put in but not speed bumps or lower speeds. Suggest yellow lines 'no parking' painted on the bend of Saxon Street that goes into the no-exit part, as it is currently impossible to get out of the way of oncoming traffic with cars parked on either side of the road, if someone is approaching at speed.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Seaside Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	2
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Many cars speed around the corner and I have seen people and animals almost hit by cars.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> Safe at current speed limit. This street is nowhere near the school. Reducing the speed limit here seems pointless.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Many cars speed around the corner and I have seen people and animals almost hit by cars.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Shackleton Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	10
I think the current speed limit on this road should be kept the same	11
Other	6

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 10</i>	<ul style="list-style-type: none"> Will be safer for pedestrians trying to cross, particularly elderly, children, and pets. Many children on this street and road isn't very wide. Two pre-school/childcare facilities. Lower speed limit will reduce noise, be safer for cyclists and for children walking/cycling to Maungawhau School. Lower limit will reduce consumption of fossil fuel. Traffic calming already in place, so lower limit makes sense. All of these streets are designed to serve as residential access streets, not through routes so any journey time impacts will be extremely minimal. The blanket 30kph area surrounded by arterials at 50kph makes heaps of sense. Discourage rat running here.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Lowering speed limit will cause more traffic on Landscape Rd where kids live and walk to school from as well.
The reduced speed limit is unnecessary <i>Mentions: 9</i>	<ul style="list-style-type: none"> Shackleton Rd is a few streets away from the school and is a long street that enables Mt Eden to Dominion Rd throughfare. Most of Shackleton Rd is not in the Maungawhau School zone so local children are not using the road to get to school - it is zoned for Three Kings School which children are taken to by car as it is too far away to walk. The only issues I have ever noticed are from people breaking the law anyway which these new speed limits would not stop. The current speed bumps are enough of a deterrent for speeding, and we are quite a way from the school. We have already paid for speed bumps that limit speed to 30kph or less. The speed limit on Shackleton should remain the same because it already has traffic slowing speed bumps.

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Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> Unnecessary and unduly restrictive, the crash rates on the roads are low, other school areas with high crash rates have been ignored, e.g. Dominion Rd School and many others. The school is completely fenced and locked during school hours, children are safe walking to and from school. No issue with vehicle speed here. Shackleton Rd has at least four speed humps, is three streets away from Maungawhau School and is right on the edge of the zone. It already has speed mitigation.
Proposal is a waste of money <i>Mentions: 3</i>	<ul style="list-style-type: none"> Speed humps already installed to slow traffic so no need to lower limits - stop wasting public money. This is low hanging fruit that is easy to do and fixing a problem that doesn't exist. prefer my rates dollar were spent on something worthwhile.
Driver behaviour is causing safety risks <i>Mentions: 4</i>	<ul style="list-style-type: none"> Currently vehicles speed along this road. The only issues I have ever noticed are from people breaking the law anyway which these new speed limits would not stop.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> Perhaps looking to enforce the current 40kph school pickup and drop off limits rather than this heavy-handed approach.
Only support the proposed speed limit for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Reduced speed limit should only apply for the road the school is on (and only at school start/finish times).
Only support the reduced speed limit for a certain period of the day <i>Mentions: 6</i>	<ul style="list-style-type: none"> Reduced speed limit should only apply at school start/finish times (and only the road the school is on). It does not make sense to blanket a whole neighbourhood with 30kph limits because there is a school within a km or so. People will ignore the limits at night/weekends and not take them seriously. Suggest instead variable speed limits during school hours only. A lot of these roads could have a variable speed limit so that it will be 30kph in school hours and keep the same for after hours. Lowering speed limits cause people to spend more time on roads and spend more of their lifetime on roads just for essential needs. Also the more you impose speed limits that are too low there will be more people that speed in that area which can gateway into more disregard of the speed limit in other places.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Shackleton Rd just needs a speed bump in the dip outside 58 as when they go over the one at the top of the dip the hoons plant the foot and speed. This hump would solve that speeding.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

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November 2021 – Safe Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ



Road name	Tanekaha Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Taylor's Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	22
I think the current speed limit on this road should be kept the same	2
I think the speed limit should be lower than what is proposed	1
Other	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 14</i>	<ul style="list-style-type: none"> Cars currently at speed limit are a hazard. High numbers of children. Purely residential with parked vehicles and low visibility of pedestrians/cyclists. Lots of foot traffic and multiple schools in the area, and high traffic flow through the Mt Albert end of Taylor's Rd. Taylor's Rd between St Lukes Rd and Sainsbury Rd is often used as a speedway shortcut. It is a tight road with many families with children and pets. Suggest speed bumps to assist new lowered speed limit. Taylor's Rd is very narrow and dodging parked vehicles and oncoming vehicles is tricky. It is a busy area with residential, Mt Albert Primary School, Carters and Briscoes so high traffic use with a mix of commercial and school children. Traffic volumes have increased, and street parking narrows the usable driving space. The lower limits seem sensible to me to protect everybody. Lowering speed limits saves lives and improves quality of life in general by making the city quieter. Lives are more important than the seconds saved by travelling at 50kph. This is currently a very unsafe intersection that school children have to cross without any existing pedestrian safety considerations. It absolutely needs to have a low-speed limit because at the moment drivers speed along here with very little consideration to the vulnerable children. Lots of tradespeople in a hurry, and a LOT of big trucks. This is blind corner, and people drive too fast, sometimes on the wrong side of the road.
The reduced speed limit is unnecessary	<ul style="list-style-type: none"> The road is already tight with parking on both sides of the road so its almost impossible to go faster than 50kph anyway.

Why do you feel this way?	
Feedback Theme	Main points
Mentions: 1	
Driver behaviour is causing safety risks Mentions: 2	<ul style="list-style-type: none"> Taylor's Rd between St Lukes Rd and Sainsbury Rd is often used as a speedway shortcut. It is a tight road with many families with children and pets. Suggest speed bumps to assist new lowered speed limit. Not to mention there is a primary school just around the corner with the intersection of Taylor's Rd/Sainsbury Rd being a danger zone. This is blind corner, and people drive too fast, sometimes on the wrong side of the road.
Only support the reduced speed limit for a certain period of the day Mentions: 2	<ul style="list-style-type: none"> Only reduced speed limit during school times, to increase community compliance.
Other suggestions for reduced vehicle speeds Mentions: 1	<ul style="list-style-type: none"> Suggest speed bumps to assist new lowered speed limit.
Other physical improvements suggested Mentions: 3	<ul style="list-style-type: none"> Many large vehicles, trucks, large utes using as a rat run. Many pedestrians young children due to school. Parking should be banned on at least one side of the road, to allow safe cycling infrastructure so that kids can cycle safely to school. Consider making this road one way. Large Trucks are frequently pulled over here. This is currently a very unsafe intersection that schoolchildren have to cross without any existing pedestrian safety considerations.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	

Road name	Telford Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
Other	2

Why do you feel this way?	
Feedback Theme	Main points
Only support the proposed speed limit for a portion of the road Mentions: 1	<ul style="list-style-type: none"> Speed limit should only be lowered for streets immediately around the school (and only during opening/closing hours).
Only support the reduced speed limit for a certain period of the day Mentions: 1	<ul style="list-style-type: none"> Speed limit should only be lowered during school opening and closing hours.
Other suggestions for reduced vehicle speeds Mentions: 1	<ul style="list-style-type: none"> This road could also do with sleeping policemen/judder bars. We often get very fast cars coming down the road not realising its a dead end. Extra safety features are needed here.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Tennyson Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> I see school kids all over Dominion Rd and the side streets all the time and I also see cars racing like crazy. I agree the speed limit should be reduced for the safety of all tamariki.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Thames Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> This road is by the school, keep the roads safe for our children, it's not long but residential area and school.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Thorley Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Tranmere Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	2

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> Speed bumps on this and surrounding streets, road narrowed by parked cars, so vehicles rarely get up to speed limit. If vehicles do reach posted speed limit, it is early morning or late night when minimal people are around anyway.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Truro Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	3
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> Road too narrow for current 50kph speed limit, with cars parked on both sides, hardly room for one lane of traffic resulting in bad visibility. Used as a rat-run between Sandringham and Dominion roads. Motorists drive too fast around Balmoral School. Difficult to cross the road with children.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Never experienced any issues or incidents related to speed, even as a walking school bus 'driver'.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> During Eden Park games, residential streets nearby seem to have Traffic Management plans, but Truro Rd and some others' do not, resulting in over-parking, congestion, and some serious accidents - when games are on, there needs to be some management or restrictions going on to stop this happening.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Tui Street
Part of road	between Premier Avenue and Moa Road

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	8
I think the current speed limit on this road should be kept the same	2
I think the speed limit should be lower than what is proposed	2
Other	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 8</i>	<ul style="list-style-type: none"> Child safety will be improved with lower speed limits. Lots of children go down this street all the time (not just to/from school either). The intersection of Tui/Moa is dangerous - high volumes of trade vehicles AM and PM, and low compliance with the stop sign. 30kph limit for residential streets would prevent a lot of rat-running. Poor visibility and layout at some of the intersections are difficult for children to cross safely with the speed traffic goes here. Worse in winter with sun strike for cars travelling West to East.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Current speed limit is fine.
Driver behaviour is causing safety risks <i>Mentions: 3</i>	<ul style="list-style-type: none"> Vehicles speed down this street. Generally low compliance with the stop sign at the Moa/Tui intersection.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> For speed limit changes to be effective, they need to be well policed and enforced.



Why do you feel this way?	
Feedback Theme	Main points
Extend the reduced speed limit to cover more of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Suggest 30kph limit for more of Tui Street, from the intersection at Walmer Rd to Premier Ave - lots of cars speeding, and there are frequent near-misses and collisions at the Tui St/Moa Rd intersection.
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> Proposed speed limit change point at Moa Rd does not comply with clause 3.3(3). Recommend infrastructure/threshold treatments at intersection to introduce 30kph limit. Tui and the 'Bird Streets', including Walmer and Wakatipu, are all used as rat runs to avoid traffic congestion on Meola/Pt Chev Rds or to cut through to McDonald's, petrol stations and the supermarket. There have been accidents on these streets, and people travel sometimes over 80kph. There is a petition of 210 locals who agree we need traffic calming in these streets.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Tutuki Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Tyburnia Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Violet Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Violet St and surrounds are narrow and there is no reason to travel faster than 30kph.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Volcanic Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	3
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> Currently very busy and dangerous for children and other pedestrians at school pick up and drop off times. Primary school aged children walk the streets in the proposed speed zone change on the walking school bus and we bike and scooter in the neighbourhood in the weekend. Cars currently travel too fast in the neighbourhood, particularly cars rushing to the end of volcanic street for school drop off. A lower speed limit would create a safer route for our tamariki.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Most children are driven to school.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Wairiki Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2
I think the current speed limit on this road should be kept the same	4
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> Discourage rat running here and improve pedestrian/bike safety. Fully support speed limit decrease (suggest traffic calming also).
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> This road has speed bumps to slow traffic so reduced speed limit is unnecessary. Hasn't been any incidents, kids scoot or bike on the footpath - let them continue to do so. This road and the surrounding ones all have speed tables in place, and they have been there for a long time. The roads are wide enough, even with on street parking to maintain a 50kph limit. Restrictions are already in place around school times, so there is no need to change the status quo. Speed tables and pillows on these local roads do a good job of reducing speed - including around the schools. Permanent reductions in speed are not required.
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> Many other roads in this area have speed bumps or road pillows to keep the speed down. These are very effective at lowering the speed, whereas a speed limit decrease is barely likely to be enforced. I support speed decreases on these roads, but by the placement of speed bumps not lowering the limit. Suggest a speed bump on Wairiki Rd/Bank Rd intersection (preferably prior to coming on to bank road intersection if you are coming from direction of Mt Eden Rd) - many drivers speed in excess of 50kph.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Waitomo Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Warborough Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	3
I think the current speed limit on this road should be kept the same	1
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> School zone and popular rat-run. Reduced speed limit will be safer for the community - hospital, rest home, childcare, churches. Agree with 30kph - school zone, retirement village, residential area, narrow road with humps already installed.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> This street is a short, dead-end street with road barriers. It is impossible to speed here. Congestion and parked cars make it impossible to reach 30kph, the speed limit is essentially already 30kph by default.
Generally, road condition needs improving <i>Mentions: 1</i>	<ul style="list-style-type: none"> Addressing the road markings would be better than trying to reduce an already low speed.
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> There should be a give way sign at the end of Margot St coming onto Warborough Ave. Too many cars coming along Margot Street ignore their responsibility to give way as they meet a T intersection and simply drive straight through (Suggest give-way control).

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Waterbank Crescent
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Wembley Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> It's a cul de sac with one through road and lots of children live on the street, who walk and bike to school.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Whitworth Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Road is safe at current 50kph speed limit.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> Road is safe, changes are a waste of public money on unnecessary work.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Willis Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1
Other	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions:</i>	<ul style="list-style-type: none"> No need to lower speed limits: There is double parking on both sides of the street, and this means that traffic has to go slow, and it is virtually a one-way street. You have to pull over to allow traffic to come in the opposite direction before you can move off.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> I agree with reducing the speed limit on this road to 30kph during school hours (i.e. 7.30 to 3.30, Monday to Friday), as the road becomes congested with student foot traffic, student parking/buses etc, but outside school hours should be 50kph as current - unfair and impractical on residents if 30kph were to be around the clock, and result in what would essentially become a speed trap.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Windmill Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	4

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Decreasing the speed limit will not do anything.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> My family have lived here since the 60s. We haven't had any issues with children's safety and traffic on our road. I have lived in this area for 30 years. The current limit has worked acceptably during that time. Drivers are cognisant of pedestrians and pets. Lowering the limit won't change the behaviours of the odd inconsiderate driver.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Wiremu Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	2
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> The speed humps keep speed down. There is one right beside Balmoral SDA School. Most children are dropped off there by their parents rather than walking.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> I don't think the proposed changes will do anything to provide further safety and will just lead to more traffic and congestion in an already busy area.
Only support the proposed speed limit for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Lowered speed limits should only apply during school hours, and only near the school.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> Lowered speed limits should only apply during school hours, and only near the school.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	

Part C – Feedback on roads within the local board area NOT proposed for speed limit changes

Some respondents also identified roads that they thought needed changes, which were not proposed for speed limit reductions. Please note:

- To prevent having lots of themes that were only mentioned once or twice we grouped suggestions into suburbs and used the 'main points' for the themes to identify the roads being mentioned.
- Some suburbs are situated within more than one local board area, as such there may be some roads in this section which are not relevant to the Albert-Eden Local Board area. It saved a significant amount of time reporting in this way.

Suburb	Epsom
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Feedback Theme	Main points
<p>Other roads/suggestions for reduced vehicle speeds</p> <p><i>Mentions: 18</i></p>	<ul style="list-style-type: none"> • All roads nearby (to Warborough Ave) should be 30kph to maintain consistent safety for vulnerable in the area (kids, elderly) due to: school zone, retirement village, residential area, narrow road with humps already. • Lower vehicle speeds - Often high speeds on Gillies Ave, and surrounding streets: There are four major schools on Gillies Ave and The drive and three others in close proximity. There is currently several zones of 40kph near schools which are disparate and cause confusion. The apex of these school zones means many students each morning and afternoon flood the area and there have been regular serious incidents and crashes between cars and cars and pedestrians. • Kohia Tce - Lower speed limit: narrow street with a school on it, not fit to drive at 50kph. • Epsom Ave - Lower speed limit: should have lowered speed limit given ANI is nearby. • Epsom Ave - Lower speed limit or close to through-traffic: currently used as a shortcut - suggest closing Epsom Ave to through traffic or lowering the speeds here - have witnessed many incidents and near misses. • Manukau Rd - Lower speed limit: many children and shops here, and people try to cross using centre median and feel unsafe from turning cars. • Manukau Rd - Lower speed limit: has no traffic calming and is mostly congested at pick up/drop off times - lowering speed will reduce crashes and pedestrian injuries. • Mountain Rd - Lower speed limit: to help children cross to get to Auckland Grammar. • Market Rd - Lower speed limit to 30kph: right outside a school with very busy pickup/drop off as well as being narrow with car parking on both sides. Cars are often travelling slowly anyways, but there is no room to overtake cyclists and submitter has had a near miss. • Campbell Cres - Lower speed limit: lots of people crossing to access the park here. • Halifax Ave - Lower speed limit: wide, straight, dead end street, purely residential. • Owens Rd - Lower speed limit: EGGs students here. • Wapiti Ave - Lower vehicle speeds: would discourage rat running and improve pedestrian/bike safety. • Ferryhill Rd - Lower speed limit (to 40kph) and install traffic calming: Suggest lower speed limit and speed reduction bump at the top, and one in the middle, of the road - heavy driver acceleration (speeding up to the hill) is noisy, and visibility is obstructed by the hill, and there is much rat-running to avoid traffic on Mt Eden Rd. If speed is reduced, a crossing could be installed at the top of the hill to further improve pedestrian safety. • Kimberley Rd, Campbell Cres - Lower speed limit to 30kph: Existing traffic calming is not working, and these are still used to rat-run - dangerous when area is popular with walkers and entrance to Cornwell Park.
<p>Suggestions for speed limit increases</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Suggest at least 60kph for Greenlane and Balmoral roads: long stretches of these are dual lane carriageways with median islands, and some don't even have houses directly accessing in the road.

Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 3</i>	<ul style="list-style-type: none"> Epsom Ave - Lower vehicle speeds or close to through traffic: currently used as a shortcut - have witnessed many incidents and near misses. Green Lane West, Cornwall Park Access - should be generally limited to the disabled only. The park is suffocating from traffic and commuters cutting through the park, day in day out. The current measures taken to reduce commuting traffic is not sufficient. Suggest coordinating the traffic lights on Greenlane/Balmoral to assist traffic flow - these routes flowing better will decrease rat-running on local side streets.

Suburb	Greenlane
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 6</i>	<ul style="list-style-type: none"> Haronui Rd - Lower speed limit from 50kph to 30kph: Narrow, unpainted street, current limit unsafe, especially with parking on footpath (for fear of being hit by speeding cars, especially on the downhill) increasing risk to pedestrians. One-way traffic most times due to parked cars, and is used to rat-run to avoid Great South Road. Lower speed limit will be safer for children on this and nearby streets. Haronui Road - Lower vehicle speeds: Discourage rat running here and improve pedestrian/bike safety. Wheturangi Road - Lower vehicle speeds: Discourage rat running here and improve pedestrian/bike safety. Currently scary. Green Lane W - Prevent vehicle access to Cornwall Park - vehicle volumes here are too high due to commuters cutting through the park - should be limited to the disabled only. Current traffic management isn't working. Wheturangi Rd - Change in speed limit will not help: Already has multiple speed humps that effectively limits driver speeds - change in speed limit will not help safety. Wheturangi Rd - Lower driver speeds or install median curb: People cut the corner here, and there are not enough suitable crossing locations for children to school, so need to lower speed instead.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Maungakiekie Ave - Disabled vehicle access only. Green Lane W: Suggest proper protected cycling infrastructure so people will ride to the park instead of driving.

Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 26</i>	<ul style="list-style-type: none"> All roads around Gladstone Primary - Lower speed limit (mentioned several times). The area surrounding Gladstone Primary School including Fifth Ave, (part of) Parkdale Rd, Monaghan Ave, Grant St, Guardwell Tce, Seaview Tce, Thomas Ave, Braemar Tce, Lloyd Ave, Prospero Tce and Counsel Tce should be 30kph. This area is frequently used by many children walking to Gladstone Primary School, is hilly and has a number of potentially dangerous corners. Cars frequently travel at unsafe speeds, and current speed limit is unsafe. Traffic volumes set to increase with new housing projects, including on Martin Ave and near Carrington Rd. Carrington Rd - Lower speed limit. New North Rd/St Lukes Rd/Morningside Rd should not change their current speed limit of 50kph to 30kph - congestion will be much worse, and these roads are far enough away from Mt Albert Primary School and well controlled with crossings to not warrant any change. New North Rd between Mt Albert and Rocky Nook Ave - Lower speed limit to 30kph - cars speed at 60kph and when both lanes are open it means children are potentially cycling into oncoming traffic over a very bumpy footpath (distorted from Morten bay figs on private land). New North Rd - Lower speed limit: This section has a lot of heavy traffic along with pedestrians at school times and rush hour - there is no way to travel at 50kph, but people accelerate hard to try and achieve 50kph anyway. Lower speed limit would help calm the acceleration and allow smoother merging to/from Sainsbury Rd. Mt Albert Rd and New North Rd - Lower vehicle speeds and install cycling facilities: Due to Mt Albert Grammar and Marist Primary School, thousands of children cross these roads every day on foot and bike. Mt Albert Rd - Lower speed limit: school here at the bottom of a big hill. Include Mt Albert area surrounded by Mt Albert, New North, and St Lukes roads. Mt Albert in general - Lower speed limit to 30kph and install speed humps and raised crossings: Insufficient crossing points and is unsafe for the many children walking here. More traffic calming measures, and safe bike paths required, particularly around schools. Traffic calming and lower speed limits on all roads around schools and parks, so everyone knows it is safe for children to bike or walk there. Modify roads to introduce specific traffic calming measures and to continue to develop bike paths to make it safer to share the road with cars. Maybeck Rd - Lower speed limit: cars cut through at high speed. Fifth Ave - Lower speed limit to 30kph and install traffic calming: is a rat run between Carrington Rd and St Lukes Rd, and is immediately next to Gladstone Primary. The street has a dip halfway along it which encourages very high speeds, in excess of 50kph. Suggest 30kph speed limit: The streets around Prospero Tce, Counsel Tce, Lloyd Ave (Western end) are all very narrow, essentially single-lane roads, with Prospero also having a childcare centre at one end. This generates quite a bit of traffic, much of which speeds very dangerously down the thin road. Counsel is also a popular throughfare to Thomas Ave - many near misses at the intersection with Carrington Rd due to the narrow width. Traffic drives at unreasonably high speeds, feels unsafe as an adult on the footpath.

Feedback Theme	Main points
	<ul style="list-style-type: none"> Wairere Rd - Lower speed limit: This road should be considered for future speed reduction. It is the main route kids walk between Baldwin Ave station and Mount Albert Grammar/Marist schools. It is also used by cars as a fast cut-through. Martin Ave and all the residential streets bounded by St Lukes Rd, New North Rd and Carrington Rd should have a 30kph speed limit. They're streets that people live on, walk on, and play on. And that should be prioritised over traffic speed. Monaghan Ave - Lower vehicle speeds: Primary school and this road gets used for traffic bypassing the main roads frequently. Many young kids in the surrounding streets, too often cars speed through here. Counsel Tce - Lower speed limit and traffic calming: Cars speed, ignore give-way controls (end of Counsel Tce) and go straight to Thomas Ave at approx. 40kph - have seen near misses. Needs lower speed limits and traffic calming measures. Western Springs Rd, Mountain View Rd, Malvern Rd, Brewster Ave, and Rocky Nook - Lower speed limit: these roads border Fowlds Park and Duncan MacClean Link. Fontenoy St - Lower speed limit: Many children walking on all streets around Gladstone Primary, and people rat-run between Carrington Rd and St Lukes. Install speed bumps along Ōwairaka Avenue, especially near Ōwairaka Park.

Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 32</i>	<ul style="list-style-type: none"> Rossmay Tce - Lower speed limit to 30-40kph and install traffic calming: Used by school children attending local schools and commuting via train, and is used by traffic to rat-run between Sandringham Rd and Morningside Dr. Sports and fitness clubs, cafes, bars, nightclub attract heavy patronage, and NZ Post depot on MacDonald St have trucks coming and going. Blind crest on Rossmay, high vehicle speeds, motorbikes speeding, and occasional sun-blindness - dangerous at current speeds (this road was mentioned several times). Lambeth Rd - Lower speed limit to 30kph. View Rd: Cars, buses & trucks hoof along here. The slower vehicles travel around here the better. Fewer cars hitting pedestrians & cyclists. Painted bikes on the road are not enough. A primary school and elderly are around here. View Rd - Lower speed limit to 40kph: There are several elderly facilities and a school here, with people unable to move quickly, but buses won't want to be slowed too much (hence 40kph suggestion). Bellevue Rd and others - Lower speed limit to 30kph: The roads that run between Mt Eden Rd and Dominion Rd, and also the roads that run from Dominion Rd to Sandringham Rd, become rat runs every day full of drivers in a hurry down what should be quiet streets. A lower speed limit would mean residents and pedestrians can enjoy the streets without speeding drivers everywhere. Mt Eden Rd - Lower vehicle speeds: Speeds should be lowered on Mt Eden Rd as there are many kids and shops in this area. I often see people trying to cross using the centre median and feel they are not safe from turning and oncoming cars (esp with the hill there are many blind spots). Mt Eden Rd - Lower vehicle speeds: Plenty of shops and pedestrian traffic along Mt Eden Rd, lowering speed would prevent potential deaths and injuries. Drivers will only lose a minute or two at best. Mt Eden Rd - Lower vehicle speeds: Highly trafficked arterial route with many cyclists and pedestrians and small local businesses. No existing infrastructure to make this safe for cyclists. Also very residential neighborhood so traffic noise and pollution is an issue. Woodside Rd is unsealed, with loose gravel material, making it unsafe for high speeds. Please improve the surface quality or reduce the speed limit here. Sherbourne Rd - Lower vehicle speeds: Mount Eden Normal Primary School is here - why are other schools reducing their speeds, but MENPS is not included? It is a residential area. It is part of an official safe cycling route as defined by AT. Sherbourne Rd - Do not lower speed limit: NZTA/NZ Law already states that regardless of the permanent speed limit, the maximum safe speed limit in a school zone is 40kph. The school already has two pedestrian crossings, Valley Rd and Sherbourne, which is manned by children/parents/teachers for those start and end times of the school day. Eglinton Ave - Lower vehicle speed to 30kph: a very short no-exit road with children sometimes playing on the road. Neighbours sometimes meet on the road. The road is to some extent an extension of our living space - there is no reason to drive faster than this and is actually quite hard to do so. Dominion Rd/New North Rd overpass - Lower 60kph zone to 50kph to be cohesive with the rest of the road - Lowering this short section will have no impact on journey times but will stop cars heading into the 50kph zone at high speed.

Feedback Theme	Main points
Other physical improvements suggested <i>Mentions: 9</i>	<ul style="list-style-type: none"> Dominion Rd/New North Rd overpass - Lower speed limit: Way too fast and scary especially for an official bike route, and with retirement village in the vicinity. Roads around Dominion Rd School, Kowhai Intermediate, Edendale Primary, Three Kings School (etc) - Lower speed limit: Vehicle speeds very high, most frequent crash rates, high pedestrian numbers. Proposal will push traffic onto roads with high crash stats already. Burnley Tce - Lower speed limit: there are many children on this road who go to Balmoral and Kowhai schools. The road has parking on both sides and people travel at speed down here. If the speed on this road is not changed but it is on others this will likely make it a rat-run between Dominion and Sandringham with potential for even higher speeds than there are now. Normanby Rd - Lower speed limit: outside LIFE Church because this area is really busy with lots of pedestrians. Esplanade Rd - Lower speed limit to 40-30kph: Not only is there a school here, but there are also many households with young children that live along this arterial. Esplanade Rd from Mt Eden Rd up to the roundabout at View Rd is a drag way for many cars who commonly speed at 60kph+ in both directions. This is an avoidable accident waiting to happen. Rocklands Ave - Lower speed limit to 30kph: Balmoral is extremely busy with pedestrians crossing and cars parking. This stretch (if not the entire street) should be much slower. Burnley Tce - Lower speed limit to 30kph: This street even with speed bumps has cars speeding along it quite dangerously, and it will be worse if not included in proposal - will be used to rat run between Dominion and Sandringham roads (to avoid 30kph area). There are a LOT of children that got to local primary schools and intermediate schools from this street. Onslow Rd - Lower speed limit to 30kph: 30kph zone proposed should be extended from (and including) Burnley Terrace to Onslow Road. Lambeth Rd - Lower speed limit and install traffic calming: This will become a cut through street to the village (if proposal goes forward and does not include this street). Roads around Mt Eden Normal Primary School on Valley Rd - Lower speed limit: school traffic is a big problem, with parents going too fast to pick up/drop off children. Extend zone towards Eden Park and Kowhai Intermediate - Lower speed limit to 30kph. Include access roads for Balmoral and Edendale Schools - Lower speed limit: Disagree with blanket 24/7 speed reduction, but these roads should be included, during school start/finish times. Balmoral area - Lower speed limits unnecessary: Existing congestion, school zones, traffic lights and traffic calming already slow traffic at the times required - no need to reduce speed limits in this area. Landscape Rd and others - Lower speed limit to 30kph: Please include more residential roads to avoid them becoming cut through roads. For example, Landscape Rd has very high pedestrian volumes due to the large block size between Whitworth and Mt Eden roads. Without reduction here, people will rat-run to avoid the other 30kph zones.
Other physical improvements suggested <i>Mentions: 9</i>	<ul style="list-style-type: none"> Woodside Rd is unsealed, with loose gravel material, making it unsafe for high speeds. Please improve the surface quality or reduce the speed limit here.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Dominion Rd - Improve pedestrian crossing: The crossing here is dangerous for kids - parked cars, a hill to the south and speeding vehicles make it very difficult to cross and unsafe for children. • Balmoral Rd - Pedestrian and cycling facilities: There are many schoolchildren, no speed reduction measures and no enforcement, no safe places to cross, the footpaths are in poor condition and narrow, and there is zero safe cycling infrastructure. • Valley Rd - The countdown is a major problem in the area with the Driveway on Valley road and crossing across it. I feel most of the issues would be fixed if the Valley Road entrance was left turn only. I think this would solve some rush hour traffic flow issues as well. • Install barrier to create a safe waiting zone at the traffic lights on intersection of Balmoral Road and Pine Street. • Pine St/Eldon St/Balmoral Rd intersection - Dangerous intersection: footpaths are narrow and busy with children, and the 'beep' to indicate safe to cross for Eldon is often mistaken by children and they go to cross Balmoral - many close calls. • Rossmay Tce - Mitigation measures are needed for dangers from blind crest, narrow corner, light industrial businesses, hidden driveways, and sun strike in Autumn & Spring in this very busy entertainment, commercial and sport club area. • Rocklands Avenue: The electric panel that lets us know then the buses are coming stopped working a few months back, since they renovated the bus stop. I've made a complaint a few months ago but I haven't heard back or seen any changes yet.

Suburb	Point Chevalier
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 11</i>	<ul style="list-style-type: none"> • Great North Rd - Lower speed limit: Lots of children walk along here (between Moa Rd and Motions Rd) before and after school, to/from various bus stops, and buses and cars drive too fast on the bus lane. • All Pt Chev roads off Gt North Rd should have reduced speed. • The limit should apply to all the residential roads of Point Chevalier, as with Waterview, and extend progressively to all residential areas, unless separated cycleways can be provided. • Install speed bumps along Walmar Rd, especially at the intersection with Meola Rd and past the school. • All "Bird" Streets (streets with bird names) as well as Walmer and Wakatipu need traffic calming or speed reductions. • Kiwi Road - Lower speed limit: Downhill, straight road, drivers travel too fast here. • Tui, Premier, Riro, Moray - Lower speed limit to 30kph. • Kiwi, Huia etc - Lower speed limit to 40kph. • The Pasadena Intermediate changes should extend beyond Moa Rd to encompass the entire residential area to Point Chevalier Rd and Meola Rd. • Lower vehicle speeds on the roads linking the blue islands say between two schools are linked by a 50kph through road but cars drive faster than 60kph from Meola Rd roundabout to the Bullock Track and Old Mill Rd via Zoo and New North Rd. • Wainui Ave/Walford Road - install traffic calming: Dangerous intersection, with speeding rat-runners, and is next to the school. Suggest Stop signs, traffic humps, other signage (such as 'children crossing'). • Install traffic calming at the junction of Wainui Ave and Walford Rd. • The limit should apply to all the residential roads of Point Chevalier, as with Waterview, and extend progressively to all residential areas, unless separated cycleways can be provided. • Pt Chevalier Rd - Lower speed limit: people regularly drive faster than 50kph limit (including buses) due to length of the road and zero traffic calming - difficult/risky for residents to leave driveways, and for people to enter from feeder roads (due to speed and volume of traffic). • Pt Chevalier Rd - Lower speed limit - Used as a race track at night - it's a long straight stretch and needs a slower speed (and speed reduction ramps or narrowing or better still, a camera).
Other physical improvements suggested <i>Mentions: 7</i>	<ul style="list-style-type: none"> • Walford Rd - Access redesign: Suggest closing Meola Rd to traffic to make a great safe cycling route for the many people who bike here and prevent motorists rat-running Meola/Walford. • Install more signage at the Walford Rd/Wainui Ave junction to warn of children and the dangerous intersection. • Moa Rd - Traffic calming and pedestrian crossing: A raised table pedestrian crossing on Moa Rd between Tui and Walmer would deter rat-runners and give children going to/from school a safer crossing point, as there is a general high speed of cars and restricted visibility in the dip around Moa Reserve.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Moa Rd - Close vehicle access from one end of Moa or lower speed limit to 30kph: currently used as a rat-run route, with many side-swiped wing mirrors and accidents at intersections with small roads off Moa (or a 30kph speed limit would encourage motorists to stay on main roads). • Moa Rd - Pedestrian crossing needed: children need to cross Moa, and many use this route to get to/from school, many on bikes. Cars speed here, particularly on the straight area around Moa Reserve which is popular with children. • Provide safe crossing points around Pasadena School. • Install a stop sign at the junction of Walmar Rd and Wainui Ave.

Suburb	Sandringham
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 32</i>	<ul style="list-style-type: none"> • Renfrew Ave - Lower speed limit (30kph): is a common shortcut between Dominion & Sandringham roads (Invermay > Renfrew > Parry). Several speed bumps between Parry St and Mt Albert Rd, but none on the section between Parry & Invermay, where people cut through, ignoring the 30kph speed advisory. Suggest a speed bump on Renfrew in this section, and a lowered (and enforced) speed limit to improve safety for residents and reduce road noise. • Eden View Rd - lower speed limit: cars speed down this street and there is always cars parked on both sides, causing visibility issues especially of children. • Thanet Ave - lower speed limit: there is a playground and a playing field and is a rat-running route. The speed limit should be lower here, but also in surrounding streets, so the rat-running issue isn't just moved. • Huntingtree Ave, Columbia Ave, Vancouver Ave - Lower speed limits (30kph): these streets are a rat-run for traffic along Sandringham Rd, especially for traffic wanting to turn right onto Mt Albert Rd, as there is no right turn. • Duncan Ave: It is narrow at places and cars drive at high speeds, which can make it unsafe for biking (which is a suggested bike route) and for crossing the road. • Thanet Ave - Lower speed limit to 10kph: Speed limit through Gribblehurst Park should be lowered to 10kph. • Euston Rd - Lower speed limit: cars speed down this road. • Euston Rd - Lower speed limit: Cars speed down the hill on this road and it's a road busy with children walking or riding to school. • I think the area for the change should be extended from Euston Rd to the corner of Haverstock and Fowlds Ave. • Lambeth Rd - Lower speed limit. • Eastern Springs Rd, Mountain View Rd, Malvern Rd, Brewster Ave, and Rocky Nook - Lower speed limit: these roads border Fowlds Park and Duncan MacLean Link. • Coyle St - Lower speed limit: High volumes of children biking and walking to school. • Include areas around schools with high traffic: Dominion Rd school, Kowhai Intermediate, Edendale Primary, Three Kings School, etc. • Install speed humps along Invermay Ave to slow traffic. • Fergusson Avenue - Lower speed limit: is a major thoroughfare for students walking and cycling to Mt Albert Grammar and to MAGGS, and for pickups and drop offs which makes for relatively high traffic in that short cul-de-sac. • Fergusson Avenue - Lower speed limit (30kph): This is a main walking and cycling route for students, and parents picking up/dropping off their children at the end of Fergusson to use the back gate. Lowering the speed limit on Hazelmere/Haverstock will further increase the traffic here, and it is already just as busy at school times. • Fergusson Avenue - Lower speed limit: This is a popular road for students walking and riding to MAGS.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Sandringham Rd - Lower speed limit: This is a park that gets used as a main thoroughfare and should have speed limit lowered to deter this or at least make it safer. • Sandringham Rd - Lower vehicle speed: Slower traffic in the village would help with pedestrian and bike safety. This would make it safer and easier to cycle or walk rather than driving to the shops. • All the residential streets Morningside Dr and Sandringham Rd have been left out of the proposal and should be included - they are terrible for rat-running (work vans, couriers, commuters), and speed is a serious issue. There is a park here, but children are unable to safely cross the road with the traffic speed. Needs lower speed limits in line with proposal, and physical traffic calming to deter the rat-running. • Support reduced speed limits on all roads between Sandringham and Dominion roads to make it safer for children crossing/walking to school. • The entire area between St Lukes Rd/Haverstock Rd/Fowlds Ave/Sandringham Rd is very tight due to parking on both sides often reducing the road to one-way - should be reduced to 30kph to prevent accidents. • The area east of Sandringham Rd, from Mt Albert to Balmoral Rd, should be 30kph due to many children walking or riding to the three schools and kindergarten in the area, pedestrians walking to the town center, and a lot of rat-running traffic driving far too fast. There have been numerous crashes - 50kph isn't survivable if a child is hit. • Speed calming measures needed in West Sandringham, as requested by residents for years. • Surprised that the roads west of Sandringham Rd are not included in this proposal where the actual crash-risk and traffic volume danger is located (there are schools, disability communities and a higher percentage of disadvantaged communities, who are more at risk of road danger). Please consider extending safe speeds across the West of Sandringham residential streets, including Kitchener Rd, Coyle Ave, Fowlds Ave, the Sandringham village and residential streets surrounding Edendale Primary. • Roads west of Sandringham Road - Lower speed limit: the actual crash-risk and traffic volume danger is located on these roads (there are schools, disability communities and a higher percentage of disadvantaged communities, who are more at risk of road danger). Extend safe speeds across the West of Sandringham residential streets, including Kitchener Rd. • Lower speed limits: All the roads west of Sandringham Rd should have speed limits lowered (Fowlds, Coyle, Kitchener, Shorewell and Grove at least). Over a thousand children walk and cycle these roads to Edendale, MAG's and the Kura, but there are no safe crossing spots and nothing to actually slow cars down. It is also a rat run for cars trying to avoid the main roads. It is also an area becoming more congested with infill houses and cars parked on the road. • Kitchener Rd - lower speed limit: Traffic consistently travels at dangerous speeds, (using Kitchener because all neighbouring streets have traffic calming where this does not) and the road is narrowed by parked cars, risking head-on collisions. Have been multiple crashes, including a child being hit, and it is a popular walkway for Mt Albert Grammar and Edendale School students, and has the community centre/playground and a busy pedestrian intersection for the village. • Kitchener Rd - lower speed limit: Safer cycling routes are needed in this area for children to access the schools. One child was hit by a car in the area recently and that is one too many. • Kitchener Rd - lower speed limit to 30kph: Currently unsafe for bikes and pedestrian use. Many children using this route. Kid knocked off bike recently.

Feedback Theme	Main points
<p>Other suggested physical improvements</p> <p><i>Mentions: 9</i></p>	<ul style="list-style-type: none"> • Lower speed limit (30kph)- cars use Cabbage Tree Swap Drive, Aroha Ave, and Bournemouth Ave as a rat run between New North Road and Sandringham. • Kitchener Rd - pedestrian crossing island, traffic calming: There should be a safe crossing island wide enough for pram and wheelchairs, and traffic calming measures in this high traffic area with so many students, diners, shoppers, and users of the community centre. • Harwood St - traffic calming and pedestrian amenity: high traffic area with speeding cars plus many people with prams or in wheelchairs heading to the community centre at 18 Kitchener Rd. There are students going to schools in three directions. Apart from traffic calming measures, there should be a traffic island - wide enough for prams and wheelchairs - to safely cross from Carrie St. • All the residential streets Morningside Dr and Sandringham Rd are terrible for rat-running (work vans, couriers, commuters), and speed is a serious issue. There is a park here, but children are unable to safely cross the road with the traffic speed. • Fowlds Ave - Raised zebra crossing needed to replace the too-small traffic island which cannot fit more than one person, to facilitate the large number of school children crossing here in this high traffic area. Fowlds Ave also needs traffic calming measures, as vehicles frequently travel at 80kph. The whole street is unsafe and pulling out onto this street is so hard. • Shorewell St - 'no parking' restrictions should extend further up the road for safety at school pick up/drop off time. This is a high crash, high traffic area with many students crossing in all directions. • Sandringham Rd: The crossing of Sandringham Rd here should be improved to enable more east west movement. Currently provided by a very small capacity traffic island. • Balmoral Rd/Sandringham Rd intersection: Install a speed breaker where drivers turn left on Sandringham Rd (at pedestrian crossing). • Make parts of streets one way, or other engineering: Cambourne Rd, Parrish Rd, Gribblehurst Rd and Paice Ave could be alternating one way. • Put yellow lines (to reduce parking) on Inverymay Ave and Kiwitea St. • Kitchener Rd: Safer cycling routes are needed in this area for children to access the schools. One child was hit by a car in the area recently and that is one too many.

Suburb	Waterview
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> Great North Rd - Lower speed limit or enforce current: cars speed along here at 60-70kph regularly and it is incredibly unsafe. Alverston-Middlesex Rd intersection - Pedestrian crossing and traffic calming: Suggest new crossing and speed bump like the one next to Kuaka Park.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Alverston-Middlesex Rd intersection - Pedestrian crossing and traffic calming: Suggest new crossing and speed bump like the one next to Kuaka Park. Great North Road between Alford Rd and Waterview Glade - Pedestrian crossing: Suggest a safer and better crossing across Great North Rd, to better connect Waterview to cycle path.

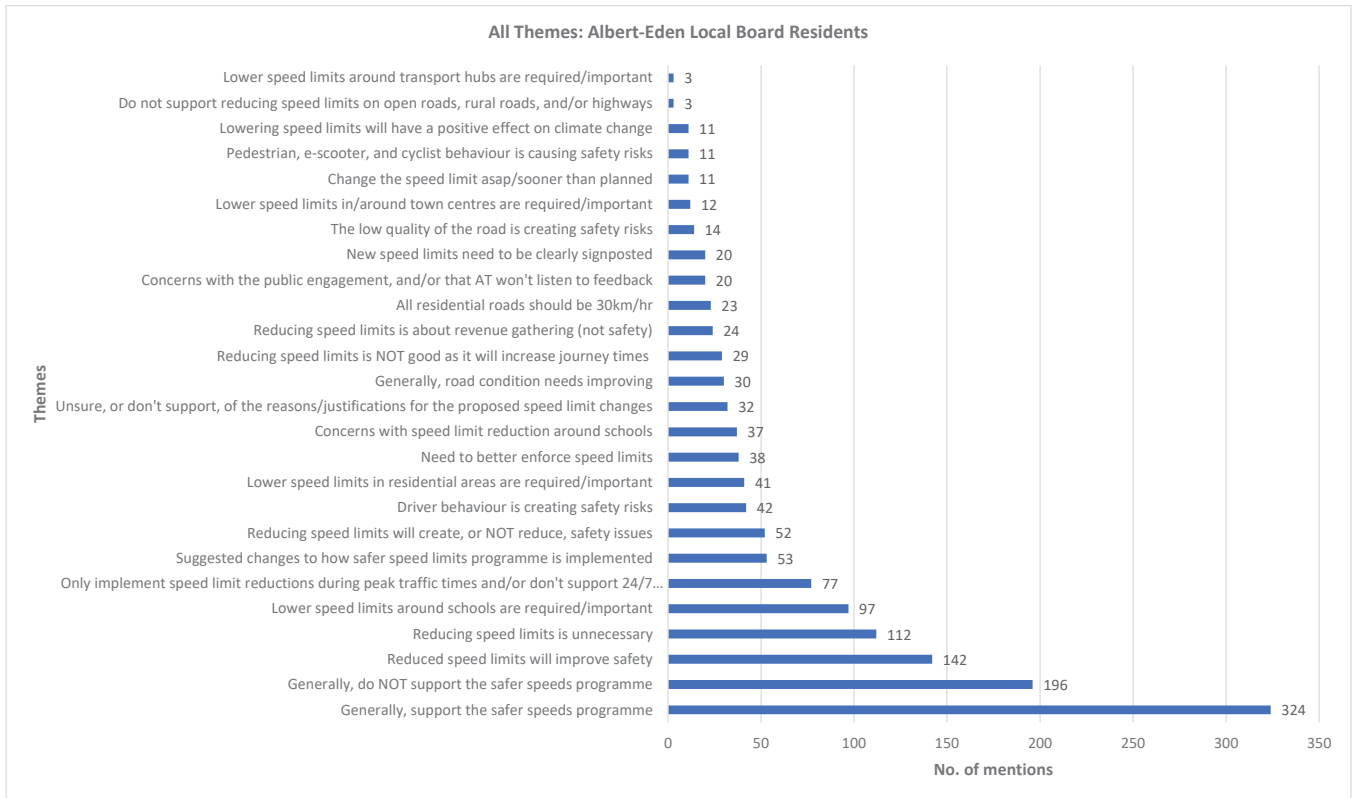
Part D – General themes from people who live within the local board area

The feedback form also provided the opportunity for respondents to provide general comments on the Safe Speed Programme. Most this feedback was general in nature and could not be attributed to a particular road.

This general feedback has been sorted into themes, and similar themes have been grouped together in topic areas. The feedback themes from respondents that said they live within the Albert-Eden Local Board area are outlined below.

Please note:

- The “Mentions” in the themes column of the tables indicates the number of times that theme was mentioned by people from the Albert-Eden Local Board area.
- It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Albert-Eden Local Board area, just themes.



Overall sentiment towards the Safer Speeds Programme

Feedback Theme	Main points
<p>Generally, support the safer speeds programme Mentions: 324</p>	<ul style="list-style-type: none"> • Support reduced speed limits as they will reduce crashes. • Making streets safer for pedestrians and cyclists can only be a good thing. • Support changes in high incident areas. • Support for speed limit changes around schools. • Support for speed limit changes around schools but only during school hours not 24/7. • Support for changes in inner city suburbs. • Believe other roads should also have a speed reduction. • Support speed reductions but don't agree with proposed speeds: <ul style="list-style-type: none"> ○ There should be less speed levels e.g. 30km/h residential, 60km/h rural and 80km/h motorway. ○ Support speed limit reduction to 40km/h not 30km/h. ○ 100km/h to 40km/h is too large of a change. • Support speed limit changes but they should be targeted to the road and researched.
<p>Generally, do NOT support the safer speeds programme Mentions: 196</p>	<ul style="list-style-type: none"> • Don't think speed is the issue, road maintenance is. • Don't think speed is the issue, poor driving is. • Don't think speed is the issue, poor enforcement is. • Drivers who decide to speed now will speed anyway. • Will make traffic congestion worse. • Previous programme to lower speed has not had an effect on accidents or deaths. • Current 30km/h hour speed limits are not working and will not work. • Speed limits below 40km/h are unrealistic. • Think speed limits should be raised. • Cars cannot travel faster than the speed limit in Metro Auckland anyway. • Do not support speed reductions on entire roads, rather just the stretch affected by accidents. • Do not support speed limit reductions, except around schools.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Don't support reducing speed on rural roads. • Programme with various speeds will cause confusion and people will be fined. • Put roads already lowered back to 100km/h, it causes dangerous driving with passing. • Thinks programme is pointless. • Thinks programme is a guise to force people out of using private cars.

General comments and suggestions about the Safer Speeds Programme and road safety

Feedback Theme	Main points
<p>Unsure, or don't support, of the reasons/justifications for the proposed speed limit changes Mentions: 32</p>	<ul style="list-style-type: none"> • Need to show why they justify the speed limit reductions. • AT need to show how many fatal crashes on the roads proposed justify the speed limit changes. • AT need to show the number of fatal crashes on Queen Street, Quay Street, Tangihua Street, and Anzac Avenue. • Show how many crashes were caused by speed and not due to other factors. • Using reports of accidents to make decisions is flawed as not all accidents are reported. • Accidents caused by texting and alcohol should not impact speed decisions. • Using speed around school to justify these changes is wrong as there are already speed limits around schools and most of the proposed changes are not near schools. • Seems driven by ideology not practicality. <ul style="list-style-type: none"> ○ Proposed changes are unrealistic. ○ Model is flawed/decision is based on incomplete or incorrect data. • People are capable of driving to the conditions. • Congestions means speed self-limits where necessary. • Speed limit reductions are a guise to force people out of using private cars. • The increase in injuries is probably in correlation to Auckland's growth. • Reducing rural roads to 80km/h is an attempt to ensure roads last longer, not for safety. • Proposal is based not on reducing speed reducing harm, but on cost being a limiting factor in providing safe roads. • These changes are being made to hide how bad AT has made Auckland's traffic congestion. • What are the reasons for these changes? • The roads mentioned for speed changes are inconsistent. • Too many roads have been selected.
<p>Reducing speed limits is unnecessary Mentions: 112</p>	<ul style="list-style-type: none"> • There is no need to lower speed limits/existing speed limits are safe. <ul style="list-style-type: none"> ○ Roads are safe for the current speed limits (flat, straight, visibility is good, very few hazards on the side of the road, no side roads). ○ Suggested roads already have speed calming measures (speed bumps, chicanes).

Feedback Theme	Main points
	<ul style="list-style-type: none"> Proposed speed limits are slower than necessary. <ul style="list-style-type: none"> 50km/h is a safe speed limit, no need to reduce below that. 30km/h speed limits are ridiculous / too slow / unnecessary. Speed limit reviews are a waste of time and money. Many roads require maintenance/upgrading to improve safety, not speed limit reductions. Due to congestion people already travel around the city at less than 50km/h. Auckland speed limits are much lower than other parts of New Zealand. Many of the proposed speed limit reductions don't make sense. Enough roads have had speed lowered already. Vehicles do not speed on this road(s). There have been no, or very few, crashes on this road(s). Cars are safer than ever. Vehicles are of better quality now and can travel at faster speeds safely. There are no proposed developments in this area that would make this road significantly busier. The justification that this limit should be reduced to be in keeping with surrounding roads isn't a satisfactory justification. There is already a variable speed limit for the dangerous part of the road. Road will still be unsafe for walking at the reduced speed limit. The changes are being made to slow journeys to get people to ride bikes. Just use LSZ signs.
<p>Reducing speed limits will create, or NOT reduce, safety issues</p> <p><i>Mentions: 52</i></p>	<ul style="list-style-type: none"> AT's speed limit reductions have so far caused increased crashes and deaths. Reduced speed limits have increased incidences of dangerous driving. Reduced speed limits have increased accidents. There is no evidence that reducing speeds will reduce deaths, in fact, the opposite has occurred. Following a non-relevant Scottish example is senseless. Reinstate the speed limits that were recently reduced by AT. Driver behaviour is the problem, not the speed limits. People who speed will still speed.

Feedback Theme	Main points
	<ul style="list-style-type: none"> Lower speed limits (and slow drivers) create driver frustration and dangerous behaviour, such as risky overtaking. Any motorist obeying a 50kmph limit who crashes and causes a fatality or serious injury is either elderly, pathetic, or on drugs/intoxicated. 30kmph speed limit won't change the cause of the accident. Reduced speed limits will not reduce crashes in South Auckland, most people do not obey the current speed limits. Reduced speed limit (to 30) will cause constant watching of speedometer instead of watching the road. Slow traffic encourages phones use. Variable speeds along same stretch of road causes driver distraction. Need to also change the design speed of the road, or changes will be ineffective. Proposal is about politicians being seen to do something, rather than actually improving safety. AT need to research and focus on changes that will actually improve safety. Why is AT not doing cost benefit analysis to justify these proposals? AT need to do a full economic analysis of the impacts of reducing speed limits, such as time wasted, increased travel times for buses/delivery vehicles/taxis etc. I work for insurance and monitor claims. 98% of our crash report claims are due to poor driver behaviour. 85% of faults causing death and serious injury are elderly. What is your strategy doing about the real cause for these areas?
<p>Reduced speed limits will improve safety</p> <p><i>Mentions: 142</i></p>	<ul style="list-style-type: none"> Lower speed limits will make people less likely to crash. Lower speed limits improve pedestrian safety. Lower speed limits will make our streets safer for children, elderly, and those with mobility issues. Limiting speed will make cycling safer. Lower speed limits in areas with speed related incidents. Lowering speed limit is the only option on some roads that cannot be improved in other ways. Road conditions are not suitable for the current speed limits, lowering them will improve safety.
<p>Reducing speed limits is NOT good as it will increase journey times</p> <p><i>Mentions: 29</i></p>	<ul style="list-style-type: none"> Reducing speed limits will increase journey times. Reduced speed limits increases pollution. Reduced speed will impact traffic flow. Reduced speed will increase congestion. Reduced speed limits will increase journey times for emergency services - they cannot exceed 30km/h over the limit.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Reduced driving speeds is increasing journey times from Pukekohe to Auckland. • Slower speeds, slows the economy. • Longer journey times mean increased risk of accidents. • Increased journey times will create risky, impatient drivers. • Reduced speed limits will negatively affect the public transport network. • Want to be compensated for wasted time. • Want to be compensated for wasted fuel.
Reducing speed limits is about revenue gathering (not safety) <i>Mentions: 24</i>	<ul style="list-style-type: none"> • Reducing speed limits is about revenue gathering. • Manurewa is being unfairly targeted to be fined and generate income. • South Auckland, and therefore Māori and Pacific communities, are being unfairly targeted. • Reduced speeds will lead to more petrol consumption and therefore are purely profit generation.
New speed limits need to be clearly signposted <i>Mentions: 20</i>	<ul style="list-style-type: none"> • New speed limits need to be clearly signposted. • New speed limits should be painted on the road as well as signposted.
Need to better enforce speed limits <i>Mentions: 38</i>	<ul style="list-style-type: none"> • Proposed changes will have minimal impact if not enforced. • General concerns about how speed limits will be enforced. • Better police roads with 50km/h speed limits. • Need more traffic cops. • Install speed cameras around schools. • Need more speed cameras can increase safety. • Need more random license and WOF checks. • Ensure courts enforce the law. • Need stronger penalties for breaking the road rules (one submitter suggested vehicles seized and if a repeat offender, crushed). • Need harsher penalties for those that speed past schools. • Make those caught speeding attend a course. • Need to police those driving too slow. • Great South Road between Drury and Papakura is never policed.

Feedback Theme	Main points
Driver behaviour is creating safety risks <i>Mentions: 42</i>	<ul style="list-style-type: none"> • Improve driver education to reduce crashes. • Drivers that should not have been given licenses is the issue. • Driver education should focus on more than speed, e.g. how to identify when it is safe to pull out, how to accelerate up to speed of other traffic. • Drivers should have to do a practical test every 10 years when they renew their licenses. • Better driver training/refresher courses. Use a hydraulic synaptic feedback chair to learn better risk assessment and understanding of poor driving decisions. • Require driver refresher courses that provide driver trainer in a hydraulic synaptic feedback chair. • Dangerous drivers are ruining it for the majority who drive within the current limits. • Driver education for teenagers in rural areas is required. • Bus drivers need more training as they create a risk. • Good driving should be rewarded to encourage better drivers. • Not fair to reduce speed limits and punish the vast majority of drivers who drive safely, for the minority that drive dangerously (who will drive dangerously anyway). • Drivers using mobile phones is causing crashes. • Cars that are poorly maintained or in poor condition are the cause of crashes, more than speed. • People are regularly running red lights which is dangerous. Install more red-light cameras. • Slow speed limits (and slow drivers) cause driver frustration and dangerous driving, such as risky overtaking. • Reduced speed limits have increased incidences of dangerous driving. • Removing passing lanes is resulting in risky overtaking. • Unless there is frequent signage drivers won't know what speed to go and will be distracted looking for signs. • Any motorist obeying a 50kmph limit who crashes and causes a fatality or serious injury is either elderly, pathic, or on drugs/intoxicated. 30kmph won't change the cause. • I work for insurance and monitor claims. 98% of our crash report claims are due to poor driver behaviour. 85% of faults causing death and serious injury are elderly. What is your strategy doing about the real cause for these areas?
Pedestrian, e-scooter, and cyclist behaviour is causing safety risks <i>Mentions: 11</i>	<ul style="list-style-type: none"> • Improve pedestrian education/road safety. • Children need to be taught road safety. • Pedestrians are distracted on their phones. • Pedestrians should be made responsible for their own actions.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Speed limits are fine; money would be better spent on teaching pedestrians/children to cross the road safely. • Children around schools running out on the road are unsafe. • Speed limits are fine, cyclists making risky decisions is the safety issue. • Cyclists should have registration numbers, some are dangerous. • Cyclists should be legally required to use cycle lanes where available and ride single file. • E-scooters on the road are a safety issue.
<p>The low quality of the road is creating safety risks</p> <p><i>Mentions: 14</i></p>	<ul style="list-style-type: none"> • Roads are dangerous due to lack of road maintenance. • Improve road quality with more crossings, stop signs, give ways etc. • Improve road signage and markings. • Various maintenance issues of concern, such as potholes, uneven surfaces, road slope, road surface, narrow roads, and subsidence. • Poor repairs and maintenance work that don't last or are in poor/uneven condition from the time of the repair are a problem. • More and more development is being permitted without improving road quality • Lack of passing zones encourages dangerous overtaking. • On street parking is causing safety issues - obscures vision on residential streets, and on major roads parked cars reduce lane widths leading to congestion.
<p>Generally, road condition needs improving</p> <p><i>Mentions: 30</i></p>	<ul style="list-style-type: none"> • Need to improve road maintenance and design. • Improving road condition/maintenance is more important than reducing speed limits. • Proposed speed limit reductions are to avoid necessary road maintenance. • Infrastructure suggestions to make the roads safer. <ul style="list-style-type: none"> ○ Speed tables. ○ Better quality maintenance. ○ Improve road signage, road markings, and lighting. ○ Speed limits should be painted on roads at regular intervals. ○ Need to make roads flow better. ○ Road calming suggestions. ○ More pedestrian crossings. • Improve road signage, road markings and lighting.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Need to make roads flow better. • Poor repairs and maintenance work that don't last or are in poor/uneven condition from the time of the repair are a problem. • Poor road condition is causing regular damage to vehicles. • Need to improve motorways and invest more time in them. • More and more development is being permitted without improving road quality.
<p>Change the speed limit asap/sooner than planned</p> <p><i>Mentions: 11</i></p>	<ul style="list-style-type: none"> • Implement speed limit reductions sooner. • Trial temporary speed limit reductions until new limits come into effect. • AT should take a bolder approach, introduce wider speed zones at a faster pace.
<p>Lowering speed limits will have a positive effect on climate change</p> <p><i>Mentions: 11</i></p>	<ul style="list-style-type: none"> • Reducing speed limits will reduce emissions. • Reducing speed limits will help to meet climate change goals. • Reducing speed limits encourages non-vehicle travel and therefore reduces emissions. • Reducing speed limits will reduce pollution.
<p>Suggested changes to how safer speed limits programme is implemented</p> <p><i>Mentions: 53</i></p>	<ul style="list-style-type: none"> • Define a low-speed limit across the area (e.g. 30 km/h in urban areas and 60 km/h in rural areas and 80 km/h on motorways) and only allow roads to be faster by exception. • Consider 10km/h speed reduction rather than 20km/h. • Rural roads should be 80km/h maximum. • 30km/h is too slow, should only consider implementing 40km/h limits. • Having 10km/hr speed increments is confusing. Stick with just odd numbers (i.e. 10, 30, 50, 70, 90, 110km/h). • Straight, long stretches of road should be 60km/h. • All South Auckland roads should be 50km/h. • In areas that have various speeds, stick with just 30km/h and 50km/h. • Reduce speed limits on all urban roads to reduce confusion. • The idea that speed limits should follow from design speeds is completely backwards. Lower the limit now and then design the street around that whenever it next comes to be rebuilt. • Ensure roads are designed/changed to reflect the speed limit for the road, so that people naturally travel the speed limit and feel uncomfortable travelling faster e.g. narrower roads, trees on alternating sides of the road, plant trees between the road and the footpath. • Low-cost, tactical changes need to be rolled out to support the reduced speed limits.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • In urban/residential areas reduced speed areas ought to take the form of low traffic neighbourhoods. • Do not create traffic calming that is unsuitable for small vehicles. • Speed limits should be implemented with road calming measures. • Speed limits should be implemented with extra driver education. • Do not support speed reductions on entire roads, rather just the stretch affected by crashes. • AT should be proactively monitoring and reviewing all roads for speed limit changes. • On dangerous stretches of road, yellow speed warning signs (like on state highways, where a suggested speed for hazardous corners is used) is a better measure to take. Encourage drivers to adjust to the conditions rather than set a speed target.

Times of days and locations where speed limit reductions are NOT supported

Feedback Theme	Main points
<p>Only implement speed limit reductions during peak traffic times and/or don't support 24/7 implementation</p> <p><i>Mentions: 77</i></p>	<ul style="list-style-type: none"> • Do not support 24/7 implementation of speed limits. • Only implement during peak traffic times. • Only implement during school hours, school pick-up and drop-off times, and/or during school terms. • Speed reductions should only be between 8am and 7pm. • Speed reductions should only be between 8am and 4pm. • Reducing speeds all day for a problem that only exists for a short period of time each day doesn't make sense. • Reducing speeds for 24 hours is impractical and impossible to police. • Speed limit signage around schools should be electronic so limits can be changed when necessary (increased in evenings and weekends).
<p>Do not support reducing speed limits on open roads, rural roads, and/or highways</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • Do not support reducing speed limits on open roads and/or highways. • Rural roads should have an open road speed limit so people can decide how fast they travel.
<p>Concerns with speed limit reduction around schools</p> <p><i>Mentions: 37</i></p>	<ul style="list-style-type: none"> • Schools are already speed limit zones, why add extra. • Limit should be 40km/h. • Should not be 24/7, and should be notified by illuminated, variable signs. • Different schools have different start times, so speed limits should be tailored to those times. • School zones should have more monitoring at peak times, not speed limit reductions. • Too many side roads around schools are included in low-speed limit. • Should only be 30km/h for a distance of 400m from each school. • Speed limits should be around primary schools only. • Only apply 30km/h speed limits to on schools that are not on main arterial roads. • It is not speed around schools that is the problem, it is parents dropping off and picking up dangerously, and buses. • People ignore low speed zones around schools anyway. • Is there a strategy to address school related traffic volume?

General locations where speed limit reductions are supported

Feedback Theme	Main points
<p>Lower speed limits around schools are required/important <i>Mentions: 97</i></p>	<ul style="list-style-type: none"> All schools should be included. Makes it safer for children going to/from school. Change speed limit around schools 40km/h. Speed limits around schools need to be standard, not 40kph at some and 30kph at others. Reduced speed limits should be restricted to school zones. Leave other roads 50km. Don't support the speed reductions, except around schools. There should be traffic calming measures and safety improvements (pedestrian islands) as well as lower speed limits. All schools should have flashing 30kmh signs at their boundary.
<p>Lower speed limits in residential areas are required/important <i>Mentions: 41</i></p>	<ul style="list-style-type: none"> All residential roads should be 30km/h. Lower speed limit is important, but it should be 35km/h or 40km/h. High density town roads should be 40km/h maximum. In a cul-de-sac or tight, narrow residential road, the limit should be lower than 30km/h. All minor side streets should be 30km/h. Need lower speed limits around parks, where children play. Residential roads have more potential for conflict (people turning out of driveways, pedestrians crossing the road, parked cars) and often have worse visibility. Modern cars are large and dangerous, lower speed limits in suburban roads would be safer for pedestrians.
<p>All residential roads should be 30km/hr <i>Mentions: 23</i></p>	<ul style="list-style-type: none"> All residential roads should be 30km/h. Will enable vehicles and bikes to share the road. Should be supported by physical measures to reduce speeds.
<p>Lower speed limits around transport hubs are required/important <i>Mentions: 3</i></p>	<ul style="list-style-type: none"> Transport hubs are high pedestrian areas so should have lower speed limits.

Feedback Theme	Main points
<p>Lower speed limits in/around town centres are required/important <i>Mentions: 12</i></p>	<ul style="list-style-type: none"> Town centres are high pedestrian areas so should have lower speed limits. Agree with speed reductions but speed limits should be 40km/h. The city should be 30km/h everywhere, with wider footpaths and narrower streets to encourage slow speeds.

Other comments and concerns

Feedback Theme	Main points
<p>Concerns with the public engagement, and/or that AT won't listen to feedback</p> <p><i>Mentions: 20</i></p>	<ul style="list-style-type: none"> • AT will not listen to public feedback. • AT needs to communicate their responses to feedback better. • There is very limited opportunity to provide feedback. • The outcomes have already been decided as you state, "no change is not an option". • AT only listens to vocal minority groups. • Sick of the government deciding things without consulting the ratepayers. • AT never propose increased speed limits. • AT need to release statistics to show proof of speed limit reduction requirements on each road. • Consultation website was poorly designed and difficult to navigate, meaning that an informed assessment cannot be made. • Concerns the map in the brochure drop is deceptive - the dots are incorrectly placed. • Had technical issues with the online survey and/or interactive map tool. • Concerns the leaflet is propaganda and doesn't contain accurate statistics. • Concern that there is a discrepancy between the online information when giving feedback and the leaflet drop:- D'Oyly Drive included in the leaflet but not the online 'Have your say'. • Stop using Facebook groups for feedback. • Need an option for people to be added to the mailing list once feedback is gathered that doesn't require giving feedback. • Future proposals should be posted on local community boards. • AT should communicate directly with locals and drive the roads to better understand the problems.
<p>Other comments</p>	<ul style="list-style-type: none"> • People parking in unsuitable places causes congestion and is unsafe. • Slows down emergency response vehicles who are only allowed to travel 20km/h above limit. • Rules around the use of E-scooters and bikes need to be formalised. e.g. giving way, signalling, where to ride, interactions with pedestrians. • Speed reductions of 50% or more will not be tolerated by the community. • Bicycles and buses now have more road than cars. • Once implemented, will there be a grace period to allow motorists to adjust to new limits?

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Road and street section selection is confusing - some cul de sacs around Great North Road (Avondale) are 30km/h but not all. • Accidents around Mt Eden, Truro Road, caused not by speed but by poor traffic management on game days. • Bus drivers need bus monitors to assist with managing order on school buses as the drivers are distracted and this is a safety issue. • Speed limits around Marae should be reduced. • Stop people parking their cars on Galaxy Drive. • Should be using digital speed signs. • Too many speed bumps are bad for the environment (braking and acceleration around speed bumps consume more fuel). • Road 'calming' measures are not fair/appropriate. • Proposed changes seem to unfairly target South Auckland • Need to better synchronise traffic lights through Auckland. • Need strict legislation around liability for cyclists and motorists causing accidents. • Consider introducing parking restrictions in busy / bottleneck areas to ease congestion and safety issues. • Ensure there is space for Loading Zones and School Drop Off Zones in busy areas, such as school zones. • Doesn't agree with the use of Te Reo Māori in the brochure. • Speed bumps in some suburbs have pushed the speeding problem into other suburbs (like Manurewa). • Electric vehicles need to make more noise so pedestrians can hear them. • Bus parking is an issue in the city. They do not indicate when they're pulling out. • Install more traffic lights at intersection of main roads/side streets to make it safer to turn right.



Safe Speeds Programme

Public feedback on proposed speed limit changes October/November 2021

Feedback related to Aotea/Great Barrier Local Board area



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Part A – Number of submitters from within the local board area

During October and November 2021, 7 people from within the Aotea/Great Barrier Local Board area submitted on the Safe Speeds Programme - proposed speed limit changes.



Part B – Feedback on roads within the local board area proposed for speed limit changes

In the first part of the feedback form, respondents were asked what they thought of the proposed speed limit changes for each road. Specifically they were asked:

- What do you think of the proposed speed limit change for this road? (*tick-box answers*)
- Why do you feel this way? (*open-ended answers*)

This section outlines:

- The sentiment expressed by respondents towards the proposed speed limit changes for each road within the Aotea/Great Barrier Local Board area ('What do you think of the proposed speed limit change for this road?')
- A summary of the open-ended feedback received for each road within the Aotea/Great Barrier Local Board area ('Why do you feel this way?').

<<< No roads were proposed for changes in this Local Board area, so no roads, sentiment, or feedback available for this section.>>>



Part C – Feedback on roads within the local board area NOT proposed for speed limit changes

Some respondents also identified roads that they thought needed changes, which were not proposed for speed limit reductions. Please note:

- To prevent having lots of themes that were only mentioned once or twice we grouped suggestions into suburbs and used the 'main points' for the themes to identify the roads being mentioned.
- Some suburbs are situated within more than one local board area, as such there may be some roads in this section which are not relevant to the Aotea/Great Barrier Local Board area. It saved a significant amount of time reporting in this way.

<<<No additional roads were proposed for the Great Barrier Local Board>>>



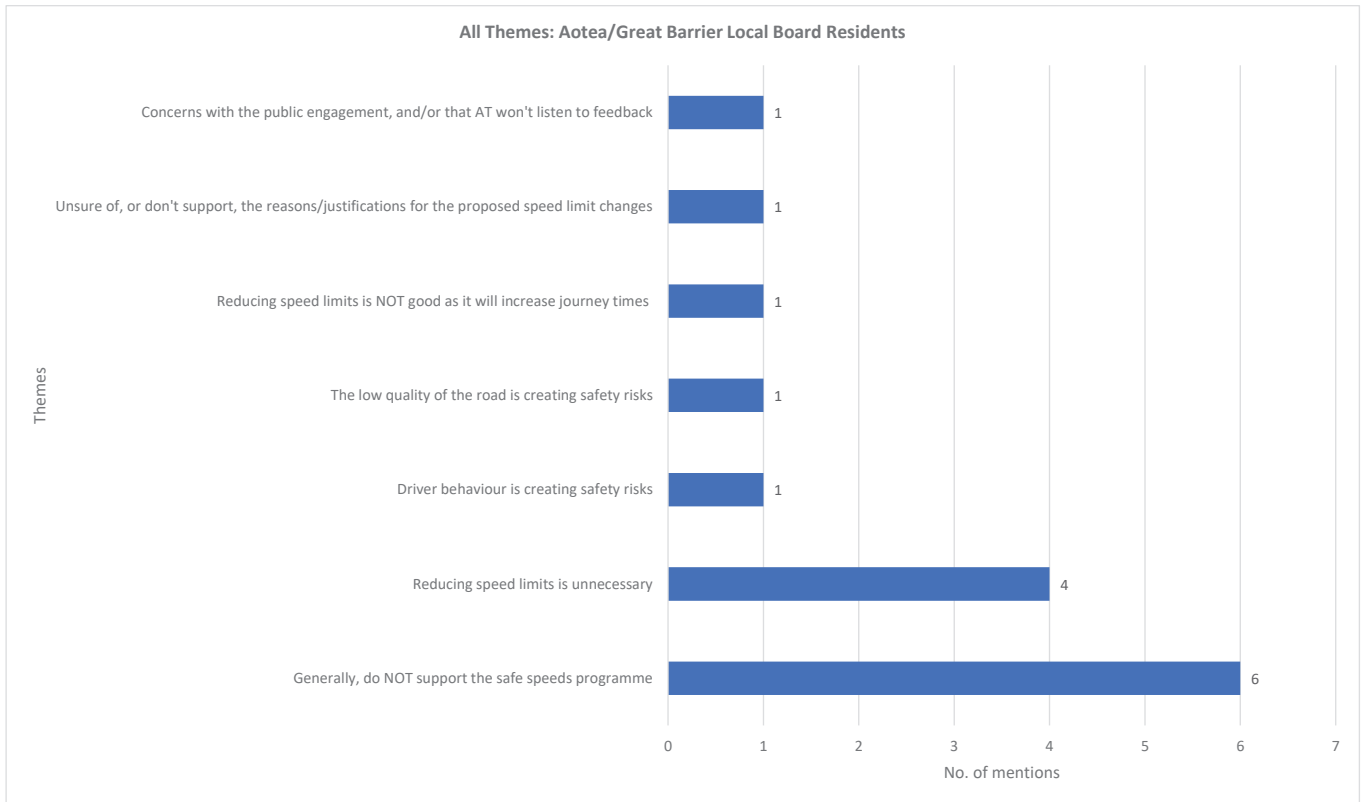
Part D – General themes from people who live within the local board area

The feedback form also provided the opportunity for respondents to provide general comments on the Safe Speed Programme. Most this feedback was general in nature and could not be attributed to a particular road.

This general feedback has been sorted into themes, and similar themes have been grouped together in topic areas. The feedback themes from respondents that said they live within the Aotea/Great Barrier Local Board area are outlined below.

Please note:

- The “Mentions” in the themes column of the tables indicates the number of times that theme was mentioned by people from the Aotea/Great Barrier Local Board area.
- It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Aotea/Great Barrier Local Board area, just themes.



Overall sentiment towards the Safe Speeds Programme

Feedback Theme	Main points
Generally, do NOT support the Safe Speeds Programme <i>Mentions: 6</i>	<ul style="list-style-type: none"> Don't think speed is the issue, road maintenance is. Don't think speed is the issue, poor driving is. Don't think speed is the issue, poor enforcement is. Drivers who decide to speed now will speed anyway. Will make traffic congestion worse. Previous programme to lower speed has not had an effect on accidents or deaths. Current 30km/h hour speed limits are not working and will not work. Speed limits below 40km/h are unrealistic. Think speed limits should be raised. Do not support speed reductions on entire roads, rather just the stretch affected by accidents. Do not support speed limit reductions, except around schools. Don't support reducing speed on rural roads. Programme with various speeds will cause confusion and people will be fined. Aotea/Great Barrier community said don't change it. Thinks programme is pointless. Thinks programme is a guise to force people out of using private cars.

General comments and suggestions about the Safe Speeds Programme and road safety

Feedback Theme	Main points
<p>Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes</p> <p>Mentions: 1</p>	<ul style="list-style-type: none"> • Need to show why they justify the speed limit reductions. • AT need to show how many fatal crashes on the roads proposed justify the speed limit changes. • Show how many crashes were caused by speed and not due to other factors. • Using reports of accidents to make decisions is flawed as not all accidents are reported. • Accidents caused by texting and alcohol should not impact speed decisions. • Seems driven by ideology not practicality. <ul style="list-style-type: none"> ◦ Proposed changes are unrealistic. ◦ Model is flawed/decision is based on incomplete or incorrect data. • People are capable of driving to the conditions. • Congestions means speed self-limits where necessary. • Speed limit reductions are a guise to force people out of using private cars. • The increase in injuries is probably in correlation to Auckland's growth. • Reducing rural roads to 80km/h is an attempt to ensure roads last longer, not for safety. • Proposal is based not on reducing speed reducing harm, but on cost being a limiting factor in providing safe roads. • These changes are being made to hide how bad AT has made Auckland's traffic congestion. • What are the reasons for these changes? • The roads mentioned for speed changes are inconsistent. • Too many roads have been selected.
<p>Reducing speed limits is unnecessary</p> <p>Mentions: 4</p>	<ul style="list-style-type: none"> • There is no need to lower speed limits/existing speed limits are safe. <ul style="list-style-type: none"> ◦ Roads are safe for the current speed limits (flat, straight, visibility is good, very few hazards on the side of the road, no side roads). ◦ Suggested roads already have speed calming measures (speed bumps, chicanes). • Proposed speed limits are slower than necessary. <ul style="list-style-type: none"> ◦ 50km/h is a safe speed limit, no need to reduce below that. ◦ 30km/h speed limits are ridiculous / too slow / unnecessary.

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November 2021 – Safe Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Speed limit reviews are a waste of time and money. • Many roads require maintenance/upgrading to improve safety, not speed limit reductions. • Due to congestion people already travel around the city at less than 50km/h. • Many of the proposed speed limit reductions don't make sense. • Enough roads have had speed lowered already. • Vehicles do not speed on this road(s). • There have been no, or very few, crashes on this road(s). • Cars are safer than ever. • Vehicles are of better quality now and can travel at faster speeds safely. • There are no proposed developments in this area that would make this road significantly busier. • The justification that this limit should be reduced to be in keeping with surrounding roads isn't a satisfactory justification. • There is already a variable speed limit for the dangerous part of the road. • Road will still be unsafe for walking at the reduced speed limit. • The changes are being made to slow journeys to get people to ride bikes. • Just use LSZ signs.
<p>Reducing speed limits is NOT good as it will increase journey times</p> <p>Mentions: 1</p>	<ul style="list-style-type: none"> • Reducing speed limits will increase journey times. • Reduced speed limits increases pollution. • Reduced speed will impact traffic flow. • Reduced speed will increase congestion. • Driving around rural roads in Aotea/Great Barrier will take too long at lower speeds. • Longer journey times mean increased risk of accidents. • Increased journey times will create risky, impatient drivers. • Want to be compensated for wasted time. • Want to be compensated for wasted fuel.
<p>Driver behaviour is creating safety risks</p> <p>Mentions: 1</p>	<ul style="list-style-type: none"> • Improve driver education to reduce crashes. • Drivers that should not have been given licenses is the issue. • Driver education should focus on more than speed, e.g. how to identify when it is safe to pull out, how to accelerate up to speed of other traffic.

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November 2021 – Safe Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Drivers should have to do a practical test every 10 years when they renew their licenses. • Better driver training/refresher courses. Use a hydraulic synaptic feedback chair to learn better risk assessment and understanding of poor driving decisions. • Require driver refresher courses that provide driver trainer in a hydraulic synaptic feedback chair. • Dangerous drivers are ruining it for the majority who drive within the current limits. • Driver education for teenagers in rural areas is required. • Bus drivers need more training as they create a risk. • Good driving should be rewarded to encourage better drivers. • Not fair to reduce speed limits and punish the vast majority of drivers who drive safely, for the minority that drive dangerously (who will drive dangerously anyway). • Drivers using mobile phones is causing crashes. • Cars that are poorly maintained or in poor condition are the cause of crashes, more than speed. • People are regularly running red lights which is dangerous. Install more red-light cameras. • Slow speed limits (and slow drivers) cause driver frustration and dangerous driving, such as risky overtaking. • Reduced speed limits have increased incidences of dangerous driving. • Removing passing lanes is resulting in risky overtaking. • Unless there is frequent signage drivers won't know what speed to go and will be distracted looking for signs. • Any motorist obeying a 50kmph limit who crashes and causes a fatality or serious injury is either elderly, pathic, or on drugs/intoxicated. 30kmph won't change the cause. • I work for insurance and monitor claims. 98% of our crash report claims are due to poor driver behaviour. 85% of faults causing death and serious injury are elderly. What is your strategy doing about the real cause for these areas?
<p>The low quality of the road is creating safety risks</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Roads are dangerous due to lack of road maintenance. • Improve road quality with more crossings, stop signs, give ways etc. • Improve road signage and markings. • Various maintenance issues of concern, such as potholes, uneven surfaces, road slope, road surface, narrow roads, and subsidence. • Poor repairs and maintenance work that don't last or are in poor/uneven condition from the time of the repair are a problem. • On street parking is causing safety issues - obscures vision on residential streets, and on major roads parked cars reduce lane widths leading to congestion.

Other comments and concerns

Feedback Theme	Main points
<p>Concerns with the public engagement, and/or that AT won't listen to feedback</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • AT will not listen to public feedback. • AT did not listen to feedback regarding last speed limit review in Aotea/Great Barrier, it is now more dangerous. • AT needs to communicate their responses to feedback better. • There is very limited opportunity to provide feedback. • The outcomes have already been decided as you state, "no change is not an option". • AT only listens to vocal minority groups. • Sick of the government deciding things without consulting the ratepayers. • AT never propose increased speed limits. • AT need to release statistics to show proof of speed limit reduction requirements on each road. • Consultation website was poorly designed and difficult to navigate, meaning that an informed assessment cannot be made. • Concerns the map in the brochure drop is deceptive - the dots are incorrectly placed. • Had technical issues with the online survey and/or interactive map tool. • Concerns the leaflet is propaganda and doesn't contain accurate statistics. • Stop using Facebook groups for feedback. • Need an option for people to be added to the mailing list once feedback is gathered that doesn't require giving feedback. • Future proposals should be posted on local community boards. • AT should communicate directly with locals and drive the roads to better understand the problems.



Safe Speeds Programme

Public feedback on proposed speed limit changes October/November 2021

Feedback related to Devonport-Takapuna Local Board area



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Part A – Number of submitters from within the local board area

During October and November 2021, 319 people from within the Devonport-Takapuna Local Board area submitted on the Safe Speeds Programme - proposed speed limit changes.



Part B – Feedback on roads within the local board area proposed for speed limit changes

In the first part of the feedback form, respondents were asked what they thought of the proposed speed limit changes for each road. Specifically they were asked:

- What do you think of the proposed speed limit change for this road? (*tick-box answers*)
- Why do you feel this way? (*open-ended answers*)

This section outlines:

- The sentiment expressed by respondents towards the proposed speed limit changes for each road within the Devonport-Takapuna Local Board area ('What do you think of the proposed speed limit change for this road?')
- A summary of the open-ended feedback received for each road within the Devonport-Takapuna Local Board area ('Why do you feel this way?').



Road name	Cassia Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Charles Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Charles St has buses traveling along it and is in a residential area. On-street parking makes the street narrow and difficult for buses to navigate down. Cars travelling at speed put the bus, bikes, and walkers in danger.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> This is a main route for those using the area - 30kph 24/7 seems crazy.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> Maybe reduce speed limit for an hour in the morning and/or afternoon school time but not all the time.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Datura Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> I think that this road is not close enough to the school and such a large area with a 30kph limit will not have as much impact in reducing speeds. Ultimately making it less safe in the areas immediately next to the school.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> There are many cars parked on street parking resulting in narrow roads to navigate. People driving in this area drive much slower than the speed limit and drive safely to navigate the roads. I think that this road is not close enough to the school and such a large area with a 30kph limit will not have as much impact in reducing speeds.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Erica Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Heather Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Herbert Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on the road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> This is a dead end, narrow street.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Jonathan Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Juniper Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	5
I think the current speed limit on this road should be kept the same	9
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
I think the speed limit should be lower than what is proposed	1
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 4</i>	<ul style="list-style-type: none"> Cars and buses drive too fast for children/pedestrians. Lots of drag races and car accidents - lower limit will be safer. High number of young school children, and high number of near misses with people exiting blind corners onto Juniper. But do not add any more judder bars. High traffic and high-speed areas during school time.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> This will cause unnecessary delays and skirting of rules and resulting accidents because of the delays. If the speed limit is lowered, it will cause more accidents.
The reduced speed limit is unnecessary <i>Mentions: 9</i>	<ul style="list-style-type: none"> There are many speed bumps that exist along Juniper road which already slow down cars. There is no need to introduce additional speed limits. Cars are limited in speed by the many speed bumps already. This road already has appropriate speed reducing bumps.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Is a primary "through road" for all types of traffic and not close to the Sunnynook Primary School.

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> This will cause unnecessary delays and skirting of rules because of the delays.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> Should have speed camera to enforce new speed limits, suggest at the bottom of the hill.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Need a proper and safe place to cross the road.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Cars and buses drive too fast for children/pedestrians, this road should have speed humps to force lowered speed.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

Road name	Jutland Road
Part of road	Between Francis Street to the southern end of Jutland Road

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	5
I think the current speed limit on this road should be kept the same	4
I think the speed limit should be lower than what is proposed	5
Other	6

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 4</i>	<ul style="list-style-type: none"> Busy road with cars parked on both sides. Many cyclists and it is a main road leading to a school, many young families with kids riding bikes and scooters throughout the day. Corridor for road travel as well as primary school walking traffic. People travel too fast on suburban roads, so reducing the speed limit, especially near schools, makes absolute sense.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> Road very busy at school times but too congested to go over 50kph anyway and is not crossed other than at the controlled crossing outside the school, and footpaths and verges are wide enough to accommodate pedestrians - 50kph is fine. It's a small group of residential streets. There's nothing wrong with the standardised speed of 50kph.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> This is a main route for those using the area - 30kph 24/7 seems crazy.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> There will be no way of enforcing the new speeds and to me seems like a total waste of money.
Driver behaviour is causing safety risks <i>Mentions: 3</i>	<ul style="list-style-type: none"> People are already travelling over speed limit - enforcement required, not lower speed limits. Drivers speed on this road, making it difficult to turn from side streets. Drivers speed between speed bumps, and do not obey the Stop control at Francis St.

Why do you feel this way?	
Feedback Theme	Main points
Need to better enforce speed limits <i>Mentions: 2</i>	<ul style="list-style-type: none"> • People are already travelling over speed limit - enforcement required, not lower speed limits. • There will be no way of enforcing the new speeds and to me seems like a total waste of money.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Maybe reduce speed limit for an hour in the morning and/or afternoon school time but not all the time.
Extend the reduced speed limit to include more of the road <i>Mentions: 6</i>	<ul style="list-style-type: none"> • Need to apply on Francis St and extend further up Jutland Rd (toward Lake Rd) - more children (incl. walking school bus) walk along these roads to school than reflected in proposal. • Reduced speed limit should be all of Jutland Rd. • Should be 30kph for whole road - difficult to turn out from side street with fast traffic, plus lots of children riding bikes to Hauraki Primary, Belmont Intermediate, and Takapuna Grammar. • I think the reduced speed limit along Jutland should be extended to start at corner of Northboro Rd as Jutland Rd is the main access road to Hauraki school. It is also the road most widely used by children who bike/scooter/walk to not only Hauraki but also Belmont Intermediate and Takapuna Grammar school. • 30kph should be the limit for the entire length of Jutland Rd. • Proposed speed limit should apply to whole road, as the road becomes a race track and with parked cars and buses there is often only one way possible, and cars race to get through the space first.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Speed should be even lower than proposed: Jutland Rd is very narrow and with intensification there are a lot of cars parked on the roadside. Also, there is a regular bus service 802 and 801. The buses have trouble moving down the road due to the parked vehicles. Children biking to school are at danger from cars travelling too fast. Finally crossing the road is hard due to reduced visibility for children due to the parked cars and speed of traffic.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

Road name	Kerria Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> • I think that this road is not close enough to the school and such a large area with a 30kph limit will not have as much impact in reducing speeds. Ultimately making it less safe in the areas immediately next to the school.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Street has good visibility, and not many children walk down here. • I think that this road is not close enough to the school and such a large area with a 30kph limit will not have as much impact in reducing speeds.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Lyford Crescent
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	3
I think the current speed limit on this road should be kept the same	1
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> High traffic and high-speed areas during school time. At times a busy road. The road is narrow, windy, and uneven, with cars parked on both sides, and the view is very poor. It is not safe for the children to cross the road after school.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> What would be far more logical and effective at achieving the targeted result, would be to make the speed limit 30kph, 20kph, or 15kph on the roads near schools at the days/times of school start and finish. I.e., Expand on AT's existing method that according to the crash rates I've seen, is effective. This approach should be applied to those roads around schools with a demonstrable risk/improvement opportunity, not just a map circled from a remote desk that provides no improvement opportunity.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> What would be far more logical and effective at achieving the targeted result, would be to make the speed limit 30kph, 20kph, or 15kph on the roads near schools at the days/times of school start and finish. I.e., Expand on AT's existing method that according to the crash rates I've seen, is effective. This approach should be applied to those roads around schools with a demonstrable risk/improvement opportunity, not just a map circled from a remote desk that provides no improvement opportunity.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Marsden Street
Part of road	full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> There is a school entrance on the road and the street is pretty narrow, with cars always parked reducing visibility of children and other cars - should be 30kph at all times to keep everyone safe.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> 40kph seems reasonable - 30kph seems a bit overkill.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Pine Ridge Terrace
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Will make people late to drop off/pick up their children.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Sequoia Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	2
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> I think that this road is not close enough to the school, and such a large area with a 30kph limit will not have as much impact in reducing speeds. Ultimately making it less safe in the areas immediately next to the school.
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> No need to change the speed limit. Street is wide enough to safely walk, and not many children walk down here. It also leads to physical traffic calming on Jupiter. I think that this road is not close enough to the school and such a large area with a 30kph limit will not have as much impact in reducing speeds. Ultimately making it less safe in the areas immediately next to the school.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Sydney Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Tonkin Drive
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	7
I think the current speed limit on this road should be kept the same	2
I think the speed limit should be lower than what is proposed	1
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer Mentions: 8	<ul style="list-style-type: none"> All roads near schools need a lower than 50kph speed limit for children pedestrians. Lots of children using the park, and very limited visibility. The road should be 30kph due to school, three preschools, shops, and access to Sunnynook Park. Road is narrow and often have cars parked on it. High traffic and high-speed areas during school time. There are shops, childcare centres, and parks where there is a lot of traffic and children. The speed limit should be low here. This can be a hazardous road with people reversing from parking spaces, crossing, turning.
The reduced speed limit is unnecessary Mentions: 2	<ul style="list-style-type: none"> The main gate/access to Sunnynook Primary (and their car park) is down a non-exit/enclosed 300m road - NOT located on a main thoroughfare, as with other schools. Existing traffic calming already slows down traffic on this street.
Only support the reduced speed limit for a certain period of the day Mentions: 1	<ul style="list-style-type: none"> Support the proposed reduced speed limit during school hours.
Other physical improvements suggested Mentions: 2	<ul style="list-style-type: none"> Better pedestrian crossing and school signage on Tonkin of school nearby (Lyford Cres) would help. Suggest stopping Tonkin Dr being a thoroughfare - the steep section to Juniper Rd could be split at 27.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Trinidad Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> 50kph speed limit as current is too fast on this road. High traffic and high-speed areas during school time.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> I think that this road is not close enough to the school and such a large area with a 30kph limit will not have as much impact in reducing speeds. Ultimately making it less safe in the areas immediately next to the school.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> I think that this road is not close enough to the school and such a large area with a 30kph limit will not have as much impact in reducing speeds.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Waitemata Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	3

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> It is a more appropriate speed limit for a street with a school and a zebra crossing. The proposed speed limit seems sensible, the number of children that use the area and general pedestrian activity warrant a new lower speed limit. The current speed limit is unattainable in a safe manner at most times of the day in this area

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Walter Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	3

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> People travel too fast on suburban roads, so reducing the speed limit, especially near schools, makes absolute sense.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> When children attend Hauraki School (Jutland Rd) travel to/from school, the usual 40kph limit is adhered to - the area is so busy as children and parents come and go cars usually crawl through at 20kph - there is absolutely no reason for further rules and regulations.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> This is a main route for those using the area - 30kph 24/7 seems crazy.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Wylie Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

Part C – Feedback on roads within the local board area NOT proposed for speed limit changes

Some respondents also identified roads that they thought needed changes, which were not proposed for speed limit reductions. Please note:

- To prevent having lots of themes that were only mentioned once or twice we grouped suggestions into suburbs and used the 'main points' for the themes to identify the roads being mentioned.
- Some suburbs are situated within more than one local board area, as such there may be some roads in this section which are not relevant to the Devonport-Takapuna Local Board area. It saved a significant amount of time reporting in this way.

Suburb	Belmont
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 7</i>	<ul style="list-style-type: none"> • Eversleigh Rd - Lower vehicle speeds: Lots of foot traffic and parked cars visiting the cafe, as well as being a bus and walking school bus route. • Bardia St - Lower speed limit. • Seacliffe Ave - Lower speed limit. • Northboro Rd - Lower speed limit: Cars drive very fast, and it is dangerous for pedestrians. • Montgomery Ave - Lower vehicle speeds: This is a residential street, but, as with all the roads around here, people use it as a cut through to avoid Lake Road traffic. • Alamein Ave - Lower speed limit: Current 50kph limit is too fast - parked vehicles (even on just one side) narrows the road to one lane, and at the Eastern end is a blind corner which, at the best of times, is dangerous. • Westwell Rd - Lower speed limit: Road surrounded by three schools, with young people crossing, walking, and parent pick-ups/drop-offs, and speeding traffic rat-running to avoid Lake Rd, have been near misses.



Suburb	Castor Bay
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 5</i>	<ul style="list-style-type: none"> The Esplanade - Lower speed limit to 20kph: This area is effectively in a park. The Speed management Guide recommends 20kph limits here to accommodate high levels of active road use by children. The Esplanade - Lower speed limit from 50kph to 40kph: 50kph is way too fast on this road, but 30kph is too slow and will congest traffic, as this road can be quite busy in the mornings. Beach Rd - Lower speed limit or change parking: Too dangerous for a 50kph limit, due to the ability of cars to park on Beach Rd, making it very narrow at a blind corner which is incredibly dangerous. Peter Tce - Lower speed limit: Not safe to drive at 50kph, even when it is not busy. It is also a school area used to access Campbells Bay School. Braemar Rd - Lower speed limit (to 30kph) and install traffic calming: Narrow, twisty road with many blind corners and parked cars - 50kph is inappropriate. Please add traffic calming measures and lower the speed limit.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Beach Rd - Lower speed limit or change parking: Too dangerous for a 50kph limit, due to the ability of cars to park on Beach Rd, making it very narrow at a blind corner which is incredibly dangerous.



Suburb	Devonport
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 17</i>	<ul style="list-style-type: none"> Coronation St - Lower vehicle speeds: Used as a cut through to Lake Road, with lots of parked cars and sun strike at certain times of the day it is becoming very dangerous. Many young families live on this street, as well as elderly people in the hospital. Albert Rd - Lower speed limit: Busy road, regardless of being a residential area with many children walking/biking to/from school, but no pedestrian crossings so children cross everywhere. Road is too narrow even for 50kph limit, but vehicles exceed limit anyway, visibility is low due to the curves. Vauxhall Rd - Lower vehicle speeds: Devonport kindergarten has a pedestrian crossing right outside it but cars ignore it, exceeding 50kph limit to get from Devonport up to Narrow Neck. Tainui Rd/Vauxhall Rd - Lower vehicle speeds: Dangerous intersection with cars speeding from Vauxhall Rd, while others are trying to turn out of Tainui, and a pedestrian crossing largely ignored by both, as well as a cycle lane frequented by school children. Multiple near misses. Flagstaff Tce - Lower speed limit: High volumes of pedestrians - lower limit will make the high street more pleasant. Victoria Rd - Suggest roundabout: This is a dangerous intersection that needs a roundabout. Vauxhall Rd - Lower vehicle speeds: Currently cars are travel at unsafe speeds. Vauxhall Rd - Lower speed limit and suggest traffic calming: Current limit is rarely followed, and the gradient of the hill means limited visibility for both pedestrians and drivers. There is a kindergarten and frequently children cross the road with cars approaching at high speeds. Victoria Rd - Lower speed limit: High number of people cross the street to the waterfront, many elderly and young people. Vauxhall Rd - Lower vehicle speeds: Have been pedestrian-vehicle accidents, and some drive right through pedestrian crossing. Particularly dangerous with parked cars limiting visibility and on game days. King Edward Pde - Suggest pedestrian crossing: Really difficult to get from one side to the other with speeding cars, and visibility obscured by parked cars - need pedestrian crossing here as disabled people and pram-pushers struggle. Kawerau Ave - Lower speed limit to 40kph: Busy road with rat running to and from Regent, Aramoana and Ngataringa. Vehicles frequently drive at excessive speeds. ECE centre at number 7. Vauxhall Rd - Do not reduce speed limit: Vast majority of people drive at sensible speeds on this road, and the speed bump near Narrow Neck beach already slows traffic at the most dangerous point in the road. Calliope Rd/Victoria Rd - Suggest roundabout and lower speed limit to 40kph: Cycling up from the village is particularly dangerous - to continue up Victoria Rd you must ride in the middle lane, which motorists do not appreciate - a roundabout at this junction would make it safer and provide a suitable point to lower speed to 40kph through the village. Lake Rd/Esmonde Rd - Improve intersection: A nightmare spot for cyclists - needs improvement - lowering speed limit is not the solution here. Kerr Rd - Lower speed limit: Should be included in proposal due to preschool/play centre and Devonport Primary on this narrow street, and speeding vehicles (cars with trailers, trucks), no school crossing, minimal signage, and lots of on-street parking.

Feedback Theme	Main points
	<ul style="list-style-type: none"> Speed limits should be reduced in many more urban centres (from 50 to 30). Large areas of Devonport would be appropriate for this change. It will encourage more active modes of transport.

Suburb	Forrest Hill
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 3</i>	<ul style="list-style-type: none"> Forrest Hill Rd - Suggest pedestrian crossing (or at least a traffic island) near the Richards Ave bus stops. Easy to exceed 50kph in a car on downhill stretch after Greville Reserve, and feels unsafe as a pedestrian, cyclist, bus user to cross this wide, busy and fast road. Suggest traffic calming, and pedestrian crossing for safe crossing close to bus stops and walkway. Meadowvale Ave - Lower speed limit to 30kph. Forrest Hill Rd - Suggest raised pedestrian crossing. Becroft Dr - Lower speed limit: Limit should be reduced due to the school and the number of people (especially school children) in this area heading to the bus station.
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> Forrest Hill Rd - Suggest pedestrian crossing (or at least a traffic island) near the Richards Ave bus stops. Easy to exceed 50kph in a car on downhill stretch after Greville Reserve, and feels unsafe as a pedestrian, cyclist, bus user to cross this wide, busy and fast road. Suggest traffic calming, and pedestrian crossing for safe crossing close to bus stops and walkway. Forrest Hill Rd - Suggest raised pedestrian crossing.



Suburb	Hauraki
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Feedback Theme	Main points
<p>Other roads/suggestions for reduced vehicle speeds</p> <p><i>Mentions: 19</i></p>	<ul style="list-style-type: none"> • Suggest 30kph limit throughout the peninsula, particularly Devonport Rd, Lake Rd, Narrow Neck Rd. • Francis St and Norman Ave - Lower speed limit: should be included in proposal. • Hart Rd - Lower vehicle speeds: is a corridor for road travel as well as primary school walking traffic - people speed up between the speed bumps and don't obey the stop sign at Frances St. • Francis St - Lower speed limit: to protect children, elderly people, cyclists, and pets. Francis has cars parked on both sides limiting visibility, and buses travel down, sometimes at speed, while children use the road to walk to all the schools in the area. • Stone St - Lower vehicle speeds: high volumes of traffic in a small street due to rat-running in peak times, with vehicles speeding up this street to make up time. Countless close calls with cars and this a major safety issue for everybody who lives on the street. • Norman Rd (Takapuna) - Lower speed limit to 30kph: used as a rat-run from Lake Rd, with cars speeding well over the speed limit in this narrow road, where cars are parked on both sides. Dangerous entering or exiting driveways and negotiating speeding oncoming cars when visibility is restricted/poor and there have been several near misses. Lots of children in this street, and people drive 60-80kph. • Purchas Rd - Lower vehicle speeds: used as a rat-run to avoid Lake Rd, with cars driving very fast, often crossing the centreline around the corner. • Hauraki Rd - Lower speed limit to 30kph: Used as a rat-run to avoid congestion on Lake Rd, speeding down from the top after the free turn, before turning into Clifton. • Northboro Rd - Lower vehicle speeds: after school this road is incredibly busy, and difficult for children from Hauraki to find a safe time to cross. There are also young inexperienced drivers, and with the new Eversleigh Rd development and no crossing on this road, it is an accident waiting to happen. • Intersection between Northboro and Jutland - Lower vehicle speeds: is extremely dangerous and a bad accident waiting to happen. Cars speed down entire length of Jutland Rd often in excess of 70-80kph at night/evening - enforcement an issue. Regularly feel unsafe. • Harley Rd - Lower speed limit to 30kph: is a narrow road only 4.5m wide. People drive too fast and almost collide, especially turning from Eldon St into Harley Rd (do not obey Stop controls). They are steep roads and people can't see what is coming and there should be safety for the residents. • Around Hauraki School should be 40kph, not 30kph as proposed, as the roads are quite wide (wider than Harley Rd). • Francis St - Lower speed limit: it is on the walking school bus route, and on-street parked cars make the street narrow and difficult for buses to navigate down. Cars travelling at speed put the bus, bikes and walkers in danger.
<p>Other physical improvements suggested</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Suggest lower speed limit (30kph), speed calming, enforcement, dedicated bus lanes, separated bike lanes, particularly around schools and all throughout peninsula wherever there are footpaths (specifically Devonport Rd, Lake Rd, Narrow Neck Rd).



Feedback Theme	Main points
<p><u>Don't</u> reduce speed limits on these roads in future</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • Francis St, Northboro St, Norman Rd, Hart Rd: current speed limit is appropriate and haven't seen or heard of any accidents on this street. Good footpaths on this road that are well separated from the road by a wide berm. Keeping the city moving is also important and adding 40% to journey times will be an impediment to productivity in the area.

Suburb	Milford
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> Pierce Rd - Lower speed limit to 30kph: Many pedestrians and cyclists from Kitchener. Reduce vehicle speeds around Milford, particularly Prospect Tce, Rangitoto Tce, Penning Rd, Bevyn St, Heathcote Rd - Lower speed limit from 50kph to 30kph: Narrow roads, walking children - 50kph is too fast. East Coast Rd, Kitchener Rd, Shakespere Rd, Taharoto Rd - Lower speed limit: Children cycling to many schools in the area do not have protected cycle paths here, so limit should be lowered.

Suburb	Narrow Neck
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> Hamana St - Lower speed limit to 30kph: Narrow road that forces cyclists (including many students) and drivers into conflict - should be 30kph or protected cycling facilities. Seacliff Ave - Lower speed limit to 30kph: Narrow road that forces cyclists (including many students) and drivers into conflict - should be 30kph or protected cycling facilities. Winscombe St - Lower speed limit to 30kph: Narrow road that forces cyclists (including many students) and drivers into conflict - should be 30kph or protected cycling facilities. Vauxhall Road - Lower speed limit to 30kph: Between here and Hamana St - many people crossing the road with kids, gear, kayaks, boats.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Seacliff Ave - Lower speed limit to 30kph: Narrow road that forces cyclists (including many students) and drivers into conflict - should be 30kph or protected cycling facilities.



Suburb	Stanley Point
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Patuone Pl - Suggest traffic calming: cars and cyclists often use this as a circuit back to Lake Rd off Calliope. Traffic speeds in evenings/on weekends is high, and often dangerous for local families to cross the road - suggest speed bumps all the way along the road. • Calliope Rd - Lower speed limit: The speed limit should be lowered somewhere before Russell and ending after the Stanley Bay Bowling Club.



Suburb	Sunnynook
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Sycamore Dr - lower speed limit: It's important to reduce speed limits around schools. • Tobago Pl - lower speed limit: this road is a main feeder road into Sunnynook School, and the new pedestrian crossing on Sunnynook Rd was installed to access Tobago Pl school entrance - this secondary entrance is jammed packed mornings and particularly afternoons from 2pm for pick up/drop off, with parked vehicles reducing it to a one-way street. Tobago Pl recently had yellow lines marked on one side to prevent people parking on both sides at the entrance, but this is still a main access road to the school: View Tobago Pl from 2:45pm-3:15pm weekdays and you will see dozens and dozens of cars and footpaths full of children and parents using this road and crossing this road and trying to negotiate it being one way because of so many parked cars. • Sunnynook Rd, Tobago Pl - lower speed limit: Sunnynook and Tobago aren't even included but are high traffic and high speed areas during school time. Because of this school traffic specifically a pedestrian crossing was recently installed on Sunnynook Rd. • Sunset Rd - lower speed limit to 30kph: Bad interactions with angry motorists on Sunset Rd while cycling to work, it is very unsafe. Need lower limit to be safe for users of other modes of transport.

Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 9</i>	<ul style="list-style-type: none"> Tennyson Ave - Lower speed limit to 30kph: Three-day cares/kindergarten on this street and is used to bypass the main road (Esmonde to Lake Rd). Sanders Ave - Lower speed limit from 50kph to 30kph: There is a school in this street as well as many children living here - Current 50kph is too fast for a road like this. Sanders Ave - Lower speed limit to 30kph and redesign road: From Esmonde Rd all through Takapuna should be 30kph, also the road should be redesigned to improve safety - parked cars obstruct visibility for merging, and it is too wide to safely cross and there aren't enough pedestrian crossings. Is used as a through road and should not be. Braken Ave - Lower vehicle speeds: To make it safer for local children and pets and this quiet street. Eldon St - Lower speed limit: The speed limit should be lower than what's proposed. Burns Ave - Lower speed limit to 30kph: Many primary school children walking here to/from school, and people drive quickly around the numerous roundabouts, exceeding current speed limit. East Coast Rd - Do not change the speed limit: The speed limit on this road is suitable for a main road. Hurstmere Rd - Lower speed limit to 30kph: So many cyclists and no cycleway. The Strand - Lower speed limit to 30kph: Lots of cyclists and pedestrians and not enough crossings or cycleways. With all the parked cars and buses the situation can get dangerous. These roads in Takapuna should be reduced to 30 kph. Lots of cyclists and pedestrians and not enough crossings or cycle ways. With all the parked cars and buses the situation can get dangerous.
Other suggested physical improvements <i>Mentions: 4</i>	<ul style="list-style-type: none"> Sanders Ave - Lower speed limit to 30kph and redesign road: From Esmonde Rd all through Takapuna should be 30kph, also the road should be redesigned to improve safety - parked cars obstruct visibility for merging, and it is too wide to safely cross and there aren't enough pedestrian crossings. Is used as a through road and should not be. East Coast Rd - fix intersection: Dangerous intersection with a number of accidents, and many children using it to cross the road. Killarney St - layout improvement required: Look at the layout of Killarney Street - traffic must cross the centreline to go around parked vehicles. These roads in Takapuna should be reduced to 30 kph. Lots of cyclists and pedestrians and not enough crossings or cycle ways. With all the parked cars and buses the situation can get dangerous.

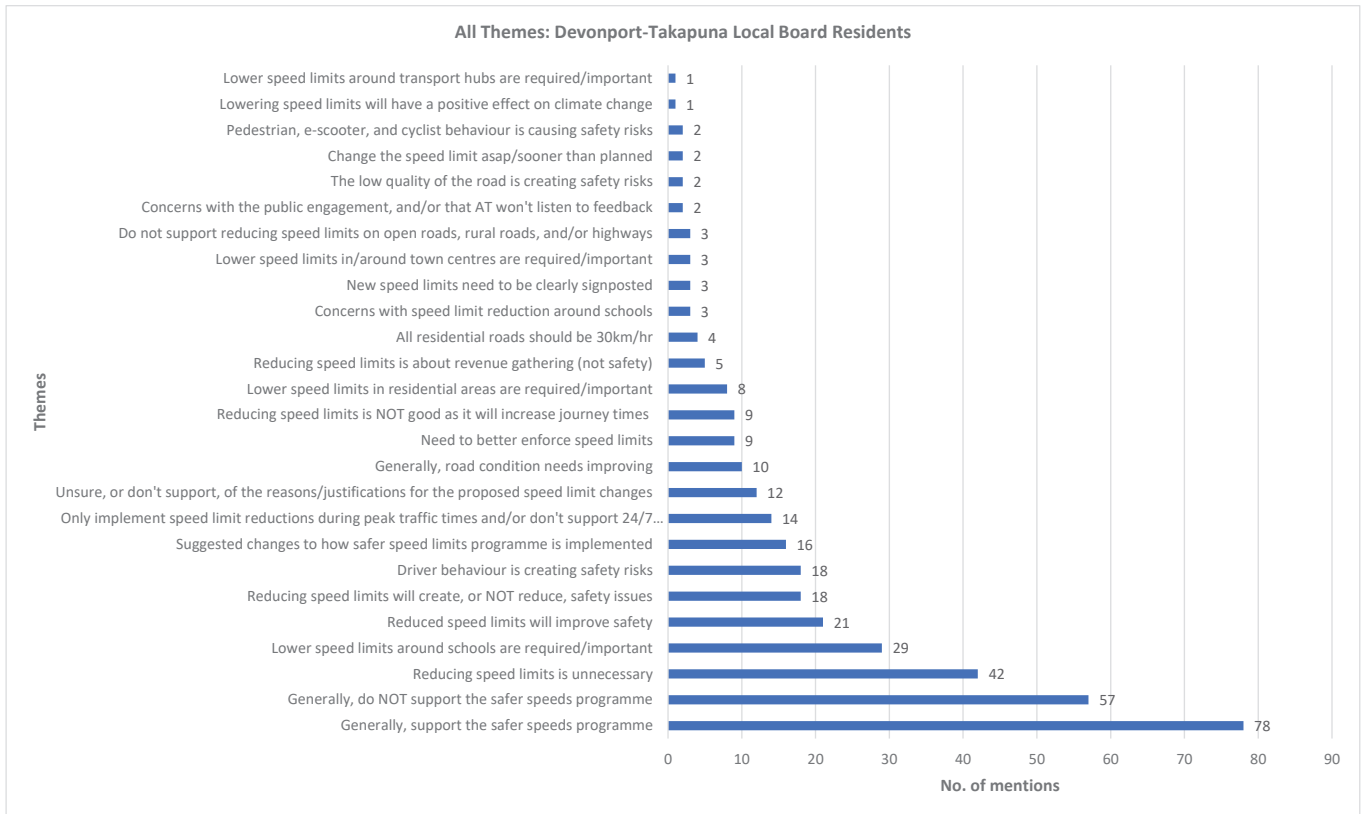
Part D – General themes from people who live within the local board area

The feedback form also provided the opportunity for respondents to provide general comments on the Safe Speed Programme. Most this feedback was general in nature and could not be attributed to a particular road.

This general feedback has been sorted into themes, and similar themes have been grouped together in topic areas. The feedback themes from respondents that said they live within the Devonport-Takapuna Local Board area are outlined below.

Please note:

- The “Mentions” in the themes column of the tables indicates the number of times that theme was mentioned by people from the Devonport-Takapuna Local Board area.
- It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Devonport-Takapuna Local Board area, just themes.



Overall sentiment towards the Safer Speeds Programme

Feedback Theme	Main points
<p>Generally, support the safer speeds programme</p> <p><i>Mentions: 78</i></p>	<ul style="list-style-type: none"> Support reduced speed limits as they will reduce crashes. Making streets safer for pedestrians and cyclists can only be a good thing. Support changes in high incident areas. Support for speed limit changes around schools. Support for speed limit changes around schools but only during school hours not 24/7. Support for changes in inner city suburbs. Believe other roads should also have a speed reduction. Support speed reductions but don't agree with proposed speeds: <ul style="list-style-type: none"> There should be less speed levels e.g. 30km/h residential, 60km/h rural and 80km/h motorway. Support speed limit reduction to 40km/h not 30km/h. 100km/h to 40km/h is too large of a change. Support speed limit changes but they should be targeted to the road and researched.
<p>Generally, do NOT support the safer speeds programme</p> <p><i>Mentions: 57</i></p>	<ul style="list-style-type: none"> Don't think speed is the issue, road maintenance is. Don't think speed is the issue, poor driving is. Don't think speed is the issue, poor enforcement is. Drivers who decide to speed now will speed anyway. Will make traffic congestion worse. Previous programme to lower speed has not had an effect on accidents or deaths. Current 30km/h hour speed limits are not working and will not work. Speed limits below 40km/h are unrealistic. Think speed limits should be raised. Cars cannot travel faster than the speed limit in Metro Auckland anyway. Do not support speed reductions on entire roads, rather just the stretch affected by accidents. Do not support speed limit reductions, except around schools.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Don't support reducing speed on rural roads. • Programme with various speeds will cause confusion and people will be fined. • Put roads already lowered back to 100km/h, it causes dangerous driving with passing. • Franklin community said don't change it. • Thinks programme is pointless. • Thinks programme is a guise to force people out of using private cars.

General comments and suggestions about the Safer Speeds Programme and road safety

Feedback Theme	Main points
<p>Unsure, or don't support, of the reasons/justifications for the proposed speed limit changes</p> <p><i>Mentions: 12</i></p>	<ul style="list-style-type: none"> • Need to show why they justify the speed limit reductions. • AT need to show how many fatal crashes on the roads proposed justify the speed limit changes. • AT need to show the number of fatal crashes on Queen Street, Quay Street, Tangihua Street, and Anzac Avenue. • Show how many crashes were caused by speed and not due to other factors. • Franklin roads do not have the accident statistics that are being claimed, would like to see the actual statistics. • Using reports of accidents to make decisions is flawed as not all accidents are reported. • Accidents caused by texting and alcohol should not impact speed decisions. • Using speed around school to justify these changes is wrong as there are already speed limits around schools and most of the proposed changes are not near schools. • Seems driven by ideology not practicality. <ul style="list-style-type: none"> ○ Proposed changes are unrealistic. ○ Model is flawed/decision is based on incomplete or incorrect data. • People are capable of driving to the conditions. • Congestions means speed self-limits where necessary. • Speed limit reductions are a guise to force people out of using private cars. • The increase in injuries is probably in correlation to Auckland's growth. • Reducing rural roads to 80km/h is an attempt to ensure roads last longer, not for safety. • Proposal is based not on reducing speed reducing harm, but on cost being a limiting factor in providing safe roads. • These changes are being made to hide how bad AT has made Auckland's traffic congestion. • What are the reasons for these changes? • The roads mentioned for speed changes are inconsistent. • Too many roads have been selected.
<p>Reducing speed limits is unnecessary</p> <p><i>Mentions: 42</i></p>	<ul style="list-style-type: none"> • There is no need to lower speed limits/existing speed limits are safe. <ul style="list-style-type: none"> ○ Roads are safe for the current speed limits (flat, straight, visibility is good, very few hazards on the side of the road, no side roads).

Feedback Theme	Main points
	<ul style="list-style-type: none"> ○ Suggested roads already have speed calming measures (speed bumps, chicanes). • Proposed speed limits are slower than necessary. <ul style="list-style-type: none"> ○ 50km/h is a safe speed limit, no need to reduce below that. ○ 30km/h speed limits are ridiculous / too slow / unnecessary. • Speed limit reviews are a waste of time and money. • Many roads require maintenance/upgrading to improve safety, not speed limit reductions. • Due to congestion people already travel around the city at less than 50km/h. • Auckland speed limits are much lower than other parts of New Zealand. • Many of the proposed speed limit reductions don't make sense. • Enough roads have had speed lowered already. • Vehicles do not speed on this road(s). • There have been no, or very few, crashes on this road(s). • Cars are safer than ever. • Vehicles are of better quality now and can travel at faster speeds safely. • Of the 206 rural roads in Franklin only 33 are high risk (serious injury or death), it unnecessary to reduce speeds on many of these roads. • There are no proposed developments in this area that would make this road significantly busier. • The justification that this limit should be reduced to be in keeping with surrounding roads isn't a satisfactory justification. • There is already a variable speed limit for the dangerous part of the road. • Road will still be unsafe for walking at the reduced speed limit. • The changes are being made to slow journeys to get people to ride bikes. • Just use LSZ signs.
Reducing speed limits will create, or NOT reduce, safety issues <i>Mentions: 18</i>	<ul style="list-style-type: none"> • AT's speed limit reductions have so far caused increased crashes and deaths. • Reduced speed limits have increased incidences of dangerous driving. • Reduced speed limits have increased accidents. • There is no evidence that reducing speeds will reduce deaths, in fact, the opposite has occurred. Following a non-relevant Scottish example is senseless. • Reinstate the speed limits that were recently reduced by AT.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Driver behaviour is the problem, not the speed limits. • People who speed will still speed. • Lower speed limits (and slow drivers) create driver frustration and dangerous behaviour, such as risky overtaking. • Any motorist obeying a 50kmph limit who crashes and causes a fatality or serious injury is either elderly, pathetic, or on drugs/intoxicated. 30kmph speed limit won't change the cause of the accident. • Reduced speed limits will not reduce crashes in South Auckland, most people do not obey the current speed limits. • Reduced speed limit (to 30) will cause constant watching of speedometer instead of watching the road. • Slow traffic encourages phones use. • Variable speeds along same stretch of road causes driver distraction. • Need to also change the design speed of the road, or changes will be ineffective. • Proposal is about politicians being seen to do something, rather than actually improving safety. • AT need to research and focus on changes that will actually improve safety. • Why is AT not doing cost benefit analysis to justify these proposals? • AT need to do a full economic analysis of the impacts of reducing speed limits, such as time wasted, increased travel times for buses/delivery vehicles/taxis etc. • I work for insurance and monitor claims. 98% of our crash report claims are due to poor driver behaviour. 85% of faults causing death and serious injury are elderly. What is your strategy doing about the real cause for these areas?
Reduced speed limits will improve safety <i>Mentions: 21</i>	<ul style="list-style-type: none"> • Lower speed limits will make people less likely to crash. • Lower speed limits improve pedestrian safety. • Lower speed limits will make our streets safer for children, elderly, and those with mobility issues. • Limiting speed will make cycling safer. • Lower speed limits in areas with speed related incidents. • Lowering speed limit is the only option on some roads that cannot be improved in other ways. • Road conditions are not suitable for the current speed limits, lowering them will improve safety.
Reducing speed limits is NOT good as it will increase journey times <i>Mentions: 9</i>	<ul style="list-style-type: none"> • Reducing speed limits will increase journey times. • Reduced speed limits increases pollution. • Reduced speed will impact traffic flow.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Reduced speed will increase congestion. • Reduced speed limits will increase journey times for emergency services - they cannot exceed 30km/h over the limit. • Reduced driving speeds is increasing journey times from Pukekohe to Auckland. • Driving around rural roads in Franklin will take too long at lower speeds. • Slower speeds, slows the economy. • Longer journey times mean increased risk of accidents. • Increased journey times will create risky, impatient drivers. • Reduced speed limits will negatively affect the public transport network. • Want to be compensated for wasted time. • Want to be compensated for wasted fuel.
Reducing speed limits is about revenue gathering (not safety) <i>Mentions: 5</i>	<ul style="list-style-type: none"> • Reducing speed limits is about revenue gathering. • Manurewa is being unfairly targeted to be fined and generate income. • South Auckland, and therefore Māori and Pacific communities, are being unfairly targeted. • Reduced speeds will lead to more petrol consumption and therefore are purely profit generation.
New speed limits need to be clearly signposted <i>Mentions: 3</i>	<ul style="list-style-type: none"> • New speed limits need to be clearly signposted. • New speed limits should be painted on the road as well as signposted.
Need to better enforce speed limits <i>Mentions: 9</i>	<ul style="list-style-type: none"> • Proposed changes will have minimal impact if not enforced. • General concerns about how speed limits will be enforced. • Better police roads with 50km/h speed limits. • Need more traffic cops. • Install speed cameras around schools. • Need more speed cameras can increase safety. • Need more random license and WOF checks. • Ensure courts enforce the law. • Need stronger penalties for breaking the road rules (one submitter suggested vehicles seized and if a repeat offender, crushed). • Need harsher penalties for those that speed past schools.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Make those caught speeding attend a course. • Need to police those driving too slow. • Great South Road between Drury and Papakura is never policed.
Driver behaviour is creating safety risks <i>Mentions: 18</i>	<ul style="list-style-type: none"> • Improve driver education to reduce crashes. • Drivers that should not have been given licenses is the issue. • Driver education should focus on more than speed, e.g. how to identify when it is safe to pull out, how to accelerate up to speed of other traffic. • Drivers should have to do a practical test every 10 years when they renew their licenses. • Better driver training/refresher courses. Use a hydraulic synaptic feedback chair to learn better risk assessment and understanding of poor driving decisions. • Require driver refresher courses that provide driver trainer in a hydraulic synaptic feedback chair. • Dangerous drivers are ruining it for the majority who drive within the current limits. • Driver education for teenagers in rural areas is required. • Bus drivers need more training as they create a risk. • Good driving should be rewarded to encourage better drivers. • Not fair to reduce speed limits and punish the vast majority of drivers who drive safely, for the minority that drive dangerously (who will drive dangerously anyway). • Drivers using mobile phones is causing crashes. • Cars that are poorly maintained or in poor condition are the cause of crashes, more than speed. • People are regularly running red lights which is dangerous. Install more red-light cameras. • Slow speed limits (and slow drivers) cause driver frustration and dangerous driving, such as risky overtaking. • Reduced speed limits have increased incidences of dangerous driving. • Removing passing lanes is resulting in risky overtaking. • Unless there is frequent signage drivers won't know what speed to go and will be distracted looking for signs. • Any motorist obeying a 50kmph limit who crashes and causes a fatality or serious injury is either elderly, pathic, or on drugs/intoxicated. 30kmph won't change the cause. • I work for insurance and monitor claims. 98% of our crash report claims are due to poor driver behaviour. 85% of faults causing death and serious injury are elderly. What is your strategy doing about the real cause for these areas?

Feedback Theme	Main points
Pedestrian, e-scooter, and cyclist behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Improve pedestrian education/road safety. • Children need to be taught road safety. • Pedestrians are distracted on their phones. • Pedestrians should be made responsible for their own actions. • Speed limits are fine; money would be better spent on teaching pedestrians/children to cross the road safely. • Children around schools running out on the road are unsafe. • Speed limits are fine, cyclists making risky decisions is the safety issue. • Cyclists should have registration numbers, some are dangerous. • Cyclists should be legally required to use cycle lanes where available and ride single file. • E-scooters on the road are a safety issue.
The low quality of the road is creating safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Roads are dangerous due to lack of road maintenance. • Improve road quality with more crossings, stop signs, give ways etc. • Improve road signage and markings. • Various maintenance issues of concern, such as potholes, uneven surfaces, road slope, road surface, narrow roads, and subsidence. • Poor repairs and maintenance work that don't last or are in poor/uneven condition from the time of the repair are a problem. • More and more development is being permitted without improving road quality • Lack of passing zones encourages dangerous overtaking. • On street parking is causing safety issues - obscures vision on residential streets, and on major roads parked cars reduce lane widths leading to congestion.
Generally, road condition needs improving <i>Mentions: 10</i>	<ul style="list-style-type: none"> • Need to improve road maintenance and design. • Improving road condition/maintenance is more important than reducing speed limits. • Proposed speed limit reductions are to avoid necessary road maintenance. • Infrastructure suggestions to make the roads safer. <ul style="list-style-type: none"> ○ Speed tables. ○ Better quality maintenance. ○ Improve road signage, road markings, and lighting. ○ Speed limits should be painted on roads at regular intervals.

Feedback Theme	Main points
	<ul style="list-style-type: none"> ○ Need to make roads flow better. ○ Road calming suggestions. ○ More pedestrian crossings. • Improve road signage, road markings and lighting. • Need to make roads flow better. • Poor repairs and maintenance work that don't last or are in poor/uneven condition from the time of the repair are a problem. • Poor road condition is causing regular damage to vehicles. • Need to improve motorways and invest more time in them. • More and more development is being permitted without improving road quality.
Change the speed limit asap/sooner than planned <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Implement speed limit reductions sooner. • Trial temporary speed limit reductions until new limits come into effect. • AT should take a bolder approach, introduce wider speed zones at a faster pace.
Lowering speed limits will have a positive effect on climate change <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Reducing speed limits will reduce emissions. • Reducing speed limits will help to meet climate change goals. • Reducing speed limits encourages non-vehicle travel and therefore reduces emissions. • Reducing speed limits will reduce pollution.
Suggested changes to how safer speed limits programme is implemented <i>Mentions: 16</i>	<ul style="list-style-type: none"> • Define a low-speed limit across the area (e.g. 30 km/h in urban areas and 60 km/h in rural areas and 80 km/h on motorways) and only allow roads to be faster by exception. • Consider 10km/h speed reduction rather than 20km/h. • Rural roads should be 80km/h maximum. • 30km/h is too slow, should only consider implementing 40km/h limits. • Having 10km/hr speed increments is confusing. Stick with just odd numbers (i.e. 10, 30, 50, 70, 90, 110km/h). • Straight, long stretches of road should be 60km/h. • All South Auckland roads should be 50km/h. • In areas that have various speeds, stick with just 30km/h and 50km/h. • Reduce speed limits on all urban roads to reduce confusion.

Feedback Theme	Main points
	<ul style="list-style-type: none"> The idea that speed limits should follow from design speeds is completely backwards. Lower the limit now and then design the street around that whenever it next comes to be rebuilt. Ensure roads are designed/changed to reflect the speed limit for the road, so that people naturally travel the speed limit and feel uncomfortable travelling faster e.g. narrower roads, trees on alternating sides of the road, plant trees between the road and the footpath. Low-cost, tactical changes need to be rolled out to support the reduced speed limits. In urban/residential areas reduced speed areas ought to take the form of low traffic neighbourhoods. Do not create traffic calming that is unsuitable for small vehicles. Speed limits should be implemented with road calming measures. Speed limits should be implemented with extra driver education. Do not support speed reductions on entire roads, rather just the stretch affected by crashes. AT should be proactively monitoring and reviewing all roads for speed limit changes. On dangerous stretches of road, yellow speed warning signs (like on state highways, where a suggested speed for hazardous corners is used) is a better measure to take. Encourage drivers to adjust to the conditions rather than set a speed target.

Times of days and locations where speed limit reductions are NOT supported

Feedback Theme	Main points
<p>Only implement speed limit reductions during peak traffic times and/or don't support 24/7 implementation</p> <p><i>Mentions: 14</i></p>	<ul style="list-style-type: none"> Do not support 24/7 implementation of speed limits. Only implement during peak traffic times. Only implement during school hours, school pick-up and drop-off times, and/or during school terms. Speed reductions should only be between 8am and 7pm. Speed reductions should only be between 8am and 4pm. Reducing speeds all day for a problem that only exists for a short period of time each day doesn't make sense. Reducing speeds for 24 hours is impractical and impossible to police. Speed limit signage around schools should be electronic so limits can be changed when necessary (increased in evenings and weekends).
<p>Do not support reducing speed limits on open roads, rural roads, and/or highways</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> Do not support reducing speed limits on open roads and/or highways. Rural roads should have an open road speed limit so people can decide how fast they travel.
<p>Concerns with speed limit reduction around schools</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> Schools are already speed limit zones, why add extra. Limit should be 40km/h. Should not be 24/7, and should be notified by illuminated, variable signs. Different schools have different start times, so speed limits should be tailored to those times. School zones should have more monitoring at peak times, not speed limit reductions. Too many side roads around schools are included in low-speed limit. Should only be 30km/h for a distance of 400m from each school. Speed limits should be around primary schools only. Only apply 30km/h speed limits to on schools that are not on main arterial roads. It is not speed around schools that is the problem, it is parents dropping off and picking up dangerously, and buses. People ignore low speed zones around schools anyway. Is there a strategy to address school related traffic volume?

General locations where speed limit reductions are supported

Feedback Theme	Main points
<p>Lower speed limits around schools are required/important</p> <p><i>Mentions: 29</i></p>	<ul style="list-style-type: none"> All schools should be included. Makes it safer for children going to/from school. Change speed limit around schools 40km/h. Speed limits around schools need to be standard, not 40kph at some and 30kph at others. Reduced speed limits should be restricted to school zones. Leave other roads 50km. Don't support the speed reductions, except around schools. There should be traffic calming measures and safety improvements (pedestrian islands) as well as lower speed limits. All schools should have flashing 30kmh signs at their boundary.
<p>Lower speed limits in residential areas are required/important</p> <p><i>Mentions: 8</i></p>	<ul style="list-style-type: none"> All residential roads should be 30km/h. Lower speed limit is important, but it should be 35km/h or 40km/h. High density town roads should be 40km/h maximum. In a cul-de-sac or tight, narrow residential road, the limit should be lower than 30km/h. All minor side streets should be 30km/h. Need lower speed limits around parks, where children play. Residential roads have more potential for conflict (people turning out of driveways, pedestrians crossing the road, parked cars) and often have worse visibility. Modern cars are large and dangerous, lower speed limits in suburban roads would be safer for pedestrians.
<p>All residential roads should be 30km/hr</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> All residential roads should be 30km/h. Will enable vehicles and bikes to share the road. Should be supported by physical measures to reduce speeds.
<p>Lower speed limits around transport hubs are required/important</p>	<ul style="list-style-type: none"> Transport hubs are high pedestrian areas so should have lower speed limits.

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November 2021 – Safer Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ

Feedback Theme	Main points
<p><i>Mentions: 1</i></p>	
<p>Lower speed limits in/around town centres are required/important</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> Town centres are high pedestrian areas so should have lower speed limits. Agree with speed reductions but speed limits should be 40km/h. The city should be 30km/h everywhere, with wider footpaths and narrower streets to encourage slow speeds.

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November 2021 – Safer Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ

Other comments and concerns

Feedback Theme	Main points
<p>Concerns with the public engagement, and/or that AT won't listen to feedback</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • AT will not listen to public feedback. • AT did not listen to feedback regarding last speed limit review in Franklin, it is now more dangerous. • AT needs to communicate their responses to feedback better. • There is very limited opportunity to provide feedback. • The outcomes have already been decided as you state, "no change is not an option". • AT only listens to vocal minority groups. • Sick of the government deciding things without consulting the ratepayers. • AT never propose increased speed limits. • AT need to release statistics to show proof of speed limit reduction requirements on each road. • Consultation website was poorly designed and difficult to navigate, meaning that an informed assessment cannot be made. • Concerns the map in the brochure drop is deceptive - the dots are incorrectly placed. • Had technical issues with the online survey and/or interactive map tool. • Concerns the leaflet is propaganda and doesn't contain accurate statistics. • Concern that there is a discrepancy between the online information when giving feedback and the leaflet drop:- D'Oyly Drive included in the leaflet but not the online 'Have your say'. • Stop using Facebook groups for feedback. • Need an option for people to be added to the mailing list once feedback is gathered that doesn't require giving feedback. • Future proposals should be posted on local community boards. • AT should communicate directly with locals and drive the roads to better understand the problems.
<p>Other comments</p>	<ul style="list-style-type: none"> • People parking in unsuitable places causes congestion and is unsafe. • Slows down emergency response vehicles who are only allowed to travel 20km/h above limit. • Rules around the use of E-scooters and bikes need to be formalised. e.g. giving way, signalling, where to ride, interactions with pedestrians. • Speed reductions of 50% or more will not be tolerated by the community. • Bicycles and buses now have more road than cars.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Once implemented, will there be a grace period to allow motorists to adjust to new limits? • Road and street section selection is confusing - some cul de sacs around Great North Road (Avondale) are 30km/h but not all. • Accidents around Mt Eden, Truro Road, caused not by speed but by poor traffic management on game days. • Bus drivers need bus monitors to assist with managing order on school buses as the drivers are distracted and this is a safety issue. • Speed limits around Marae should be reduced. • Stop people parking their cars on Galaxy Drive. • Should be using digital speed signs. • Too many speed bumps are bad for the environment (braking and acceleration around speed bumps consume more fuel). • Road 'calming' measures are not fair/appropriate. • Proposed changes seem to unfairly target South Auckland • Need to better synchronise traffic lights through Auckland. • Need strict legislation around liability for cyclists and motorists causing accidents. • Consider introducing parking restrictions in busy / bottleneck areas to ease congestion and safety issues. • Ensure there is space for Loading Zones and School Drop Off Zones in busy areas, such as school zones. • Doesn't agree with the use of Te Reo Māori in the brochure. • Speed bumps in some suburbs have pushed the speeding problem into other suburbs (like Manurewa). • Electric vehicles need to make more noise so pedestrians can hear them. • Bus parking is an issue in the city. They do not indicate when they're pulling out. • Install more traffic lights at intersection of main roads/side streets to make it safer to turn right.



Safe Speeds Programme

Public feedback on proposed speed limit changes October/November 2021

Feedback related to Franklin Local Board area



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Part A – Number of submitters from within the local board area

During October and November 2021, 950 people from within the Franklin Local Board area submitted on the Safe Speeds Programme - proposed speed limit changes.



Part B – Feedback on roads within the local board area proposed for speed limit changes

In the first part of the feedback form, respondents were asked what they thought of the proposed speed limit changes for each road. Specifically they were asked:

- What do you think of the proposed speed limit change for this road? (*tick-box answers*)
- Why do you feel this way? (*open-ended answers*)

This section outlines:

- The sentiment expressed by respondents towards the proposed speed limit changes for each road within the Franklin Local Board area ('What do you think of the proposed speed limit change for this road?')
- A summary of the open-ended feedback received for each road within the Franklin Local Board area ('Why do you feel this way?').



Road name	Alfriston-Ardmore Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	6
I think the current speed limit on this road should be kept the same	6
I think the speed limit should be lower than what is proposed	1
Other	5

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> Accidents have been occurring due to speed. Traffic volumes have been increasing on the road due to developments in the area (it is no longer a rural road). Truck speed in particular is too fast for number of runners, cyclists and horses on this road, and the nature of the road itself. Road has some deceptive bends and there have been crashes, particularly after rain.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> No need for this to be reduced to 80kph. Should remain at 100kph.
Change the speed limit asap/sooner than planned <i>Mentions: 1</i>	<ul style="list-style-type: none"> Change the speed limits sooner than planned.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> Trucks should have speed limit of 70kph due to runners, cyclists, horses, and the nature of the road itself.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Mill Road
Part of road	Bombay - between 190m east of Harrisville Road and 550m west of Great South Road

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	3
I think the current speed limit on this road should be kept the same	14
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
I think the speed limit should be lower than what is proposed	5
Other	5

* **Please note:** four submitters that expressed sentiment on Mill Road did not specify the section of Mill Road they were referring to (i.e. did not specify the suburb). All four said “I think the current speed limit on this road should be kept the same”. The sentiment for all four submitters was added to all the Mill Road segments.

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> Lots of traffic and no respect for residents pulling into/out of driveways - a lower speed limit will make this a lot safer. 100kph is too fast for this road which is busy with lots of tractors, trucks, cyclists, and driveways - very dangerous going in and out of driveways due to traffic speeds.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 3</i>	<ul style="list-style-type: none"> The reduced speed limits will result in more dangerous overtaking due to slow vehicles. The lowering of speed limits have created more crashes. The off ramp should be improved at the Gt South Road intersection which would improve the flow and remove the people pulling out in front of people where it is currently. I'm seriously concerned by the proposed speed changes pushing more traffic to the Bombay intersection before any work has been done to improve this.
The reduced speed limit is unnecessary <i>Mentions: 6</i>	<ul style="list-style-type: none"> Current speed limit works well. The existing speed limit is more than safe enough for the level of road and foot traffic this road sees.
Reduced speed is not good as it will increase journey times	<ul style="list-style-type: none"> Slower traffic will back up traffic onto motorway.



Why do you feel this way?	
Feedback Theme	Main points
Mentions: 3	
The proposed speed limit reductions lack local knowledge Mentions: 1	<ul style="list-style-type: none"> Listen to the locals and come drive these roads and understand the local frustration with proposed changes.
Driver behaviour is causing safety risks Mentions: 4	<ul style="list-style-type: none"> Educate people how to drive better/safer. Majority of crashes will be caused by those driving at excessive speeds (not at speed limit). Speed limit should be higher than proposed because it is long and connects to other roads, and people are currently driving at higher speed anyway.
Generally, the road condition needs improving Mentions: 1	<ul style="list-style-type: none"> Fix the road.
Only support the proposed speed limit for a portion of the road Mentions: 2	<ul style="list-style-type: none"> Reduced speed limit OK for around schools only. Should be 30kph around shopping area due to number of motorway ramps and traffic, but happy with rest of Mill Road at 80kph.
Reduce the speed limit further than proposed for a section of the road Mentions: 2	<ul style="list-style-type: none"> Speed limit over Mill Road motorway interchange should be 50kph or slower - difficult to turn right from the off-ramp here in peak hours.
Other suggestions for reduced vehicle speeds Mentions: 4	<ul style="list-style-type: none"> High crash area - should have speed limit of 40 not 60kph. Reduce speed in this area to 50km - multiple lanes of merging traffic including an on and off ramp in close proximity. Turning right at off ramp during peak hours is near impossible. High crash zone and increased traffic due to a recent increases a Z station and new food area. It is difficult to exit the service centre turning right onto Mill Road - many turn left and U-turn across Mill Road, causing many near misses - propose reduction to 50kph, or preferably a traffic island here to facilitate people turning right out of the service centre towards the motorway. Reduced speed limit is a good start but needs to be lower (70kph max).
Other physical improvements suggested Mentions: 4	<ul style="list-style-type: none"> Install traffic signals from the motorway off-ramp: Many people leaving the motorway from the city and heading to Pukekohe turn left and go around the roundabout, causing traffic and congestion issues, and more difficult to turn right coming off the motorway (so they turn left perpetuating the issue). Lowered limits is just a band-aid.

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November 2021 – Safer Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ



Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> The off ramp should be upgraded at Gt South Road intersection which would improve the flow and remove the people pulling out in front of people where it is currently. I'm seriously concerned by the proposed speed changes pushing more traffic to the Bombay intersection before any work has been done to improve this. Needs a roundabout at the service centre exit. It is difficult to exit the service centre turning right onto Mill Road - many turn left and U-turn across Mill Road, causing many near misses - propose reduction to 50kph, or preferably a traffic island here to facilitate people turning right out of the service centre towards the motorway.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed

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November 2021 – Safer Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ

Road name	Mill Road
Part of road	Bombay - between Harrisville Road (being the side road) and 190m east of Harrisville Road

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	3
I think the current speed limit on this road should be kept the same	14
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
I think the speed limit should be lower than what is proposed	5
Other	5

* **Please note:** four submitters that expressed sentiment on Mill Road did not specify the section of Mill Road they were referring to (i.e. did not specify the suburb). All four said "I think the current speed limit on this road should be kept the same". The sentiment for all four submitters was added to all the Mill Road segments.

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> Lots of traffic and no respect for residents pulling into/out of driveways - a lower speed limit will make this a lot safer. 100kph is too fast for this road which is busy with lots of tractors, trucks, cyclists, and driveways - very dangerous going in and out of driveways due to traffic speeds.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 3</i>	<ul style="list-style-type: none"> The reduced speed limits will result in more dangerous overtaking due to slow vehicles. The lowering of speed limits have created more crashes. The off ramp should be improved at the Gt South Road intersection which would improve the flow and remove the people pulling out in front of people where it is currently. I'm seriously concerned by the proposed speed changes pushing more traffic to the Bombay intersection before any work has been done to improve this.
The reduced speed limit is unnecessary <i>Mentions: 7</i>	<ul style="list-style-type: none"> Current speed limit works well. Already speed restrictions (70kph) by Harrisville Road intersection, no need to change. The existing speed limit is more than safe enough for the level of road and foot traffic this road sees.

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed is not good as it will increase journey times <i>Mentions: 3</i>	<ul style="list-style-type: none"> Slower traffic will back up traffic onto motorway.
The proposed speed limit reductions lack local knowledge <i>Mentions: 1</i>	<ul style="list-style-type: none"> Listen to the locals and come drive these roads and understand the local frustration with proposed changes.
Driver behaviour is causing safety risks <i>Mentions: 4</i>	<ul style="list-style-type: none"> Educate people how to drive better/safer. Majority of crashes will be caused by those driving at excessive speeds (not at speed limit). Speed limit should be higher than proposed because it is long and connects to other roads, and people are currently driving at higher speed anyway.
Generally, the road condition needs improving <i>Mentions: 1</i>	<ul style="list-style-type: none"> Fix the road.
Only support the proposed speed limit for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Reduced speed limit OK for around schools only.
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> High crash area - should have speed limit of 40 not 60kph. Reduced speed limit is a good start but needs to be lower (70kph max).
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> The intersection Mill Rd and Harrisville Rd is dangerous - the left turning traffic (a lot of which are large trucks) onto Harrisville Rd can block your view of traffic travelling straight ahead to Pukekohe, and sun strike at certain times.
Other comments <i>Mentions: 2</i>	<ul style="list-style-type: none"> Agree with proposal, however Intersection Speed Zone reapproval will be needed as current approval is only for 100/70. Also LSZ signs are missing the intersection warning signs component so do not comply with requirements of TCD Rule and are not enforceable.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

Road name	Mill Road
Part of road	Alfriston - between Redoubt Road and 260m south of Alfriston Road

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2
I think the current speed limit on this road should be kept the same	13
I think the speed limit should be lower than what is proposed	2
Other	1

* **Please note:** four submitters that expressed sentiment on Mill Road did not specify the section of Mill Road they were referring to (i.e. did not specify the suburb). All four said “I think the current speed limit on this road should be kept the same”. The sentiment for all four submitters was added to all the Mill Road segments.

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 5</i>	<ul style="list-style-type: none"> New subdivision, lots of traffic and children, road is narrow and in poor condition. Very busy arterial route with multiple feeder roads, in poor condition. Many new houses/higher traffic volumes, with people already exceeding current speed limit - suggest lower limit than proposed. Dangerous for cyclists at current speeds, with buses, pinch points, deep ditches, and traffic is aggressive and doesn't/can't leave room for cyclists. The speed limit should be 80kph or lower. Suggest 50kph - heavy traffic at rush hour at roundabout intersection with the school on the corner. At dark, there is limited light which creates visibility issues at this dangerous roundabout.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> Reducing speed limit to 60kph is going to create more problems - lowering speeds isn't going to stop crashes. To have a speed limit of 60km here 24/7 is only going to frustrate drivers and encourage the council to have speed cameras collecting money.
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> Road is perfectly fine to drive at current speeds with no issues. No pedestrian footpath along this road so 60kph is not justified.

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November 2021 – Safer Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> Current speed limit is appropriate. As with all roads there will be corners etc that require a reduction in speed, without applying that limit to the entire stretch of road. Speed limit should not change. The speed is appropriate to the road.
The reduced speed limit is unsuitable for this road <i>Mentions: 3</i>	<ul style="list-style-type: none"> This is a major road. Unless the bypass is built, it should remain at 80kph to cope with the traffic volume. This should be left at its current speed levels of 80kph and 100kph. This is a main arterial road for commuters and to make this 60kph and 80kph is not common sense.
Reduced speed is not good as it will increase journey times <i>Mentions: 2</i>	<ul style="list-style-type: none"> Main road for a lot of people in the area, providing a fast way to get around - normal routes will take a lot longer with reduced speed limits. Road is already frustratingly slow at times - speed limit should stay as current.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Many new houses/higher traffic volumes, with people already exceeding current speed limit - suggest lower limit than proposed.
The low quality of the road is creating safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> Road is in extremely poor condition which makes current speed limit dangerous to drive at. The proposal does not focus on the major driver of crashes which is road quality - fix the road and busses/cyclists and cars can then share the road safely.
Generally, the road condition needs improving <i>Mentions: 3</i>	<ul style="list-style-type: none"> Improve infrastructure instead to allow for more cars than reduce speed limits. Especially with all the new developments in the area, we need better roads. Road is in dire need of upgrading and repairs. What it needs is a full upgrade and better safety barriers, lowering speed limits isn't going to reduce crashes.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Many new houses/higher traffic volumes, with people already exceeding current speed limit - suggest lower limit than proposed.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Put a roundabout or a merging lane at the intersection between Mills Rd and Ranfurly Rd - lower speed limit not required.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed, with the exception of a short 50m section between 210m south of Alfriston Road and 260m south of Alfriston Road. The speed limit recommendation for this short 50m section has been updated to retain the current 80km/h limit. Please refer to Attachment 7 for further information.

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November 2021 – Safer Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ

Road name	Mill Road/Cosgrave Road
Part of road	Takaanini - between Hamlin Road and Walters Road

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	7
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> New subdivision, lots of traffic and children, road is narrow and in poor condition. Very busy arterial route with multiple feeder roads, in poor condition. Many new houses/higher traffic volumes, with people already exceeding current speed limit - suggest lower limit than proposed. Dangerous for cyclists at current speeds, with buses, pinch points, deep ditches, and traffic is aggressive and doesn't/can't leave room for cyclists. The speed limit should be 80kph or lower.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> Reducing speed limit to 60kph is going to create more problems - lowering speeds isn't going to stop crashes. To have a speed limit of 60km here 24/7 is only going to frustrate drivers and encourage the council to have speed cameras collecting money.
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> Road is perfectly fine to drive at current speeds with no issues. No pedestrian footpath along this road so 60kph is not justified. Current speed limit is appropriate. As with all roads there will be corners etc that require a reduction in speed, without applying that limit to the entire stretch of road. Speed limit should not change. The speed is appropriate to the road.
The reduced speed limit is unsuitable for this road <i>Mentions: 3</i>	<ul style="list-style-type: none"> This is a major road. Unless the bypass is built, it should remain at 80kph to cope with the traffic volume. This should be left at its current speed levels of 80kph and 100kph. This is a main arterial road for commuters and to make this 60kph and 80kph is not common sense.

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed is not good as it will increase journey times <i>Mentions: 2</i>	<ul style="list-style-type: none"> Main road for a lot of people in the area, providing a fast way to get around - normal routes will take a lot longer with reduced speed limits. Road is already frustratingly slow at times - speed limit should stay as current.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Many new houses/higher traffic volumes, with people already exceeding current speed limit - suggest lower limit than proposed.
The low quality of the road is creating safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> Road is in extremely poor condition which makes current speed limit dangerous to drive at. The proposal does not focus on the major driver of crashes which is road quality - fix the road and busses/cyclists and cars can then share the road safely.
Generally, the road condition needs improving <i>Mentions: 3</i>	<ul style="list-style-type: none"> Improve infrastructure instead to allow for more cars than reduce speed limits. Especially with all the new developments in the area, we need better roads. Road is in dire need of upgrading and repairs. What it needs is a full upgrade and better safety barriers, lowering speed limits isn't going to reduce crashes.
Reduce the speed limit further than proposed for a section of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> The speed limit on Mill Road between Airfield Road and Old Wairoa Road should be 50kph - there are houses, residents and traffic, and people drive at 100kph even with the current speed at 80kph.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Many new houses/higher traffic volumes, with people already exceeding current speed limit - suggest lower limit than proposed.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Dunn Road
Part of road	between Ararimu Road and Totara Road

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	3

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> The lowering of speed limits have created more crashes and AT's statistics prove it.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> Roads are perfectly safe to drive at current speeds.
The proposed speed limit reductions lack local knowledge <i>Mentions: 1</i>	<ul style="list-style-type: none"> I have lived on this no exit road for more than 30 years. There has never been an accident and people are considerate of other road users. It is ridiculous to change the limit to 80-60kms. People already drive to the conditions.
Only support the proposed speed limit for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Between Ararimu Road and Totara Road- Proposed speed limit change point at Totara Road does not comply with clause 3.3(3) - recommend 60km/h speed limit for entire length of Dunn Road as travel speeds are well less than 60km/h, and to align with recommended 60km/h speed limit for Ararimu Road, propose 80kph. Between Totara Road and the end of the road propose 60kph.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Install passing lanes if some people want to go slower, don't lower the speed limit.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Dunn Road
Part of road	between Totara Road and the southern end of Dunn Road

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	3

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> The lowering of speed limits have created more crashes and AT's statistics prove it.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> Roads are perfectly safe to drive at current speeds.
The proposed speed limit reductions lack local knowledge <i>Mentions: 1</i>	<ul style="list-style-type: none"> I have lived on this no exit road for more than 30 years. There has never been an accident and people are considerate of other road users. It is ridiculous to change the limit to 80-60kms. People already drive to the conditions.
Only support the proposed speed limit for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Between Ararimu Road and Totara Road- Proposed speed limit change point at Totara Road does not comply with clause 3.3(3) - recommend 60km/h speed limit for entire length of Dunn Road as travel speeds are well less than 60km/h, and to align with recommended 60km/h speed limit for Ararimu Road, propose 80kph. Between Totara Road and the end of the road propose 60kph.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Install passing lanes if some people want to go slower, don't lower the speed limit.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Dunrobin Lane
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Ambush Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Current speed limit is appropriate. As with all roads there will be corners etc that require a reduction in speed, without applying that limit to the entire stretch of road. Speed limit should not change.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Fausett Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Most of Fausett is a straight country road, not an urban road with lots of traffic and driveways. People may already drive lower than the current speed limit, but that happens on most roads - does not justify lowering the limit for everyone. 80kph might be OK but 60kph is far too slow.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> Where is the data of accidents involving excess speed on this road?

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Hiwinui Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Keaney Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Ardmore Quarry Road
Part of road	between 560m south of Creightons Road and southern end of Ardmore Quarry Road

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	2
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> The present limit needs to come well down.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> A safe rural road designed for country driving - no need to reduce the speed here.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Ardmore Quarry Road
Part of road	between Papakura-Clevedon Road and 560m south of Creightons Road

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	2
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> The present limit needs to come well down.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> A safe rural road designed for country driving - no need to reduce the speed here.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Lynd Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Markham Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> I walk on this road regularly. People are considerate of other road users. It is ridiculous to change the limit to 80-60kph. People already drive to the conditions.
The proposed speed limit reductions lack local knowledge <i>Mentions: 1</i>	<ul style="list-style-type: none"> I walk on this road regularly. People are considerate of other road users. It is ridiculous to change the limit to 80-60kph. People already drive to the conditions.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Sinclair Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> It is a no exit residential road, fairly narrow, and lots of twists and blind corners. It is in a farming area, with always the possibility of stock getting out on to the road or stock trucks collecting animals. There is absolutely no need for anyone to drive faster than the proposed speed limit.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Steel Road
Part of road	between 290m west of Ararimu Road and 490m west of Ararimu Road

What do you think of the proposed speed limit change for this road?	No. of mentions
NO SENTIMENT FEEDBACK	N/A

Why do you feel this way?	
Main points	
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Posted speed limit of 80kph implies it is safe to drive at this speed, which will actually increase average speed, driver frustration and overtaking, and result in accidents. Does not comply with standards.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Steel Road
Part of road	between 490m west of Ararimu Road and western end of Steel Road

What do you think of the proposed speed limit change for this road?	No. of mentions
NO SENTIMENT FEEDBACK	N/A

Why do you feel this way?	
Main points	
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Posted speed limit of 80kph implies it is safe to drive at this speed, which will actually increase average speed, driver frustration and overtaking, and result in accidents. Does not comply with standards.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Tawhero Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Totara Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2
I think the current speed limit on this road should be kept the same	7

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> Farming area. Rural road. 80kms as proposed is plenty fast enough. Use this road almost every day to get to Pukekohe, I think much safer to lower the speed limit as roads are very uneven and not safe to do 100kph.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> The reduced speed limit will encourage horse riders to use this road, which is unsuitable/unsafe for them. All rural roads should be open - users should drive to the conditions - and reducing speed limits will create complacent drivers.
The reduced speed limit is unnecessary <i>Mentions: 6</i>	<ul style="list-style-type: none"> This is a quiet country road used by locals to commute to home and work - no real stock movement or an other hazards that occur frequently or infrequently that justify a speed limit change. Current speed limit is appropriate. As with all roads there will be corners etc that require a reduction in speed, without applying that limit to the entire stretch of road. Speed limit should not change. There has never been an accident and people are considerate of other road users. It is ridiculous to change the limit to 80kms. People already drive to the conditions. Current limit is appropriate, educate people to slow down on the corners and drive to the conditions instead of changing the limit for the entire road. Road is easy to drive at the current limit. Anyway, it's a maximum, not a minimum. You can drive slower if the vehicle or conditions dictate.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> All rural roads should be open - users should drive to the conditions - and reducing speed limits will create complacent drivers.
Reduced speed is not good as it will increase journey times	<ul style="list-style-type: none"> The speed limit will slow people down and increase journey times.



Why do you feel this way?	
Feedback Theme	Main points
Mentions: 1	<ul style="list-style-type: none"> Most people are travelling a long way in this area, so slower journeys will be more frustrating.
The proposed speed limit reductions lack local knowledge Mentions: 1	<ul style="list-style-type: none"> I have lived near this road for more than 30 years. There has never been an accident and people are considerate of other road users. It is ridiculous to change the limit to 80kms. People already drive to the conditions.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Turner Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Brodie Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Ararimu Road
Part of road	between 275m east of Maxted Road and 150m south of Steel Road

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2
I think the current speed limit on this road should be kept the same	14
I think the speed limit should be lower than what is proposed	4
Other	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 4</i>	<ul style="list-style-type: none"> This is a long road with sections where houses are sparse and others concentrated. In the latter areas, especially where there are high accident rates (most unreported I suspect), where lower speeds than many vehicles current travel at are appropriate to ensure adequate visibility of property entrances and vehicles exiting them. The volume of traffic using this road has increased significantly with the rapid growth in housing development along Ararimu Road and its many no exit feeder roads, especially over the last decade. The road is narrow, has few straights and many tight corners. Far too many people go over the 100km/h quite dangerous and road is very uneven, I am happy to see it come down to 80km/h. This road is not maintained enough to be at 80km/h, a lower speed limit will be safer. Rural road. Steep hill. Blind corners. No need for faster speeds than those proposed.
The reduced speed limit is unnecessary <i>Mentions: 8</i>	<ul style="list-style-type: none"> Beyond Ramarama School traffic drops off significantly, including less trucks. There is no need for a reduced speed limit beyond this point. The amount of traffic means it cannot be considered a safe road for walkers because the infrastructure doesn't support walking at anything greater than 50kph, and no-one should think that is a good idea. I have driven on and lived near this road for more than 30 years. People are considerate of other road users. It is ridiculous to change the limit to 80-60kms. People already drive to the conditions. Drivers rarely abuse the speed limit and are courteous of walkers.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> Current speed limit is appropriate. As with all roads there will be corners etc that require a reduction in speed, without applying that limit to the entire stretch of road. Speed limit should not change. Current limit is appropriate, educate people to slow down on the corners and drive to the conditions instead of changing the limit for the entire road. Road is easy to drive at the current limit. Anyway, it's a maximum, not a minimum. You can drive slower if the vehicle or conditions dictate.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> The speed limit will slow people down and increase journey times. Most people are travelling a long way in this area, so slower journeys will be more frustrating
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> High operating speeds, expect non-compliance with drop to 60kph (between 275m east of Maxted Road and 100m north of Dunn Road).
The proposed speed limit reductions lack local knowledge <i>Mentions: 2</i>	<ul style="list-style-type: none"> The proposed speed limit has been set by people that are not familiar with the road. Locals already drive respectfully, giving way to each other etc. I have driven on and lived near this road for more than 30 years. People are considerate of other road users. It is ridiculous to change the limit to 80-60kms. People already drive to the conditions.
The low quality of the roads is creating safety risks <i>Mentions: 5</i>	<ul style="list-style-type: none"> The poor maintenance of roads is creating safety issues. The general low standard of roads is creating safety issues. Maintenance and repairs rarely seem to keep pace with needs. The road is not maintained enough. Sealing gravel roads would improve safety. The section between Maddiford and Pratts Roads has been subject to a 'temporary' speed limit of 50kph (which is almost universally ignored) for six months now due to subsidence of the road surface caused by the underlying soil subsiding. Along this small section alone there have been numerous single vehicle accidents over the last decade. There are other sections that are equally dangerous.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Suggest 60kph instead - between 100m north of Dunn Road and 120m south of Markham Road (standards are that 80kph is too high to be safe, and speed limit change point does not comply with clause 3.3(3)).
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Suggest passing lanes to create a lower speed option, as people will continue to drive at current if the speed limit is lowered.

Why do you feel this way?	
Feedback Theme	Main points
Other comments <i>Mentions: 2</i>	<ul style="list-style-type: none"> Permanent 60km/h would replace variable speed limit for school, which currently has variable speed limit signs that do not comply with requirements of Traffic Control Devices Rule and are not enforceable. Between Great South Road and 275m east of Maxted Road Current speed limit change point 275m east of Maxted Road does not comply with 3.3(3).

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Ararimu Road
Part of road	between 223m north of Steel Road and Paparimu Road

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2
I think the current speed limit on this road should be kept the same	14
I think the speed limit should be lower than what is proposed	4
Other	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 4</i>	<ul style="list-style-type: none"> This is a long road with sections where houses are sparse and others concentrated. In the latter areas, especially where there are high accident rates (most unreported I suspect), where lower speeds than many vehicles current travel at are appropriate to ensure adequate visibility of property entrances and vehicles exiting them. The volume of traffic using this road has increased significantly with the rapid growth in housing development along Ararimu Road and its many no exit feeder roads, especially over the last decade. The road is narrow, has few straights and many tight corners. Far too many people go over the 100km/h quite dangerous and road is very uneven, I am happy to see it come down to 80km/h. This road is not maintained enough to be at 80km/h, a lower speed limit will be safer. Rural road. Steep hill. Blind corners. No need for faster speeds than those proposed.
The reduced speed limit is unnecessary <i>Mentions: 8</i>	<ul style="list-style-type: none"> Beyond Ramarama School traffic drops off significantly, including less trucks. There is no need for a reduced speed limit beyond this point. The amount of traffic means it cannot be considered a safe road for walkers because the infrastructure doesn't support walking at anything greater than 50kph, and no-one should think that is a good idea. I have driven on and lived near this road for more than 30 years. People are considerate of other road users. It is ridiculous to change the limit to 80-60kms. People already drive to the conditions. Drivers rarely abuse the speed limit and are courteous of walkers. Current speed limit is appropriate. As with all roads there will be corners etc that require a reduction in speed, without applying that limit to the entire stretch of road. Speed limit should not change.



Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> Current limit is appropriate, educate people to slow down on the corners and drive to the conditions instead of changing the limit for the entire road. Road is easy to drive at the current limit. Anyway, it's a maximum, not a minimum. You can drive slower if the vehicle or conditions dictate.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> The speed limit will slow people down and increase journey times. Most people are travelling a long way in this area, so slower journeys will be more frustrating
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> High operating speeds, expect non-compliance with drop to 60kph (between 275m east of Maxted Road and 100m north of Dunn Road).
The proposed speed limit reductions lack local knowledge <i>Mentions: 2</i>	<ul style="list-style-type: none"> The proposed speed limit has been set by people that are not familiar with the road. Locals already drive respectfully, giving way to each other etc. I have driven on and lived near this road for more than 30 years. People are considerate of other road users. It is ridiculous to change the limit to 80-60kms. People already drive to the conditions.
The low quality of the roads is creating safety risks <i>Mentions: 4</i>	<ul style="list-style-type: none"> The poor maintenance of roads is creating safety issues. The general low standard of roads is creating safety issues. Maintenance and repairs rarely seem to keep pace with needs. The road is not maintained enough. Sealing gravel roads would improve safety.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Suggest 60kph instead - between 100m north of Dunn Road and 120m south of Markham Road (standards are that 80kph is too high to be safe, and speed limit change point does not comply with clause 3.3(3)).
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Suggest passing lanes to create a lower speed option, as people will continue to drive at current if the speed limit is lowered.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> Permanent 60km/h would replace variable speed limit for school, which currently has variable speed limit signs that do not comply with requirements of Traffic Control Devices Rule and are not enforceable.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Bullens Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
Other	1

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Buckville Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	2
I think the speed limit should be lower than what is proposed	1
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> The proposed 80kph limit ending before the intersection at Tuakau Road risks motorists speeding up at the end of the 80kph zone, making it difficult for turning traffic to judge their speed and potentially causing accidents - if Buckville Road is changed, the intersection should be too.
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> There is no justification for making this small section of road 80kph for no apparent reason for only a few hundred metres between the residential area and arbitrarily stopping at the Waikato border - the 50kph zone is clearly marked. Wide road with plenty of visibility.
Too many changes in speed limits along the road (or in area) will be confusing <i>Mentions: 1</i>	<ul style="list-style-type: none"> The 50kph zone is clearly marked that it is coming up and where it starts - making this small section 80kph will just create confusion.

AT recommended way forward
Based upon consultation feedback received and further technical assessment, the speed limit recommendation has been updated from 50km/h to 80km/h. Refer to Attachment 7 for further details.



Road name	Burnside Road
Part of road	between Clevedon-Takanini Road and 320m northwest of Papakura-Clevedon Road

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> People are speeding past at over 100kph past our house we need to ensure our gate is always closed and be so vigilant of the road and our children's safety. Being so close to Ardmore school and the speed limit (which no one sticks to) is outrageous that it is currently 80 kph. It is an accident waiting to happen especially as trucks and others use Burnside Road as a bypass.
Extend the reduced speed limit to cover more of the road <i>Mentions: 2</i>	<ul style="list-style-type: none"> Between 320m northwest of Papakura-Clevedon Road and Clevedon-Takanini Road should be 60kph; Proposed speed limit change point 320m northwest of Papakura-Clevedon Road does not comply with clause 3.3(3). Recommend 60kph for entire length of Burnside Road as mean speed speeds are already less than 60kph.
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> Suggest lower speed limit than proposed: We can no longer walk on this road as it is too dangerous now, we do not let our children walk to school as it is unsafe. Especially past the houses at the end closest to Papakura-Clevedon Rd and the school this needs to drop down to 50 kph. People are speeding past at over 100kph past our house we need to ensure our gate is always closed and be so vigilant of the road and our children's safety. Being so close to Ardmore school and the speed limit (which no one sticks to) is outrageous that it is currently 80 kph. It is an accident waiting to happen especially as trucks and others use Burnside Road as a bypass. The road is too narrow to be at 80kph for cars to safely pass one another. I have often had to pull onto the grass as a truck is coming towards us (at speed) as the road is too narrow. 100kph is too high, but 60kph is too slow and impossible to enforce for a commuter road such as this one - suggest 80kph.

AT recommended way forward
Based upon consultation feedback received and further technical assessment, the speed limit recommendation has been updated from 60km/h to 80km/ for the length of Burnside Road. Please refer to Attachment 7 for further details.



Road name	Burnside Road
Part of road	between 320m northwest of Papakura-Clevedon Road and 120m northwest of Papakura-Clevedon Road

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> People are speeding past at over 100kph past our house we need to ensure our gate is always closed and be so vigilant of the road and our children's safety. Being so close to Ardmore school and the speed limit (which no one sticks to) is outrageous that it is currently 80 kph. It is an accident waiting to happen especially as trucks and others use Burnside Road as a bypass.
Extend the reduced speed limit to cover more of the road <i>Mentions: 2</i>	<ul style="list-style-type: none"> Between 320m northwest of Papakura-Clevedon Road and Clevedon-Takanini Road should be 60kph; Proposed speed limit change point 320m northwest of Papakura-Clevedon Road does not comply with clause 3.3(3). Recommend 60kph for entire length of Burnside Road as mean speed speeds are already less than 60kph.
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> Suggest lower speed limit than proposed: We can no longer walk on this road as it is too dangerous now, we do not let our children walk to school as it is unsafe. Especially past the houses at the end closest to Papakura-Clevedon Rd and the school this needs to drop down to 50 kph. People are speeding past at over 100kph past our house we need to ensure our gate is always closed and be so vigilant of the road and our children's safety. Being so close to Ardmore school and the speed limit (which no one sticks to) is outrageous that it is currently 80 kph. It is an accident waiting to happen especially as trucks and others use Burnside Road as a bypass. The road is too narrow to be at 80kph for cars to safely pass one another. I have often had to pull onto the grass as a truck is coming towards us (at speed) as the road is too narrow. 100kph is too high, but 60kph is too slow and impossible to enforce for a commuter road such as this one - suggest 80kph.

AT recommended way forward
Based upon consultation feedback received and further technical assessment, the speed limit recommendation has been updated from 60km/h to 80km/ for the length of Burnside Road. Please refer to Attachment 7 for further details.



Road name	Church Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Hamlin Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be lower than what is proposed	2

Why do you feel this way?	
Feedback Theme	Main points
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Speed limit should be lower than proposed: a huge residential development is beginning on the northern side of this road. it could be very dangerous to have vehicles travelling up to that maximum speed during construction or after when there are many residents. This road is short. It includes some sharp corners with a main entrance to Ardmore Airfield.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Mullins Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	3
I think the current speed limit on this road should be kept the same	4

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> Accidents have been occurring due to speed. Traffic volumes have been increasing on the road due to developments in the area (it is no longer a rural road). Close to school (dangerous at pick up/drop off times), and lots of cyclists, poor visibility due to corners and hills. Often many heavy vehicles and road works due to the damage of quarry trucks on the road - pot holes are recurrent, and people swerve on blind corners.
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> Many boy racers and impatient drivers act very dangerously at high speeds in this section of the road - dangerous for walkers and kids on bikes with no footpaths.
Change the speed limit asap/sooner than planned <i>Mentions: 1</i>	<ul style="list-style-type: none"> Change the speed limits sooner than planned.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> Road is almost completely straight and has great visibility - 100kph is fine.
The low quality of the road is creating safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Road is straight and clear. All this road needs is some proper maintenance and 100kph is absolutely fine.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Papakura-Clevedon Road
Part of road	between 140m east of Dominion Road and 100m southwest of Church Road

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	4
I think the speed limit should be lower than what is proposed	4
Other	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> Turning a blind turn on Papakura-Clevedon Road into Heard Road or Hamlin Road creates a lot of braking at high speed. Travelling between Papakura and Clevedon would be safer if the maximum speed was 80 kph. This road is well marked and is designed for a significant volume of traffic. It becomes less safe when there are events such as cars and trucks passing cyclists or vehicles entering or leaving the road.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Will increase aggression of drivers and cause more reckless driving.
The reduced speed limit is unnecessary <i>Mentions: 6</i>	<ul style="list-style-type: none"> Wide road with clear visibility allowing easy navigation, with long straight sections. Road has ample line of sight and field of view for 100kph. No need to be reduced to 80kph - should remain at 100kph. It is 80kph around Ardmore School (entrance should not be from an arterial road).
Reduced speed is not good as it will increase journey times <i>Mentions: 2</i>	<ul style="list-style-type: none"> Will extend journey times from Clevedon and Kawakawa Bay 5-15min.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Aggressive and reckless driving behaviour already an issue (reducing speed limits will make it worse).

Why do you feel this way?	
Feedback Theme	Main points
Only support the proposed speed limit for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Road has ample line of sight and field of view for 100kph - only support slowing down for Ardmore School.
Reduce the speed limit further than proposed for a section of the road <i>Mentions: 5</i>	<ul style="list-style-type: none"> Reduced speed limit outside Ardmore school reduced further to a maximum of 50km an hour at all times. This area is a high traffic area during school hours and there have been multiple near misses due to speed and poor visibility. Agree with lower limit for whole road but would like to see speed limit at 50kph around the school - parents fear for their lives and that of their children during drop off/pick up, especially with more trucks using the road. This section of road is very close to the school, which is extremely dangerous at drop off and pick up times. It is a very narrow road, with a lot of commuter traffic, tradies, quarry truck traffic, boy racers and there is poor visibility. We need to protect the school and the students in this area by reducing the speed lower than 80!!!!
Extend the reduced speed limit to cover more of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Encourage more cycling, walking and horse riding within the Clevedon precinct - both via trails and on-road. These outcomes present a challenge due to the significant number of heavy vehicles and trailers that utilise our rural roads: We strongly support reducing speeds along extents of Papakura-Clevedon Road that are currently excluded from this consultation; specifically 40kph within the village itself (between Hyde Road or Monument Road and North Road and preferably beyond the School on North Road).
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Previous attempts to have a pedestrian crossing installed in the village have failed due to concerns about noise from raised table crossings - a 30-40kph limit would enable at-grade crossings or reduce noise pollution from raised crossings. Also suggest/request stronger gateway markers to better indicate the location of the speed change. We have called these 'Gateways', as per the Clevedon Village Design Framework. These would encompass signage, road narrowing, frangible vertical elements (including art), planting and threshold treatment. Papakura-Clevedon Road would be a suitable location for such a gateway.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

Road name	Papakura-Clevedon Road
Part of road	Between 205m northeast of Burnside Road and West Road

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	9
I think the speed limit should be lower than what is proposed	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> Many cars drive at 100kph or more, and there have been many incidents due to loss of control. Families cycle on this road but have to do so only on weekend when there are less drivers in a rush, and less trucks. If the speed limit was lowered, people wouldn't feel pressured to drive at 100kph, and then cycling or exercising on this road would be less stressful. There have been many accidents on this road due to speed/loss of control. This section needs lower speed urgently or get truckers off the road - in its current state, the road is not safe for over 60kph.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> Will increase aggression of drivers and cause more reckless driving. Slowing traffic too much will create complacent drivers, who should instead be driving to the conditions.
The reduced speed limit is unnecessary <i>Mentions: 5</i>	<ul style="list-style-type: none"> Wide road with clear visibility allowing easy navigation, with long straight sections. Safe, rural road designed for country driving - no need to reduce speed here. 100kph is fine as a highway. Road is good, has excellent visibility and low people traffic. The road is straight and has minimal accidents.
The reduced speed limit is unsuitable for this road <i>Mentions: 2</i>	<ul style="list-style-type: none"> 100kph is fine as it is a highway. All rural roads should be open, with users driving to the conditions.



Why do you feel this way?	
Feedback Theme	Main points
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Will extend journey times from Clevedon and Kawakawa Bay 5-15min.
Driver behaviour is causing safety risks <i>Mentions: 3</i>	<ul style="list-style-type: none"> Aggressive and reckless driving behaviour already an issue (reduced speed limit will make it worse). Those who have accidents are not driving to the conditions and would not adhere to new speed limit anyway. Many cars drive at 100kph or more, and there have been many incidents due to loss of control.
The low quality of the road is creating safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> The road in its current state is hazardous to drive at more than 60kph, but if it were fixed, 100kph would be fine - the speeding trucks are causing this damage, slow the trucks down.
Generally, road condition needs upgrading <i>Mentions: 1</i>	<ul style="list-style-type: none"> 100kph is fine as is a highway, but the road needs upgrading for the traffic volume expected at busy times.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> The road in its current state is hazardous to drive at more than 60kph, but if it were fixed, 100kph would be fine - the speeding trucks are causing this damage, slow the trucks down.
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> Before speed limits are changed, Tourist/Creightons/Clevedon-Papakura intersection needs fixing, as drivers don't know who they are giving way to, and there have been many near misses. Visibility and clarity of priority needed here. There are problem intersections that AT is aware of (Monument/Tourist Road; Monument/Creightons/Papakura-Clevedon Road; Kawakawa Bay Road/Ness Valley Road) and other "black spots" (North Road near No. 563 - cowshed corner and others) which urgently need redesign as the population rapidly increases.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Caitcheon Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Petersons Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Clevedon-Takanini Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	4
I think the current speed limit on this road should be kept the same	10
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Agrees speed change is good.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> The reduced speed limits will result in more dangerous overtaking due to slow vehicles. It will not stop dangerous drivers.
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> It's a wide straight road with no accidents. Road is straight, changing speed will not stop people driving dangerously. The current speed limits are safe so no need to change.
Reduced speed is not good as it will increase journey times <i>Mentions: 4</i>	<ul style="list-style-type: none"> Should be made faster, not slower. This change would turn a 45min commute into a 61min commute - that is a daily increase in emissions: it is not true that vehicles are more efficient at lower speeds. Waste of money and people's commute time. Country road travelled daily: It would significantly impact my life changing the limit when there is no need
The low quality of the road is creating safety risks	<ul style="list-style-type: none"> The poor maintenance of roads is creating safety issues, not the speed limit. The potholes are the issue - if they were fixed the speed would be fine.



Why do you feel this way?	
Feedback Theme	Main points
Mentions: 3	
Proposal is a waste of money Mentions: 1	<ul style="list-style-type: none"> There is no need for the proposal, it is a waste of money.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Cheriton Lane
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Okaroro Drive
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	3

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> It is farmland either side of it and is a B class road. This is a country road.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> Limit vehicles over 3 tonne to 50kph. It is not about safety but road damage by heavy trucks because LTSA is not constructing roads to the standards of 70 tonne and to make matters worse, applying chip seal.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Barber Road
Part of road	between Portsmouth Road and 330m north of Papatara Road

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	2

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> 100kph is suitable for this road as people don't drive this fast due to narrow road. Not suitable for walking. Straight piece of road no need to lower it.
Other suggestions for reduced vehicle speeds <i>Mentions:</i>	<ul style="list-style-type: none"> Probably time the speed limit was lowered, but 60kph is too slow for this steep hill.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Barber Road
Part of road	between 10m south of Paparata Road and southern end of Barber Road

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	2

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> • 100kph is suitable for this road as people don't drive this fast due to narrow road. Not suitable for walking. • Straight piece of road no need to lower it.
Other suggestions for reduced vehicle speeds <i>Mentions:</i>	<ul style="list-style-type: none"> • Probably time the speed limit was lowered, but 60kph is too slow for this steep hill.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Clevedon Kawakawa Road
Part of road	between 90m west of McNicol Road and 100m east of McNicol Road

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	8
I think the current speed limit on this road should be kept the same	17
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	5
I think the speed limit should be lower than what is proposed	5
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 14</i>	<ul style="list-style-type: none"> • Crashes have been occurring due to speed and the mixture of vehicles using this road (tractors, horse floats, cyclists etc). • Will be safer at 80kph, but not 60kph, for cyclists, boat trailers, blind accessways. • Entire road from Clevedon to Kawakawa Bay should be 80kph - very narrow, with majority of traffic (especially on weekends) towing wide boat trailers, often driving too fast for the conditions. • There are an alarming number of accidents at this intersection. • We are eager to encourage more cycling, walking and horse riding within the Clevedon precinct - both via trails and on-road. Regrettably current speeds make on-road non-vehicular use feel unsafe for the user, and rural berms are often poorly graded for off-road access. We strongly support extending the 50kph zone along Clevedon-Kawakawa Road. • This road from Clevedon to Kawakawa Bay carries many vehicles towing boats as well as some tourists. It would be safer if all drivers kept to 80kph maximum. There are a few parts of the road where it seems safe to go faster. There are also some more hazardous sections. The road is well sealed and is well marked. • The nature of this road makes it currently unsafe with some trying to maintain 100kmh, even on corners, and with constant acceleration and deceleration on this type of road. • The road is not safe for travel at 100kph. The volume of traffic has increased exponentially in the past few years with big proportion being boat trailers all of which drive too fast for the road conditions.

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 10</i>	<ul style="list-style-type: none"> The reduced speed limit will result in more dangerous overtaking due to slow vehicles and a lack of passing opportunities. Will increase aggression of drivers and cause more reckless driving. The problem at the moment is people driving 60kph, and encouraging dangerous overtaking manoeuvres - people need to go 100kph to safely overtake these. Speed is not the issue so lowering limit will not help - need better training and assessment of the road conditions. No amount of improvements or limits will cure the current crop of plain bad driving by idiots, drunks and those who simply don't care about rules.
The reduced speed limit is unnecessary <i>Mentions: 18</i>	<ul style="list-style-type: none"> Current accidents are caused by people exceeding the speed limit and driving dangerously. People are capable of driving safely on this road at the existing speed limit. This road is safe for the current speed limit. Wide road with clear visibility allowing easy navigation, with long straight sections. Safe, rural road designed for country driving - no need to reduce speed. Not a lot of traffic, with long stretches of good visibility - no need to change limit. The locals know the roads and can drive safely. We should not be held ransom by AT who want lower speed limits so they can neglect road maintenance. Corners requiring lower speed are clearly marked so everyone can drive to the conditions. Slow vehicles are the problem, particularly cars towing boats. There are no safety issues along this straight stretch of road. People are able to drive to the conditions, most of this is flat and safe.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> It is an open road - should be as current.
The proposed speed limit reductions lack local knowledge <i>Mentions: 3</i>	<ul style="list-style-type: none"> Appears the assessments have just been made by looking at a map and crash records. It is obvious to all drivers along this road that this is simply a revenue gathering exercise as there are no safety issues along this straight stretch of road. Give the locals some credit - we know how to drive to the conditions of our road.
Reduced speed is not good as it will increase journey times <i>Mentions: 5</i>	<ul style="list-style-type: none"> Reduced speed limit will be an inconvenience. Will extend journey times from Clevedon and Kawakawa Bay 5-15min.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> 60kph will double some peoples' commute: 80kph is sufficient and a happy balance between expectations and road uses.
Driver behaviour is causing safety risks <i>Mentions: 9</i>	<ul style="list-style-type: none"> Educate people how to drive better/safer. Aggressive and reckless driving behaviour already an issue (will be worse with reduced speed limit). Mixture of vehicles means people feel entitled to drive faster and dangerously overtake trailers etc. Speed is not the issue so lowering limit will not help - need better training and assessment of the road conditions. Suggest instead of a lower speed limit, a trial for road-maintenance upkeep: signage with a website/phone number for people to report deteriorating road conditions and mandate AT to investigate/fix within 7 working days. I'm sure that will ensure safe driving by the majority - except those who (1) can't drive to the condition of the road (2) are affected by drugs, alcohol, or inattention (i.e. texting, phone, smoking etc) or who simply want to hoon it. This road is used by a wide range of vehicles and my observation over 10 years is that, as well as speeders, trouble is very often caused by slow vehicles.
The low quality of the road is creating safety risks <i>Mentions: 11</i>	<ul style="list-style-type: none"> Previous road resurfacing has left the road incredibly slippery in places. Icy road. Bumps in the road. Over the last 10 years it is clear road maintenance has reduced. Pot holes keep appearing, road surfaces become smooth - and it is not until a few vehicles slid off the road that road maintenance is undertaken. Maintain the roads to a safe standard instead of lowering speed limits. The edges of the road should be "feathered" as it is very dangerous to move over the rough edges onto shingle.
Generally, the road condition needs improving <i>Mentions: 16</i>	<ul style="list-style-type: none"> Improve the maintenance of the road. Improve the condition of the road. Do a yearly grading of the edges of the road/drains so we don't have grass and gravel encroaching on the road. Suggest instead of a lower speed limit, a trial for road-maintenance upkeep: signage with a website/phone number for people to report deteriorating road conditions and mandate AT to investigate/fix within 7 working days. I'm sure that will ensure safe driving by the majority - except those who (1) can't drive to the condition of the road (2) are affected by drugs, alcohol or inattention (ie texting, phone, smoking etc) or who simply want to hoon it. Fix the road up, the road surface is a complete mess. When sealing sections of road the contractors be told to "feather" the edges of the seal.



Why do you feel this way?	
Feedback Theme	Main points
Extend the reduced speed limit further than proposed for a section of the road <i>Mentions: 6</i>	<ul style="list-style-type: none"> The 50kph limit should be extended to just past the corner at 196 Clevedon-Kawakawa Road. This area has quite a few private residences with tight driveways, the turn into Holdens Road and the many horse trucks and cars going to the Polo grounds. Consider extending the 50kph area even further than the 100m that is proposed. It is proposed that the speed limit is to be 50km on Clevedon Kawakawa Road 100m east of McNicol then go up to 80km, I would like to see the 50km limit extended east to Holdens Road, This will slow traffic past the Auckland Polo Fields and would make exiting the Polo Fields onto Clevedon Kawakawa Road Far safer for large Horse trucks and spectators. We are eager to encourage more cycling, walking and horse riding within the Clevedon precinct - both via trails and on-road. We strongly support extending the 50kph zone along Clevedon-Kawakawa Road. Need to ensure that the sections that are the most dangerous are not directly after the lowered limits, as people will put their foot down as soon as they can - 100kph is way too high for Clevedon Kawakawa Road: 80kph is more than enough.
Reduce the speed limit further than proposed for a section of the road <i>Mentions: 2</i>	<ul style="list-style-type: none"> Suggest 40-60km at some bends There should be an area before and after the intersection that is a lower limit.
Suggestions for speed limit increases <i>Mentions: 3</i>	<ul style="list-style-type: none"> Long straight sections of road could be 90kph instead of 80 - a lot of the road is suitable for 90 or 70 instead of 60 or 80. 60kph will double some peoples' commute: 80kph is sufficient and a happy balance between expectations and road uses.
Other physical improvements suggested <i>Mentions: 4</i>	<ul style="list-style-type: none"> Request stronger gateway markers to better indicate the location of the speed change. We have called these 'Gateways', as per the Clevedon Village Design Framework, and would encompass signage, road narrowing, frangible vertical elements, planting and threshold treatment. Clevedon-Kawakawa Bay Road, at the location of the 50kph speed change, would be a suitable location for a gateway. Suggest signage promoting road users pull off the road when they have a queue of vehicles behind them. A couple of short "Slow Vehicle Lanes" would be the ideal. Request stronger gateway markers to better indicate the location of the speed change. We have called these 'Gateways', as per the Clevedon Village Design Framework, and would encompass signage, road narrowing, frangible vertical elements, planting and threshold treatment. Clevedon-Kawakawa Bay Road, at the location of the 50kph speed change, would be a suitable location for a gateway.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Clevedon Kawakawa Road
Part of road	between 100m east of McNicol Road and Kawakawa-Orere

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	9
I think the current speed limit on this road should be kept the same	17
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	5
I think the speed limit should be lower than what is proposed	5
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 14</i>	<ul style="list-style-type: none"> Crashes have been occurring due to speed and the mixture of vehicles using this road (tractors, horse floats, cyclists etc). Will be safer at 80kph, but not 60kph, for cyclists, boat trailers, blind accessways. Entire road from Clevedon to Kawakawa Bay should be 80kph - very narrow, with majority of traffic (especially on weekends) towing wide boat trailers, often driving too fast for the conditions. We are eager to encourage more cycling, walking and horse riding within the Clevedon precinct - both via trails and on-road. Regrettably current speeds make on-road non-vehicular use feel unsafe for the user, and rural berms are often poorly graded for off-road access. We strongly support extending the 50kph zone along Clevedon-Kawakawa Road. This road from Clevedon to Kawakawa Bay carries many vehicles towing boats as well as some tourists. It would be safer if all drivers kept to 80kph maximum. There are a few parts of the road where it seems safe to go faster. There are also some more hazardous sections. The road is well sealed and is well marked. The nature of this road makes it currently unsafe with some trying to maintain 100kmh, even on corners, and with constant acceleration and deceleration on this type of road. The road is not safe for travel at 100kph. The volume of traffic has increased exponentially in the past few years with big proportion being boat trailers all of which drive too fast for the road conditions.
Reduced speed limit will create, or not reduce, safety issues	<ul style="list-style-type: none"> The reduced speed limit will result in more dangerous overtaking due to slow vehicles and a lack of passing opportunities. Will increase aggression of drivers and cause more reckless driving.

Why do you feel this way?	
Feedback Theme	Main points
Mentions: 10	<ul style="list-style-type: none"> The problem at the moment is people driving 60kph, and encouraging dangerous overtaking manoeuvres - people need to go 100kph to safely overtake these. Speed is not the issue so lowering limit will not help - need better training and assessment of the road conditions. No amount of improvements or limits will cure the current crop of plain bad driving by idiots, drunks and those who simply don't care about rules.
The reduced speed limit is unnecessary Mentions: 18	<ul style="list-style-type: none"> Current accidents are caused by people exceeding the speed limit and driving dangerously. People are capable of driving safely on this road at the existing speed limit. This road is safe for the current speed limit. Wide road with clear visibility allowing easy navigation, with long straight sections. Safe, rural road designed for country driving - no need to reduce speed. Not a lot of traffic, with long stretches of good visibility - no need to change limit. The locals know the roads and can drive safely. We should not be held ransom by AT who want lower speed limits so they can neglect road maintenance. Corners requiring lower speed are clearly marked so everyone can drive to the conditions. Slow vehicles are the problem, particularly cars towing boats. There are no safety issues along this straight stretch of road. People are able to drive to the conditions, most of this is flat and safe.
The reduced speed limit is unsuitable for this road Mentions: 1	<ul style="list-style-type: none"> It is an open road - should be as current.
The proposed speed limit reductions lack local knowledge Mentions: 3	<ul style="list-style-type: none"> Appears the assessments have just been made by looking at a map and crash records. It is obvious to all drivers along this road that this is simply a revenue gathering exercise as there are no safety issues along this straight stretch of road. Give the locals some credit - we know how to drive to the conditions of our road.
Reduced speed is not good as it will increase journey times Mentions: 5	<ul style="list-style-type: none"> Reduced speed limit will be an inconvenience. Will extend journey times from Clevedon and Kawakawa Bay 5-15min. 60kph will double some peoples' commute: 80kph is sufficient and a happy balance between expectations and road uses.
Driver behaviour is causing safety risks	<ul style="list-style-type: none"> Educate people how to drive better/safer.

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November 2021 – Safer Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ

Why do you feel this way?	
Feedback Theme	Main points
Mentions: 9	<ul style="list-style-type: none"> Aggressive and reckless driving behaviour already an issue (will be worse with reduced speed limit). Mixture of vehicles means people feel entitled to drive faster and dangerously overtake trailers etc. Speed is not the issue so lowering limit will not help - need better training and assessment of the road conditions. Suggest instead of a lower speed limit, a trial for road-maintenance upkeep: signage with a website/phone number for people to report deteriorating road conditions and mandate AT to investigate/fix within 7 working days. I'm sure that will ensure safe driving by the majority - except those who (1) can't drive to the condition of the road (2) are affected by drugs, alcohol, or inattention (i.e. texting, phone, smoking etc) or who simply want to hoon it. This road is used by a wide range of vehicles and my observation over 10 years is that, as well as speeders, trouble is very often caused by slow vehicles.
The low quality of the road is creating safety risks Mentions: 11	<ul style="list-style-type: none"> Previous road resurfacing has left the road incredibly slippery in places. Icy road. Bumps in the road. Over the last 10 years it is clear road maintenance has reduced. Pot holes keep appearing, road surfaces become smooth - and it is not until a few vehicles slid off the road that road maintenance is undertaken. Maintain the roads to a safe standard instead of lowering speed limits. The edges of the road should be "feathered" as it is very dangerous to move over the rough edges onto shingle.
Generally, the road condition needs improving Mentions: 16	<ul style="list-style-type: none"> Improve the maintenance of the road. Improve the condition of the road. Do a yearly grading of the edges of the road/drains so we don't have grass and gravel encroaching on the road. Suggest instead of a lower speed limit, a trial for road-maintenance upkeep: signage with a website/phone number for people to report deteriorating road conditions and mandate AT to investigate/fix within 7 working days. I'm sure that will ensure safe driving by the majority - except those who (1) can't drive to the condition of the road (2) are affected by drugs, alcohol or inattention (ie texting, phone, smoking etc) or who simply want to hoon it. Fix the road up, the road surface is a complete mess. When sealing sections of road the contractors be told to "feather" the edges of the seal.
Extend the reduced speed limit further than proposed for a section of the road Mentions: 6	<ul style="list-style-type: none"> The 50kph limit should be extended to just past the corner at 196 Clevedon-Kawakawa Road. This area has quite a few private residences with tight driveways, the turn into Holdens Road and the many horse trucks and cars going to the Polo grounds. Consider extending the 50kph area even further than the 100m that is proposed.

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November 2021 – Safer Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> It is proposed that the speed limit is to be 50km on Clevedon Kawakawa Road 100m east of McNicol then go up to 80km, I would like to see the 50km limit extended east to Holdens Road, This will slow traffic past the Auckland Polo Fields and would make exiting the Polo Fields onto Clevedon Kawakawa Road Far safer for large Horse trucks and spectators. We are eager to encourage more cycling, walking and horse riding within the Clevedon precinct - both via trails and on-road. We strongly support extending the 50kph zone along Clevedon-Kawakawa Road. Just past Ness Valley there is a section known for accidents on a sharp bend, where the road is poor and cars and bikes travel at excessive speed, and on the weekend, traffic volumes increase and include far more boats on trailers which also go too fast. Need to ensure that the sections that are the most dangerous are not directly after the lowered limits, as people will put their foot down as soon as they can - 100kph is way too high for Clevedon Kawakawa Road: 80kph is more than enough.
Reduce the speed limit further than proposed for a section of the road <i>Mentions: 2</i>	<ul style="list-style-type: none"> Suggest 40-60km at some bends There should be an area before and after the intersection that is a lower limit.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> With new quarry, trucks need a speed limit of 70kph.
Suggestions for speed limit increases <i>Mentions: 3</i>	<ul style="list-style-type: none"> Heading away from town, the speed limit should be 80-100km/h from just past the corner at 196 Clevedon-Kawakawa Road. Long straight sections of road could be 90kph instead of 80 - a lot of the road is suitable for 90 or 70 instead of 60 or 80.
Other physical improvements suggested <i>Mentions: 4</i>	<ul style="list-style-type: none"> Request stronger gateway markers to better indicate the location of the speed change. We have called these 'Gateways', as per the Clevedon Village Design Framework, and would encompass signage, road narrowing, frangible vertical elements, planting and threshold treatment. Clevedon-Kawakawa Bay Road, at the location of the 50kph speed change, would be a suitable location for a gateway. Suggest signage promoting road users pull off the road when they have a queue of vehicles behind them. A couple of short "Slow Vehicle Lanes" would be the ideal. Request stronger gateway markers to better indicate the location of the speed change. We have called these 'Gateways', as per the Clevedon Village Design Framework, and would encompass signage, road narrowing, frangible vertical elements, planting and threshold treatment. Clevedon-Kawakawa Bay Road, at the location of the 50kph speed change, would be a suitable location for a gateway.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

Road name	Beaver Road East
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Current speed limit is appropriate. As with all roads there will be corners etc that require a reduction in speed, without applying that limit to the entire stretch of road. Speed limit should not change.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Beaver Road West
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
Other	1

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Bombay Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	2
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> The road is far too narrow for the current 100kph, and you are forced onto the unsealed edge when a car passes.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> The reduced speed limits are not making a difference to the death toll.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Reasonably straight piece of road with two well marked corners at the bottom of it. No known accidents.
The reduced speed limit is unsuitable for this road <i>Mentions:</i>	<ul style="list-style-type: none"> This road is an arterial link for those commuting to Auckland. Changing the speed is unnecessary.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Cascade Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Chamberlain Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1
Other	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Leave speed alone - educate city drivers coming to Monastery to stay left.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Dropping speed limit to 80kph is sufficient, no need to drop to 60kph.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> Leave speed alone - educate city drivers coming to Monastery to stay left.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Fahey Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Rural, quiet road that does not see much traffic - no need to reduce speed limit.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Farr Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

Road name	Great South Road
Part of road	between SH22 and 230m north of Mill Road

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	8
I think the speed limit should be lower than what is proposed	1
Other	4

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> Great South Rd, SH22 and Quarry Rd should also be reduced to 60kph instead of 80kph, to influence the outcome we want at Mill Rd, Murphy 80kph section, Quarry Rd, and Great South Rd/Karaka. A very busy road used by heavy trucks, trailers, and cyclists. 20kph reduction is a good idea.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 8</i>	<ul style="list-style-type: none"> Lowering speed limits will cause more traffic issues than prevent accidents. A blanket speed limit change is not going to fix the issues. Reducing the speed limits is only going to create more frustrated drivers (road rage).
The reduced speed limit is unnecessary <i>Mentions: 7</i>	<ul style="list-style-type: none"> Speed is already slow. It is a safe road to be travelling 100kph on, and people know to drive to the conditions. It's a straight road, with good visibility, and is only busy when SH1 has an issue. It is a decently wide, long, dead straight road with great visibility, a decent road surface condition, and is fairly quiet. This was the old SH1 and because of that it was built to a high specification and is able to be safely driven on at that speed (100kph). This road is wide and open with good sight lines. Accidents are not caused by the current open speed limit along the portion of Great Sth Rd between Drury and Bombay rather inattention and poor driver decisions. This road can be comfortably driven at 100kph around almost every corner, and if people cannot drive to the conditions, they should not be granted a licence.

Why do you feel this way?	
Feedback Theme	Main points
The proposed speed limit reductions lack local knowledge <i>Mentions: 2</i>	<ul style="list-style-type: none"> Listen to the locals and drive the roads and understand why locals are frustrated at these proposed changes. Someone should speak to the locals and drive the roads themselves.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> Stop wasting time and tax payer money on speed limit reductions - should focus on faster not slower.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Elderly and trucks driving 20kph below the speed limit are hazards on the road.
Generally, road condition needs improving <i>Mentions: 2</i>	<ul style="list-style-type: none"> Reducing the limit suggests there is no intent to maintain the actual road condition. Speed is not the issue; it is the state of the roads.
The low quality of the road is creating safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Speed is not the issue; it is the state of the roads.
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> Sections of this road should be reduced to 60kph: between Karaka Rd intersection and Quarry Rd intersection. Going over the railway tracks over a rise and heading towards two hidden road entrances (Pitt Road on both sides) is not safe at 100kph. Great South Rd, SH22 and Quarry Rd should also be reduced to 60kph instead of 80kph, to influence the outcome we want at Mill Rd, Murphy 80kph section, Quarry Rd, and Great South Rd/Karaka.
Suggestions for speed limit increases <i>Mentions: 1</i>	<ul style="list-style-type: none"> Return the speed limit to 70kph from the motorway to the change just past Burt Rd; then back to 100kph towards Pukekohe.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> As SH1, should be three lanes based on Auckland's intended development plans for Drury etc anyway.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Great South Road
Part of road	between 230m south of Mill Road and the southern end of Great South Road

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> The reduced speed limits are not making a difference to the death toll.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> This is the old State Highway 1 - it is wide with well-marked bends and plenty of shoulder. It is a safe road and was designed for the current speed limit.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> A major arterial for locals and lowering it would negatively impact a lot of people.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Helland Drive
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

Road name	Hillview Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	3
I think the current speed limit on this road should be kept the same	2
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	3
Other	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> Road is too narrow to go faster than the proposed speed limit. Road has become a major access road from Papanui roads and development in Bombay to the Ramarama motorway onramp - many blind hills, and one large steep hill encourages 100kph speeds. A horse transport company is based here and commuting motorists regularly overtake slow trucks on blind hills. Market gardeners operate tractors on this road between farms causing cars to overtake on blind hills.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> Lowering the legal limit will have a negative effect on the users of this main rural road. Children do not walk to school on this road as it is unsafe to do so, it will still be unsafe at 60kph. Build a footpath along the length of the road, then I would support 60kph.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Lowering the legal limit will have a negative effect on the users of this main rural road.
Other suggestions for reduced vehicle speeds <i>Mentions: 3</i>	<ul style="list-style-type: none"> Dropping speed limit to 80kph is sufficient, no need to drop to 60kph.
Other physical improvements suggested <i>Mentions: 3</i>	<ul style="list-style-type: none"> Children do not walk to school on this road as it is unsafe to do so, it will still be unsafe at 60kph. Build a footpath along the length of the road, then I would support 60kph.

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November 2021 – Safer Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> Road width needs to be adapted for all users, including walkers, cyclists, horses, horse floats, and cars - need footpaths and a shoulder, now lower speed limits. It is not about speed, it's about space - suggest a dedicated cycle and walking path next to the road (this would also link up Bombay to the Drury train station for cyclists and walkers) to make the road safe.

AT recommended way forward

Based upon consultation feedback received and further technical assessment, the speed limit recommendation has been updated from 60km/h to 80km/h. Please refer to Attachment 7 for further information.

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November 2021 – Safer Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ



Road name	Ingram Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1
Other	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions:</i>	<ul style="list-style-type: none"> The road has minimal traffic on it and is safe with no known accidents. Changing the speed of this road is unnecessary and will have no benefit to safety.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Kanuka Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	3
I think the current speed limit on this road should be kept the same	2
Other	1

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Lowry Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> This is a country road with very little traffic or residents on it. Reducing the speed limit will not improve the safety. It doesn't need changing.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> This is a country road with very little traffic or residents on it. Reducing the speed limit will not improve the safety. It doesn't need changing.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Lowry Road West
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Main Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> 80kph would be a much more appropriate speed for this road. There is very little traffic on it and reducing it to 60kph will have no benefit to safety over leaving it where it is currently.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Matthew Whitford Drive
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Medhurst Road North
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Vehicles and trucks currently speeding along here is incredibly unsafe.
Change the speed limit asap/sooner than planned <i>Mentions: 1</i>	<ul style="list-style-type: none"> Implement new speed limit asap.
The reduced speed limit is unnecessary	<ul style="list-style-type: none"> Current speed limit is appropriate. As with all roads there will be corners etc that require a reduction in speed, without applying that limit to the entire stretch of road. Speed limit should not change.
The proposed speed limit reductions lack local knowledge	<ul style="list-style-type: none"> Current speed is appropriate. There have never been any accidents or safety concerns regarding this road. It is dead end, there is little traffic on it and there are no dangerous intersections or blind driveways.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Mile Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	1
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 4</i>	<ul style="list-style-type: none"> Current speed limit is too fast and unsafe. Current speed limit is unsafe for children to use the road to walk to school. Lots of trucks use this narrow road, and 100km/h is much too fast for such conditions.
The reduced speed limit is unnecessary <i>Mentions:</i>	<ul style="list-style-type: none"> It's completely straight with very light traffic and no known accidents. Lowering the speed limit is unnecessary and an inconvenience for locals.
The low quality of the road is creating safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> The road is in poor condition, with potholes and poor lighting.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Niccone Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Dropping speed limit to 80kph is sufficient, no need to drop to 60kph.
Generally, the road needs upgrading <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Improve the road (instead of lowering the speed limit).

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Paparata Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2
I think the current speed limit on this road should be kept the same	12
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Pre-tarseal, the driving behaviour was slower, but now the speed limit is unsuitable as people try to drive at this speed and it is dangerous. • Many blind corners, increased traffic, services farms and rural lifestyle, with at least 7 no-exit roads.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> • A posted limit of 80kph will imply that it is safe to drive at this speed (rather than to the conditions), which will increase average speeds, driver frustration and overtaking, and resulting accidents. It does not comply with standards. • Slowing traffic to ridiculous speeds will create complacent drivers.
The reduced speed limit is unnecessary <i>Mentions: 10</i>	<ul style="list-style-type: none"> • Rural road with a long stretch of straight road so good visibility - no need to lower the speed limit. • Plenty of visibility and people know how to drive it. • "Drive to the conditions" should be this road name, no need to change the entire roads speed limit. • I drive on this road regularly. People are considerate of other road users. It is ridiculous to change the limit to 80-60kms. People already drive to the conditions. • Current speed limit is appropriate. As with all roads there will be corners etc that require a reduction in speed, without applying that limit to the entire stretch of road. Speed limit should not change. • Current limit is appropriate, educate people to slow down on the corners and drive to the conditions instead of changing the limit for the entire road.
The reduced speed is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> • All rural roads should be open. Users should drive to the conditions.

Why do you feel this way?	
Feedback Theme	Main points
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Improve the road and the driver capability - having a licence does not qualify you as a good driver apparently.
Generally, the road needs upgrading <i>Mentions: 1</i>	<ul style="list-style-type: none"> Improve the road and the driver capability (instead of lowering the speed limit).
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> Stop wasting money on new speed signs that are unnecessary.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Between 1050m east of Barber Road and Totara Road Note included in top 10%. Agree with proposed 80km/h for this length as 60km/h SAAS is governed by high personal risk - recommend safety improvements to achieve DSI savings.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

Road name	Pinnacle Hill Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	2
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> There is no need to change the speed limit on this road: corner speeds are well marked. 60kph is ridiculously slow for this road and would negatively impact residents who commute daily to the city.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> 60kph speed limit is too low for this rural road. 80kph is a better limit and not such a drastic change from the current limit.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> There is no need to change the speed limit on this road: corner speeds are well marked. 60kph is ridiculously slow for this road and would negatively impact residents who commute daily to the city.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Portsmouth Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	4

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> Road is straight and wide enough to drive at current speed limits - no need to lower limits here. There have been no crashes on Portsmouth Rd or any adjoining roads, and there are no developments planned for the area. Thus, there is no reason for lowering the limit. There are no apparent safety issues, and no accidents on this road in six years - there is no justification for this change. The road has light traffic and good visibility and is near straight. There is little chance of an accident occurring on this road and is regularly used as an arterial route to get to the motorway for people commuting to work so reducing it unnecessarily would negatively impact people's lives more than improve it.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Regularly used as an arterial route to get to the motorway for people commuting to work so reducing it unnecessarily would negatively impact people's lives more than improve it.

AT recommended way forward
Based upon consultation feedback received and further technical assessment, the speed limit recommendation has been updated from 60km/h to 80km/h. Please refer to Attachment 7 for further details.



Road name	Puketutu Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Razorback Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	2
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Current Speed limit is ridiculous. Speeds from Nikau Rd to Puketutu Road are sometimes over 100km. Many a close call. Current speed limit for this rural road is dangerous. Reducing to 50kph would be acceptable as a daily user of this road.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Current speed limit is appropriate. As with all roads there will be corners etc that require a reduction in speed, without applying that limit to the entire stretch of road. Speed limit should not change.
The low quality of the road is creating safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> The real issue here is lack of proper road maintenance.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> Speed limit change point 80m south of Mill Road does not comply with clause 3.3(3) - recommend change point at the Razorback Road/Bombay intersection.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Sawyer Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Stone Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the speed limit should be lower than what is proposed	2

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Wootten Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> The road is dead straight with little traffic, very few driveways and no known accidents. Lowering the speed limit on this road would not improve safety only frustrate locals as it is a regularly used arterial.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> The current speed is appropriate. The road is dead straight with little traffic, very few driveways and no known accidents.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Lowering the speed limit on this road would not improve safety only frustrate locals as it is a regularly used arterial.

AT recommended way forward
Based upon consultation feedback received and further technical assessment, the speed limit recommendation has been updated from 60km/h to 80km/h. Please refer to Attachment 7 for further details.



Road name	Wallace Drive
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	2
I think the speed limit should be lower than what is proposed	2

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> Road is good quality with good visibility, have never experienced any speed issues. This is a perfectly straight stretch of road about 700 metres in length. It is wider than most roads country roads with excellent visibility and quality tar seal. There is no accident data or physical characteristics that justify a change here.
The proposed speed limit reductions lack local knowledge <i>Mentions: 1</i>	<ul style="list-style-type: none"> Doubts AT have physically assessed this road - even a map shows a perfectly straight stretch of road, of approximately 700 metres in length. It is wider than most roads country roads with excellent visibility and quality tar seal. There are no speed humps as AT suggest.
Proposal is a waste of money <i>Mentions: 2</i>	<ul style="list-style-type: none"> Waste of resources to put all expense into changing signage. Does not believe the cost of changing the signs or speed limit will make Franklin safer.
Too many changes in speed limits along the road (or in are) will be confusing <i>Mentions: 1</i>	<ul style="list-style-type: none"> The proposed speed matches all other side roads in the area - should have been changed at the same time as the others' - support proposed speed limit.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Cherrington Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Chesham Lane
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Creightons Road
Part of road	between Papakura-Clevedon Road and Jones Road

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Impossible to go faster than 80kph so agree with the changes.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> The reduced speed limit will result in more dangerous overtaking due to slow vehicles. Some people will go even slower than the posted speed limit, which will frustrate people more.
Reduced speed is not good as it will increase journey times <i>Mentions: 2</i>	<ul style="list-style-type: none"> The speed limit will slow people down and increase journey times.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Before speed limits are changed, Tourist/Creightons/Clevedon-Papakura intersection needs fixing, as drivers don't know who they are giving way to, and there have been many near misses. Visibility and clarity of priority needed here. There are problem intersections that AT is aware of (Monument/Tourist Road; Monument/Creightons/Papakura-Clevedon Road; Kawakawa Bay Road/Ness Valley Road) and other "black spots" (North Road near No. 563 - cowshed corner and others) which urgently need redesign as the population rapidly increases.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Creightons Road
Part of road	between Jones Road and Ardmore Quarry Road

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> The reduced speed limit will result in more dangerous overtaking due to slow vehicles. Some people will go even slower than the posted speed limit, which will frustrate people more.
Reduced speed is not good as it will increase journey times <i>Mentions: 2</i>	<ul style="list-style-type: none"> The speed limit will slow people down and increase journey times.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Eyres Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Highridge Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Holdens Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	McGregor Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	McNicol Road
Part of road	between Clevedon-Kawakawa Road and 1400m north of Tourist Road

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	4
I think the current speed limit on this road should be kept the same	8
I think the speed limit should be lower than what is proposed	4
Other	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 5</i>	<ul style="list-style-type: none"> Lots of people who use this road are not regular users and as such the existing speed limit of 80-100kph is unsafe for them. Current users drive far too fast on the straight and cross the white line heading north around the bend. The camber of the road bend does not work well with high speeds and traffic is unable to see traffic approaching so over-corrections are dangerous. Suitable to lower speed limit due to growth in housing in the area, children, pets. McNicol Road is part of a recreational 8km 'loop', well used by local walkers, runners, and cyclists. Our strong preference is for off-road trails along McNicol Road. In areas where this is not possible, reduced vehicle speeds would provide for safer road-sharing environment. 80kph seems like a safer maximum through this rural residential area. The road is fairly straight and in good condition. The edges are not marked at all.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Reducing speed limit will frustrate impatient drivers and encourage reckless driving. Crashes are caused by those who don't currently obey the speed limit and won't do so for a lower limit.
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> Speed limit is not the problem currently and already has a reduced speed zone. Never had an issue with speed: road is suitable for current speed limit, there is minimal traffic, and no incidents. There is extremely good visibility in both directions, and road surface is fine, easy to drive at 100kph.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> Current speed limit is appropriate. As with all roads there will be corners etc that require a reduction in speed, without applying that limit to the entire stretch of road. Speed limit should not change.
The proposed speed limit reductions lack local knowledge <i>Mentions: 1</i>	<ul style="list-style-type: none"> It is clear the designers of the proposal have never driven on this street or understand this area.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Will increase an already long rural commute.
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> Crashes are caused by those who don't currently obey the speed limit and won't do so for a lower limit. Drivers speeding and crossing the white line with low visibility.
The low quality of the road is creating safety risks <i>Mentions: 3</i>	<ul style="list-style-type: none"> AT should be focussing on maintaining roads better, rather than lowering speed limits. Poor road maintenance has created dangerous driving conditions.
Too many changes in speed limits along the road (or in area) will be confusing <i>Mentions: 5</i>	<ul style="list-style-type: none"> Should be same speed limit along the whole length - suggest 60kph. This should be 80kph along the entire stretch. Should not move from 50kph coming from Clevedon to 80kph on the first part of McNicol Road, then back to 60kph - should be all 60kph, as new housing developments will necessitate a lower speed limit - why not sort it now.
Reduce the speed limit further than proposed for a section of the road <i>Mentions: 4</i>	<ul style="list-style-type: none"> The section of McNicol Rd between Clevedon-Kawakawa Rd and 1200m North of Tourist Rd should be 60kph. It is busy, has more development underway, have quarry traffic, and the layout of the road is not safe for more than 60kph. It's a much less safe portion of road compared to Tourist Road. Also it's confusing having three different speed limits along one stretch of road.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> McNicol Rd is part of a recreational 8km 'loop', well used by local walkers, runners, and cyclists. Our strong preference is for off-road trails along McNicol Rd. In areas where this is not possible, reduced vehicle speeds would provide for safer road-sharing environment.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

Road name	McNicol Road
Part of road	between 1200m north of Tourist Road and 1570m south of Whiteside Lane

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	4
I think the current speed limit on this road should be kept the same	8
I think the speed limit should be lower than what is proposed	4
Other	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 5</i>	<ul style="list-style-type: none"> Lots of people who use this road are not regular users and as such the existing speed limit of 80-100kph is unsafe for them. Current users drive far too fast on the straight and cross the white line heading north around the bend. The camber of the road bend does not work well with high speeds and traffic is unable to see traffic approaching so over-corrections are dangerous. Suitable to lower speed limit due to growth in housing in the area, children, pets. We are eager to encourage more cycling, walking and horse riding within the Clevedon precinct - both via trails and on-road. Strongly support reducing speeds from 100kph to 60kph in areas of higher residential land use (i.e. along McNicol Road, where subdivision enabled by the Clevedon Precinct has resulted in increased residential density) in order to encourage more non-vehicular road use. McNicol Road is part of a recreational 8km 'loop', well used by local walkers, runners, and cyclists. Our strong preference is for off-road trails along McNicol Road. In areas where this is not possible, reduced vehicle speeds would provide for safer road-sharing environment. 80kph seems like a safer maximum through this rural residential area. The road is fairly straight and in good condition. The edges are not marked at all.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Reducing speed limit will frustrate impatient drivers and encourage reckless driving. Crashes are caused by those who don't currently obey the speed limit and won't do so for a lower limit.

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> Speed limit is not the problem currently and already has a reduced speed zone. Never had an issue with speed: road is suitable for current speed limit, there is minimal traffic, and no incidents. There is extremely good visibility in both directions, and road surface is fine, easy to drive at 100kph. Current speed limit is appropriate. As with all roads there will be corners etc that require a reduction in speed, without applying that limit to the entire stretch of road. Speed limit should not change.
The proposed speed limit reductions lack local knowledge <i>Mentions: 1</i>	<ul style="list-style-type: none"> It is clear the designers of the proposal have never driven on this street or understand this area.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Will increase an already long rural commute.
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> Crashes are caused by those who don't currently obey the speed limit and won't do so for a lower limit. Drivers speeding and crossing the white line with low visibility.
The low quality of the road is creating safety risks <i>Mentions: 3</i>	<ul style="list-style-type: none"> AT should be focussing on maintaining roads better, rather than lowering speed limits. Poor road maintenance has created dangerous driving conditions.
Too many changes in speed limits along the road (or in area) will be confusing <i>Mentions: 5</i>	<ul style="list-style-type: none"> Should be same speed limit along the whole length - suggest 60kph. This should be 80kph along the entire stretch. Should not move from 50kph coming from Clevedon to 80kph on the first part of McNicol Road, then back to 60kph - should be all 60kph, as new housing developments will necessitate a lower speed limit - why not sort it now.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> McNicol Rd is part of a recreational 8km 'loop', well used by local walkers, runners, and cyclists. Our strong preference is for off-road trails along McNicol Rd. In areas where this is not possible, reduced vehicle speeds would provide for safer road-sharing environment.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

Road name	McNicol Road
Part of road	between 1570m south of Whiteside Lane and the southern end of McNicol Road

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	4
I think the current speed limit on this road should be kept the same	8
I think the speed limit should be lower than what is proposed	4
Other	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 5</i>	<ul style="list-style-type: none"> Lots of people who use this road are not regular users and as such the existing speed limit of 80-100kph is unsafe for them. Current users drive far too fast on the straight and cross the white line heading north around the bend. The camber of the road bend does not work well with high speeds and traffic is unable to see traffic approaching so over-corrections are dangerous. Suitable to lower speed limit due to growth in housing in the area, children, pets. McNicol Road is part of a recreational 8km 'loop', well used by local walkers, runners, and cyclists. Our strong preference is for off-road trails along McNicol Road. In areas where this is not possible, reduced vehicle speeds would provide for safer road-sharing environment. 80kph seems like a safer maximum through this rural residential area. The road is fairly straight and in good condition. The edges are not marked at all.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Reducing speed limit will frustrate impatient drivers and encourage reckless driving. Crashes are caused by those who don't currently obey the speed limit and won't do so for a lower limit.
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> Speed limit is not the problem currently and already has a reduced speed zone. Never had an issue with speed: road is suitable for current speed limit, there is minimal traffic, and no incidents. There is extremely good visibility in both directions, and road surface is fine, easy to drive at 100kph.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> Current speed limit is appropriate. As with all roads there will be corners etc that require a reduction in speed, without applying that limit to the entire stretch of road. Speed limit should not change.
The proposed speed limit reductions lack local knowledge <i>Mentions: 1</i>	<ul style="list-style-type: none"> It is clear the designers of the proposal have never driven on this street or understand this area.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Will increase an already long rural commute.
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> Crashes are caused by those who don't currently obey the speed limit and won't do so for a lower limit. Drivers speeding and crossing the white line with low visibility.
The low quality of the road is creating safety risks <i>Mentions: 3</i>	<ul style="list-style-type: none"> AT should be focussing on maintaining roads better, rather than lowering speed limits. Poor road maintenance has created dangerous driving conditions.
Too many changes in speed limits along the road (or in area) will be confusing <i>Mentions: 5</i>	<ul style="list-style-type: none"> Should be same speed limit along the whole length - suggest 60kph. This should be 80kph along the entire stretch. Should not move from 50kph coming from Clevedon to 80kph on the first part of McNicol Road, then back to 60kph - should be all 60kph, as new housing developments will necessitate a lower speed limit - why not sort it now.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> McNicol Rd is part of a recreational 8km 'loop', well used by local walkers, runners, and cyclists. Our strong preference is for off-road trails along McNicol Rd. In areas where this is not possible, reduced vehicle speeds would provide for safer road-sharing environment.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

Road name	Monument Road
Part of road	between 750m south of Hyde Road and Skyhigh Road

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	5
I think the current speed limit on this road should be kept the same	12
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	5
Other	3

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 6</i>	<ul style="list-style-type: none"> Lots of new houses being built - lower limit means children would be in less danger from speeding cars when going to/from school and will encourage them to go on foot than be driven. Children are easily within biking distance to schools, but with no paths and speeding cars it is dangerous. A reduced speed will make it safer. We are eager to encourage more cycling, walking and horse riding within the Clevedon precinct - both via trails and on-road. Regrettably current speeds make on-road non-vehicular use feel unsafe for the user, and rural berms are often poorly graded for off-road access. * We strongly support reducing speeds from 100km/h to 60km/h in residential areas (i.e. Monument Road up to the Tourist Road intersection). Monument Rd is dangerous at 100kph. It is particularly dangerous at the Tourist Rd junction. The proposed 60kph limit is sensible. With the depth of future housing on this section of road to the Tourist/Monument intersection I believe 60kph is reasonable. Monument Rd is dangerous and 60km is suitable.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 3</i>	<ul style="list-style-type: none"> 60kph on a rural road is too slow: 80kph would be more appropriate - crashes happen on corners and 60kph limit would not stop this. Slowing traffic to such low speeds will create complacent drivers who should instead be driving to the conditions. Open road is safer than a target to allow people to drive to the right limit.
The reduced speed limit is unnecessary <i>Mentions: 8</i>	<ul style="list-style-type: none"> Open road with relatively little traffic and good visibility. Road is flat and wide - speed limit should not be changed. Road is smooth and without hazards on its sides, and an adequate camber for the current speed limit.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> The speed limit from here until just before the Tourist Road intersection should be 80kph. There are already warning signs on the corners where speed needs to reduce. Open Road is safer than a target to allow people to drive to the right limit. Monument road has two distinct flat and hilly portions with vastly different safety considerations. There is no need to lower the flat portion at ALL and the twisty portion would be quite fine at 80kph limit. This is an extremely straight road with no blind corners whatsoever. Going from 100 to 60 is a big and unnecessary change - wait until the houses on the road closer to Clevedon Village have all been built, then change speed limit on that stretch of road to 60.
The reduced speed limit is unsuitable for this road <i>Mentions: 4</i>	<ul style="list-style-type: none"> 60kph on a rural road is too slow - 80kph would be more appropriate. Country roads should remain open as they always have - focus on driver education. Not a densely populated road and is long and straight - 80kph is more suitable and would align with other roads of similar population density.
The low quality of the road is creating safety risks <i>Mentions: 6</i>	<ul style="list-style-type: none"> The quality of the road is what causes accidents: fix the road. The road maintenance is poor and creates dangerous road surfaces. Lowering the speed limit is not a safety substitute to maintaining the surface promptly.
Do not support the proposed reduced speed limit for a portion of the road <i>Mentions: 4</i>	<ul style="list-style-type: none"> The flat and straight portion of the road is in good condition. The speed limit should remain the same for this portion of the road because it is safe, and people will become frustrated by and ignore the proposed new limit. Past the Tourist Rd intersection and up to Skyhigh Rd, the Monument Rd speed limit should not be reduced - fix the roads instead. Monument Road between Clevedon Village to the Tourist Road intersection would be reasonable at 60kph limit (but not the rest of the road). Monument road has two distinct flat and hilly portions with vastly different safety considerations. There is no need to lower the flat portion at ALL and the twisty portion would be quite fine at 80kph limit. Speed limit should be adequate at 80 km to Hunua from Tourist Rd intersection. Due to the nature of the road car speeds have to drop to well below this level in parts.
Suggestions for a higher speed limit than what is proposed <i>Mentions: 1</i>	<ul style="list-style-type: none"> I support a reduction to 80kph ensuring greater safety for all road users however 60kph is too slow for this well-formed road that many commute on. Monument road has two distinct flat and hilly portions with vastly different safety considerations. There is no need to lower the flat portion at ALL and the twisty portion would be quite fine at 80kph limit. I live on this road and my children walk home from the bus stop. There is no footpath and I want them to be safe. I feel 60km is perhaps too slow - perhaps 70kph would be more appropriate. Speed limit should be adequate at 80 km to Hunua from Tourist Rd intersection. Due to the nature of the road car speeds have to drop to well below this level in parts.

Why do you feel this way?	
Feedback Theme	Main points
Other physical improvements suggested <i>Mentions: 3</i>	<ul style="list-style-type: none"> Request stronger gateway markers to better indicate the location of the speed change. We have called these 'Gateways', as per the Clevedon Village Design Framework, and would encompass signage, road narrowing, frangible vertical elements, planting and threshold treatment. Monument Road, at the location of the 60kph speed change, would be a suitable location for a gateway. There are problem intersections that AT is aware of (Monument/Tourist Road; Monument/Creightons/Papakura-Clevedon Road; Kawakawa Bay Road/Ness Valley Road) and other "black spots" (North Road near No. 563 - cowshed corner and others) which urgently need redesign as the population rapidly increases. Serious accidents on this road happen at the Tourist Road cross roads, not due to speed but visitors "not seeing" the intersection.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed



Road name	Munros Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Otau Lane
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Otau Mountain Road
Part of road	between McNicol Road and the end of Otau Mountain Road

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	1
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
I think the speed limit should be lower than what is proposed	3

Why do you feel this way?	
Feedback Theme	Main points
Suggestions for a higher speed limit than what is proposed <i>Mentions: 1</i>	<ul style="list-style-type: none"> 80kph is safe, even on the gravel section of the road.
Other suggested changes to the proposed speed limit <i>Mentions: 5</i>	<ul style="list-style-type: none"> Make the dirt road section 40kph, it is narrow and in poor condition. Suggest 60kph for first 1.5km, 40kph for narrow, windy, and metal section from 3km onwards. The dirt section 30kph at most with loggers on road, 50kph for seal, except loggers 30kph. Cyclists use this road due to lack of traffic, but due to planned increase in trucking movements, trucks at 60kph are too fast - suggest 30kph (which will also reduce noise pollution, and prevent the road being destroyed by speeding/breaking trucks). An assessment has been done and the expert found that the safe speed for this road is 20kph - suggest 30kph.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Parish Line Road
Part of road	between Papakura-Clevedon Road and the northern end of Parish Line Road

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	7
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
I think the speed limit should be lower than what is proposed	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 5</i>	<ul style="list-style-type: none"> The proposed speed limit will create safer driving conditions. I feel that this would increase safety especially during days when there is heavy rain and thick fog during the day and night. The contour of the road is not flat in some parts which at higher speeds can increase risk of accidents. With a lower speed limit, this road could be used safely families more, rather than just having it as a conduit for oil-filled vehicles, and the occasional brave cyclist, runner, or walker. Lower speed limits will discourage/negate the damage of quarry trucks driving at speed damaging the road, and will help the noise pollution of speeding vehicles. Less chance of accidents with animals crossing, with lower speed limit.
The low quality of the road is creating safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Used as a rat-run by many, including heavy vehicles, so the road surface is now in terrible condition - As the driver of a small car, I have to dodge the extensive pot holes that are really deep for small wheels.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Pioneer Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Quinns Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
Other	2

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

Road name	Tourist Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	4
I think the current speed limit on this road should be kept the same	18
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	14
I think the speed limit should be lower than what is proposed	1
Other	3

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> Road is largely straight after initial bend at Creighton's Road end, which encourages people to drive at speed, making it dangerous for other road users, particularly walkers and cyclists. Huge amount of housing going in - it would be nice if families could safely walk or bike on the road. It is hard to see from the front of a speeding car, but the road is not as 'wide' as some have claimed, and in fact becomes almost impossible to pass a cyclist and stay within your lane - trucks absolutely must be slowed down. 60kph would be a safer maximum speed. The road is fairly straight and in good condition. There is a potentially dangerous intersection in the middle of this stretch.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 4</i>	<ul style="list-style-type: none"> Will increase aggression of drivers and cause more reckless driving. Slowing traffic to such low speeds will create complacent drivers who should instead be driving to the conditions.
The reduced speed limit is unnecessary <i>Mentions: 16</i>	<ul style="list-style-type: none"> This road is safe for the current speed limit (flat, straight, visibility is good, very few hazards on the side of the road, no side roads). Why proposed a lower speed limit for here than Monument Road, Tourist Road is safer. Safe, rural road designed for country driving - no need to reduce speed here. This road is straight and wide - no need to change speed limit. Current speed limit is appropriate. As with all roads there will be corners etc that require a reduction in speed, without applying that limit to the entire stretch of road. Speed limit should not change. Road is rural and straight, no need to change it.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> The issue is the intersections at either end, not the road. Never seen an accident due to speed. There have been numerous accidents at the Tourist/Monument intersection, mostly due to driver error- usually failing to stop at the stop sign. I believe an upgrade of the intersection would be a much better solution than simply lowering the speed limit.
Reduced speed is not good as it will increase journey times <i>Mentions: 2</i>	<ul style="list-style-type: none"> Will extend journey times from Clevedon and Kawakawa Bay 5-15min. As Tourist Road is a rural road I feel 60km may be too slow and drivers will simply ignore the speed limit.
Driver behaviour is causing safety risks <i>Mentions: 5</i>	<ul style="list-style-type: none"> Aggressive and reckless driving behaviour already an issue (reduced speed limit will make it worse). The issue is not with speed but with motorists driving through the Monument Road intersection, not seeing it as the road dips away and they are looking for where the road went, not for the signs. Proposed speed limit will not be complied with. Suggest 80kph instead of 60kph for compliance reasons: unless there is constant police enforcement, people will not comply with 60kph.
The reduced speed limit is unsuitable for this road <i>Mentions: 6</i>	<ul style="list-style-type: none"> Current open road limit is fine for this road - it is an open road with no accident history. All rural roads should be open, with users driving to the conditions. As Tourist Road is a rural road I feel 60kph may be too slow and drivers will simply ignore the speed limit.
The low quality of the road is creating safety risks <i>Mentions:1</i>	<ul style="list-style-type: none"> Poor road maintenance is the cause for dangerous roads.
Only support the proposed speed limit for a portion of the road <i>Mentions:4</i>	<ul style="list-style-type: none"> Main section should be no less than 80kph, with short section across the one-way bridge reduced to 60kph. Windy part with bridge (McNicol Road to the crossroads) should be reduced to 60kph, but from crossroads to Papakura Road should be 100kph - completely straight and wide with a great surface which has been upgraded for trucks. Keep it at 80kph on the wide, straight sections - will just get frustrated drivers at 60kph. The speed limit on Tourist Road should be 80km - mostly straight road with stop signs at each end and a centre line - the issue is the intersections not the rest of the road. Suggest 60kph only at the section just before the Monument Road intersection. Tourist Rd is long and straight and supports 80kph in the Monument Rd - Creightons Rd stretch. 60kph will be impossible to enforce - should only be lowered to 60kph around the Monument Rd intersection.
Extend the reduced speed limit to cover more of the road	<ul style="list-style-type: none"> Tourist Rd carries a lot of quarry trucks. It should have the 60kph limit proposed from the Quarry until beyond the Monument Rd junction, then 80kph to Creightons Road.

Why do you feel this way?	
Feedback Theme	Main points
Mentions: 1	
Other suggestions for reduced vehicle speeds Mentions: 12	<ul style="list-style-type: none"> Support a reduction to 80kph ensuring greater safety for all road users however 60kph is too slow for this well formed road that many commute on. 80kph would be more appropriate. A drop from 100kph to 60kph will not be accepted or complied with. A drop to 80kph would work. 80kph seems suitable for this long, straight stretch of road. Suggest 80kph instead of 60kph for compliance reasons: unless there is constant police enforcement, people will not comply with 60kph. Tourist Road carries a lot of quarry trucks. It should have the 60kph limit proposed from the Quarry until beyond the Monument Rd junction, then 80kph to Creightons Rd. An island at the intersection of Tourist Road and Monument Road would make it safer - significantly more so than lowering the speed limit.
Other physical improvements suggested Mentions: 5	<ul style="list-style-type: none"> Suggest (instead of lowering speed limits) a 'no-overtaking' line in the area near Clevedon-Papakura Road where a dip in Tourist Rd makes it impossible to see on-coming cars - would be safer. The issue is the intersections not the rest of the road. Maybe the limit could be 60kph just before the Monument Road intersection. However a better solution is to fix the visibility at the intersection and enforce the stop signs. Never seen an accident due to speed. There have been numerous accidents at the Tourist/Monument intersection, mostly due to driver error- usually failing to stop at the stop sign. I believe an upgrade of the intersection would be a much better solution than simply lowering the speed limit. Before speed limits are changed, Tourist/Creightons/Clevedon-Papakura intersection needs fixing, as drivers don't know who they are giving way to, and there have been many near misses. Visibility and clarity of priority needed here. There are problem intersections that AT is aware of (Monument/Tourist Road; Monument/Creightons/Papakura-Clevedon Road; Kawakawa Bay Road/Ness Valley Road) and other "black spots" (North Road near No. 563 - cowshed corner and others) which urgently need redesign as the population rapidly increases.

AT recommended way forward
<ul style="list-style-type: none"> Based upon consultation feedback received and further technical assessment the speed limit recommendation has been updated for the section of Tourist Road between Papakura-Clevedon Road and 200m west of Monument Road from 60km/h to 80km/h. Further detail can be found within Attachment 7. On the balance of the road, the recommendation is to implement the proposed safe and appropriate speed limit as consulted.

Road name	Whiteside Lane
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Brookfield Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Elizabeth Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Fielding Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Harrison Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Harry Dodd Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	MacWhinney Drive
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK REQUIRED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Maketu Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Quarry Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	2
I think the speed limit should be lower than what is proposed	1
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Great South Rd, SH22 and Quarry Rd should also be reduced to 60kph (rather than 80kph as proposed) - to influence the outcome we want at Mill Rd, Murphy Rd 80kph section, Quarry Road and Great South Road/Karaka.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Sutton Road
Part of road	between 300m east of Great South Road and Ponga Road

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	2
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> The speed of vehicles is too fast and there are schools and businesses on this road.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Existing speed limit is more than safe enough for the level of road and foot traffic Sutton Road has.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> Even if you changed the speed limit lower, vehicles would ignore it. Putting a speed bump wouldn't work as there are many trucks going past but you'd catch many fast vehicles with a speed camera.
The low quality of the road is creating safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Fix the roads instead of lowering the speed limit.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> Speed limit change point 300m east of Great South Rd does not comply with clause 3.3(3).

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

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November 2021 – Safer Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ



Road name	Jollie Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1
Other	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Current speed limit is appropriate. As with all roads there will be corners etc that require a reduction in speed, without applying that limit to the entire stretch of road. Speed limit should not change.
Other comments <i>Mentions: 3</i>	<ul style="list-style-type: none"> Jollie Rd is a private right of way that is not under the control or maintenance of Auckland Transport. If speed is limited on this road, Auckland Transport must take responsibility for repairs.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

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November 2021 – Safer Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ



Road name	Tegal Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Waitangi Falls Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	2
Other	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> The current speed sign is an open road sign which already reflects that the road may not be appropriate to travel at 100kph along the entire length. Changing the speed would not only waste the cost of a new speed sign, but it would also suggest that the road is safe to do 60kph or 80kph along the entire length, which is inaccurate.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> No accidents in the last 20 years suggests drivers are able to drive appropriately with the current signage ('open road' signage indicates that 100kph may not be appropriate along the entire length). Fix the road rather than slow traffic down.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Speed limit should go back up to 100kph as commute time is too long.
Suggestions for speed limit increases <i>Mentions: 1</i>	<ul style="list-style-type: none"> Speed limit should go back up to 100kph as commute time is too long.
Generally, the road condition needs upgrading <i>Mentions: 1</i>	<ul style="list-style-type: none"> Fix the road rather than slow traffic down.
The proposed speed limit reductions lack local knowledge	<ul style="list-style-type: none"> In the last 20 years there have been no accidents along this road, suggesting that drivers are able to drive appropriately with the current signage.



Why do you feel this way?	
Feedback Theme	Main points
Mentions: 1	
Other suggestions for reduced vehicle speeds Mentions: 1	<ul style="list-style-type: none"> • People that drive this road are familiar with it and are aware of its risks. Suggest 80kph same as the other roads in area.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Aicken Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Aldridge Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Have no issue with the current speed limit - 100kph is fine.
Generally, road condition needs upgrading <i>Mentions: 1</i>	<ul style="list-style-type: none"> It would be nice if the roads were maintained.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Batkin Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Bushmere Drive
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Cossey Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Laurie Drive
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Cowan Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Slowing traffic to ridiculous speeds will create complacent drivers.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> All rural roads should be open. Users should drive to the conditions. This road could be 80kph.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> All rural roads should be open. Users should drive to the conditions. This road could be 80kph.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Downs Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Falls Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Windy road - should be 30kph.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Farquharson Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Garvie Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Current speed limit is appropriate. As with all roads there will be corners etc that require a reduction in speed, without applying that limit to the entire stretch of road. Speed limit should not change.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Maddaford Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	3
I think the current speed limit on this road should be kept the same	1
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Current speed limit is appropriate. As with all roads there will be corners etc that require a reduction in speed, without applying that limit to the entire stretch of road.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> Narrow metal road. Creates bad dust problems in summer with cars speeding up and down road.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Hays Creek Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Head Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Hunua Road
Part of road	between 90m east of Dominion Road and 130m west of the western end of Lockwood Road

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	10
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 5</i>	<ul style="list-style-type: none"> Up until Hunua Quarry there is a lot of truck traffic - beyond the quarry closer to Hunua village there is no business that has any associated traffic to be inconvenienced. A lot of heavy traffic from the quarry. Slowing the speed might also prevent less damage by the quarry trucks to the roads which constantly need repair. The road is not fit for purpose with over 500 truck/trailers travelling each way to the quarry 6 days a week. It is too narrow and in poor condition causing excessive noise and vibration (at current speeds). The trucks using this road make massive amounts of noise from 5am through to 6pm. Reducing the speed limit will help reduce this. These roads are the safest option for cyclists compared to urban routes, however drivers try to use back roads to avoid motorway traffic, treating them like a race track, with speeding 20-30kph over the speed limit (of 100kph). Welcome change to 80kph as a compromise for not slow motorists too much, and to greatly improve cyclist safety as vulnerable users, plus deter people who are simply trying to race their way into Auckland city.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Most the dangerous driving that currently occurs is people overtaking people driving slowly. This will just make it worse. The speed limit being too slow will make people stop paying attention and be a hazard. Slowing traffic to ridiculous speeds will create complacent drivers.

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 11</i>	<ul style="list-style-type: none"> The existing speed limit is safe. There are no proposed developments in this area that would make this road significantly busier. Locals drive safely/respectfully looking for walkers, horse riders, tractors, and the like. Unsure why this road needs a speed limit reduction. 60kph is unnecessary - most corners can be safely navigated at 100kmh. Cannot recall any fatal crashes on this road, don't believe there have been many serious crashes. Plenty of places on this road that the current limit is easily and safely achievable. This is a rural road without high traffic volume and doesn't have a reason to be reduced. Completely safe to travel at open road speed. The speed limit from just east of Hunua Quarry to the Hunua end of Hunua Quarry road should remain at 80kms. It is mostly travelled safely every day by locals. Visitors may find it easier to drive slower and that is ok because it's a limit not a target. Current limit is appropriate, educate people to slow down on the corners and drive to the conditions instead of changing the limit for the entire road. The vast majority of this road (until you reach Papakura) is straight and wide. 100kph is a good speed limit. Road is easy to drive at the current limit. Anyway, it's a maximum, not a minimum. You can drive slower if the vehicle or conditions dictate.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> All rural roads should be open. Users should drive to the conditions.
The proposed speed limit reductions lack local knowledge <i>Mentions: 1</i>	<ul style="list-style-type: none"> The proposed speed limit has been set by people that are not familiar with the road. Locals already drive respectfully, giving way to each other etc.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Reduced speed limits will increase journey times by 20%.
Driver behaviour is causing safety risks <i>Mentions: 3</i>	<ul style="list-style-type: none"> Trucks engine braking is the problem, not speed. These roads are the safest option for cyclists compared to urban routes, however drivers try to use back roads to avoid motorway traffic, treating them like a race track, with speeding 20-30kph over the speed limit (of 100kph). Welcome change to 80kph as a compromise for not slow motorists too much, and to greatly improve cyclist safety as vulnerable users, plus deter people who are simply trying to race their way into Auckland city.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> Will be minimal/no compliance with lowered speed limit, and more overtaking of slower vehicles.
The road condition needs improving <i>Mentions: 2</i>	<ul style="list-style-type: none"> If you want it to be safer, fix some potholes. Fix the poor road surfaces or give us our money back.
Suggestions for speed limits that are greater than the proposed speed limit <i>Mentions: 2</i>	<ul style="list-style-type: none"> Proposed speed is too slow: should be 80kph+. 60kph is too slow for all the rural roads around Hunua - 80kph would be more appropriate, except around the township and school.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> Educate people to slow down on the corners and drive to the conditions instead of changing the limit for the entire road.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed



Road name	John Hill Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	2
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> John Hill Rd should not be 100kph - needs to be lowered ASAP due to cattle, houses, driveways.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Slowing traffic to ridiculous speeds will create complacent drivers.
Change the speed limit asap/sooner than planned <i>Mentions: 1</i>	<ul style="list-style-type: none"> John Hill Rd should not be 100kph - needs to be lowered ASAP due to cattle, houses, driveways.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> All rural roads should be open. Users should drive to the conditions.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Jones Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	3
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> There is no need to change the speed limit, there have been no accidents. No justification for change - how many people have been killed on this road or actually use it per day?
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Trucks use this road at high speeds, and it is narrow without room for motorists to pull over (road should be 50kph).
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Jones Rd should be 50kph (lower than proposed) due to being narrow and windy, with steep falls in some places, pedestrians and no footpaths, and large trucks using the road at high speeds.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Matheson Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Mathis Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	McEntee Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	McMurray Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Middleton Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Current speed limit is appropriate. As with all roads there will be corners etc that require a reduction in speed, without applying that limit to the entire stretch of road. Speed limit should not change.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Moumoukai Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Should be 20 - 30kph on this dangerous windy road with lots of walkers/cyclists/cat and dogs and young parents with prams.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Nairn Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	2

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> The road is straight and has little traffic (no need to reduce speed). Long straight road in good condition. Very few properties. Speed limit should be kept at open road speeds.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Paparimu Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	7
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Traffic volumes are increasing, and these are long, straight roads with people using them as a race track, with no cops around to stop them.
The reduced speed limit is unnecessary <i>Mentions: 5</i>	<ul style="list-style-type: none"> The current speed limit is fine and should not be changed, it would not improve any safety concern. Road is easy to drive at the current limit. Anyway, it's a maximum, not a minimum. You can drive slower if the vehicle or conditions dictate. Current speed limit is appropriate. As with all roads there will be corners etc that require a reduction in speed, without applying that limit to the entire stretch of road. Speed limit should not change. The current speed limit is appropriate. All of the corners are well marked with people travelling lower speeds around these as you would expect. It is a main arterial route for people who commute to Auckland and Pukekohe daily.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> The current speed limit is appropriate. All of the corners are well marked with people travelling lower speeds around these as you would expect. It is a main arterial route for people who commute to Auckland and Pukekohe daily.
Driver behaviour is creating safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Cars speed on this road and there is no police presence to enforce speed limit.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> Cars speed on this road and there is no police presence to enforce speed limit.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Redman Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> This is a road that receives very little use. This speed change will achieve nothing and is a waste of time.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Reed Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Skyhigh Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	3

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Slowing traffic to ridiculous speeds will create complacent drivers.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> This is a clear road with little traffic and good visibility. There is no need to change the current limit.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> All rural roads should be open. Users should drive to the conditions.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Sowerby Heights
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Current speed limit is appropriate. As with all roads there will be corners etc that require a reduction in speed, without applying that limit to the entire stretch of road. Speed limit should not change.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Stevens Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	White Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	5
I think the speed limit should be lower than what is proposed	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> The are not any existing problems with this road. Road speed does not need to be forced down, always drive to the conditions. Good open road conditions on no real need for a reduced change. Should remain open road speed. If people are concerned about people walking on road, petition for footpaths.
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> This section of road to the intersection with Hunua Road has a new subdivision which will lead to increased walkers and cyclists.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Wilson Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Broken Bridge Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Slowing traffic to ridiculous speeds will create complacent drivers.
The reduced speed limit is unsuitable for this road <i>Mentions:</i>	<ul style="list-style-type: none"> All rural roads should be open. Users should drive to the conditions. This road could be 80kph.
Other suggestions for reduced vehicle speeds <i>Mentions:</i>	<ul style="list-style-type: none"> All rural roads should be open. Users should drive to the conditions. This road could be 80kph.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Moumoukai Hill Road
Part of road	between Ness Valley Road and eastern end of Moumoukai Hill Road

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> People in this rural area already travel a long distance, reducing speed will make it longer and increase road rage.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> I believe we should keep the existing speed limit and see no safety advantage in any change.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> People in this rural area already travel a long distance, reducing speed will make it longer and increase road rage.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Gillespie Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Current speed limit is appropriate. As with all roads there will be corners etc that require a reduction in speed, without applying that limit to the entire stretch of road. Speed limit should not change.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Heald Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Slowing traffic to ridiculous speeds will create complacent drivers.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Current speed limit is appropriate. As with all roads there will be corners etc that require a reduction in speed, without applying that limit to the entire stretch of road. Speed limit should not change.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> All rural roads should be open. Users should drive to the conditions. This road could be 80kph.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Gelling Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	10
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> Current speed limit is suitable for the road as it is (no need to change limit). Hardly any traffic, good visibility and good quality road. The current speed limit doesn't need changing. There are well marked speeds for corners that people slow down for. It is a main arterial for people commuting to Auckland and reducing it will negatively impact people's lives. Speed limit should stay the same, road is long and straight enough so good visibility. There are corners that people do slow down for but that doesn't mean the entire road's speed limit should be less as well.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> * The current speed limit doesn't need changing. There are well marked speeds for corners that people slow down for. It is a main arterial for people commuting to Auckland and reducing it will negatively impact people's lives.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Aulyn Drive
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Raise the speed limit to previous, as current commute is too long.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Dyke Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> This is a rural road, not the city - never had any issues on these roads (60kph proposal is unnecessary).

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Ernest George Drive
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	2
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	2

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> Almost dead straight, with good visibility only a handful of residents. Also a dead end and so no through-traffic issues - generally only used by residents. The current variable speed limit works perfectly well - no need to make any changes. A small private road with only residential traffic, and the speed is self-governed by those who live there. There have NEVER been any incidents.
Generally, road condition needs upgrading <i>Mentions: 1</i>	<ul style="list-style-type: none"> Repair the roads instead of lowering speed limit.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> A dead end with very light traffic, and no accidents. 80kph would be more appropriate and is currently the speed most residents travel at.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Harkness Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	McPherson Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1

Why do you feel this way?	
Feedback Theme	Main points
Generally, road condition needs upgrading <i>Mentions: 1</i>	<ul style="list-style-type: none"> Repair the roads instead of lowering speed limit.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Kawakawa-Orere Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	4
I think the current speed limit on this road should be kept the same	29
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	6
I think the speed limit should be lower than what is proposed	2
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 6</i>	<ul style="list-style-type: none"> Road is winding, narrow and hilly, often with cyclists. Lots of boat trailers and cars, especially on the weekend, with very few passing places. As a cyclist on this road, the lower speeds might save my life- thanks! This is a steep, narrow, windy road prone to slips. 60 sounds good. It is a scary road with boats and motorcyclists crossing over the centre line (agree with proposed). Recommend Kawakawa-Orere limit be 80kph with the 2.3 section of road adjacent to top of gorge be mandated at 60kph. This road is windy and dangerous. As another commenter has said the road is narrow, subject to frequent slips, and washouts. When travelling this road we frequently need to pull over to wait for a vehicle to pass from opposite direction. Meeting cars at low speeds makes it much safer. People unfamiliar with the road may not realise how windy and narrow it is. 60kph is way too fast for a maximum. I would suggest 30kph from Te Papa road to the end as a maximum. I would suggest 40kph from the boat ramp area to Te Papa road.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 12</i>	<ul style="list-style-type: none"> Slower speeds will encourage dangerous overtaking on unsuitable road. Will be dangerous to drive at 60kph on an open road. There are those who either (1) can't drive to the condition of the road (2) are affected by drugs, alcohol or inattention (i.e. texting, phone, smoking etc) or who simply want to speed: changes in speed limit will not alter their behaviour or keep the roads safer. Lowered speed limits can cause frustration & encourage passing, putting more drivers at risk. 80kph is a reasonable limit on this road - almost impossible to maintain 100kph due to windy areas, but 60kph will end up being very frustrating due to decent straight parts: 60kph will likely lead to dangerous overtaking manoeuvres on a road that is not very wide. A drop from 100kph to 60kph is going to cause road rage and frustration, or just be ignored by drivers.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> Drivers are more easily distracted at lower speeds. 60kph is too slow and will not be accepted by the community - suggest 80kph.
The reduced speed limit is unnecessary <i>Mentions: 9</i>	<ul style="list-style-type: none"> Speed is not a problem but the condition of the road. People already drive at or below the speed limit. The locals know the roads and can drive safely. Corners needing reduced speed are clearly marked on our roads. The current speed is perfectly acceptable, and the road condition is excellent. Kept the same, let people drive to the conditions.
Reduced speed is not good as it will increase journey times <i>Mentions: 3</i>	<ul style="list-style-type: none"> Very inconvenient for commuters for a 40kph reduction in speed. Proposed speed limit would double the travel time to Orere Point.
Driver behaviour is causing safety risks <i>Mentions: 5</i>	<ul style="list-style-type: none"> More driver education needed - slow drivers need to pull over and let traffic flow. The common cause of incidents on this road is distracted drivers and or poor road conditions (lack of proper maintenance). There are those who either (1) can't drive to the condition of the road (2) are affected by drugs, alcohol or inattention (i.e. texting, phone, smoking etc) or who simply want to speed: changes in speed limit will not alter their behaviour or keep the roads safer.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> When imposed they must be policed, otherwise this is a pointless exercise.
The low quality of the road is creating safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> The common cause of incidents is distracted drivers and/or poor road conditions (lack of proper maintenance). This road needs prompt maintenance: it is surely cheaper to fix a small 'pothole' before it becomes a larger one, and corrugations throughout require repair as they lead to loss of traction in wet conditions even at slower speeds.
Generally, road condition needs improving <i>Mentions: 8</i>	<ul style="list-style-type: none"> Speed is not a problem but the condition of the road. Repair the roads properly, not a patch fix, instead of lowering the speed limit. Over the last ten years, road maintenance has reduced. Potholes keep appearing, road surfaces become smooth and getting these fixed seems to take forever. The common cause of incidents on this road is distracted drivers and or poor road conditions (lack of proper maintenance). We recommend road maintenance to be carried out promptly. We believe this to be financially feasible, it is surely cheaper to fix a small 'pothole' before it becomes a larger one. Corrugations throughout require repair as they lead to loss of traction in wet conditions even at slower speeds.

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed is unsuitable for this road <i>Mentions: 2</i>	<ul style="list-style-type: none"> Proposed speed limit is dangerously slow for an open road. This is a rural road - slow speeds are incredibly frustrating as a driver.
Only support the proposed speed limit for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> 60kph speed limit for the whole of this road will be mostly ignored: suggest 60kph limit from the garage corner in Kawakawa Bay over the hill to Cashmore's No.3 Bridge. There are often pedestrians using the road edge between KKB and the bottom of the hill, (No footpath) and 60 is a good speed to maintain over the hill then 90kph from Cashmore's No. 3 Bridge.
Other suggestions for reduced vehicle speeds <i>Mentions: 6</i>	<ul style="list-style-type: none"> 60kph is too slow, but 100kph is too fast - 80kph would be acceptable by the community. Most traffic drives very responsibly on this stretch of road normal around 8 kph which would be a more logical change if you are going to make any change at all. 60kph is far to low for and open road where it is. 80kph (not 60kph) will make driveways easier to get into and out of, and be safer with number of holidaymakers on the roads. This is a narrow, rural road, not suited to SUVs and heavy trucks - suggest 80kph. Recommend 80kph with the 2.3 section of road adjacent to top of gorge being mandated at 60kph. 60kph speed limit for the whole of this road will be mostly ignored: suggest 60kph limit from the garage corner in Kawakawa Bay over the hill to Cashmore's No.3 Bridge. There are often pedestrians using the road edge between KKB and the bottom of the hill, (no footpath) and 60 is a good speed to maintain over the hill then 90kph from Cashmore's No. 3 Bridge.
Other physical improvements suggested <i>Mentions: 3</i>	<ul style="list-style-type: none"> A sign warning of wide vehicles could be useful. Motorists are sometimes confronted by a truck using both lanes to get around a bend. Needs slow vehicle lanes/passing lanes to safely pass trucks. This road really needs some anti-slip surfacing, and some corners have corrugations that need attention.
Other comments <i>Mentions: 3</i>	<ul style="list-style-type: none"> Ban vehicles other than motorcycles. Road users should be encouraged to pull off the road when they have a queue of vehicles behind them - where are the road signs promoting this as a way to keep our roads safer? Driving too slow also causes accidents as other drivers pass dangerously. Instead of lowering the speed limit, how about a trial - put up some signs with a website/phone number for people to contact to report deteriorating road conditions and mandate AT to investigate/fix within 7 working days. Good effective rules and regulations require widespread community respect and support. We feel that a blanket reduction of speed limit to 60 Km over this entire road will not achieve this.

AT recommended way forward

Based upon consultation feedback received and further technical assessment, the speed limit recommendation has been updated for the specific section of road between 4150m south of Bertram Road and 150m west of Orere Point Road. The recommendation for this section of road is 80km/h (previously 60km/h). For the remaining section(s) of roads, the recommendation is to implement the safe and appropriate speed as consulted.



Road name	Te Papa Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be lower than what is proposed	2

Why do you feel this way?	
Feedback Theme	Main points
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> Narrow, steep road - 60kph too fast, currently 50kph, suggest 40kph instead as more suitable. Steep and narrow road, unsuited to common SUV's and no footpath: suggest 40kph.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Townson Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Generally, the road condition needs improving <i>Mentions:</i>	<ul style="list-style-type: none"> The road needs fixing, not speed reduction.
Other suggestions for reduced vehicle speeds <i>Mentions:</i>	<ul style="list-style-type: none"> This is an unsealed rural road with no footpath – suggest lower limit of 40kph.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Hawthorne Lane
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions:</i>	<ul style="list-style-type: none"> This is a small private road. No one but residents travel it. The speed is self-governed by those who live there.
Proposal is a waste of money <i>Mentions:</i>	<ul style="list-style-type: none"> Don't waste money on an unnecessary sign.
Other suggestions for reduced vehicle speeds <i>Mentions:</i>	<ul style="list-style-type: none"> Dead end road with little traffic. 60kph is much too slow and 80kph would be more appropriate.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Sydney Owen Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Aley Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Axtens Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Kimber Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Medhurst Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Road is narrow, bendy and has limited visibility of pedestrians.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Drivers are currently speeding - concerns for children, residents, and pets.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Stuart Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Gearon Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	3
I think the current speed limit on this road should be kept the same	2
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	4
I think the speed limit should be lower than what is proposed	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 5</i>	<ul style="list-style-type: none"> Narrow road with no shoulder and little room for two-way traffic, especially trucks, and minimal road marking. The volume of traffic and the speed of vehicles has increased; there are private residential driveways on this road; there is restricted visibility from driveways; there are a number of blind spots and narrow sections on the road; the road is very busy during the Glenbrook Vintage Railway events; school children walk on this road to the bus stop, with no pathway for safe commute - 100kph is far too fast for this road. This road is not much more than a single lane, with blind corners and no road markings - should be slower than proposed. This road is narrow and barely wide enough for two cars. It has no white middle line or side lines and is in very poor condition. The current open road limit is ridiculous and dangerous. This 'goat track' deserves a 60kph limit.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Stats show lower speed limits cause worse driving and accidents.
Generally, road condition needs upgrading <i>Mentions:</i>	<ul style="list-style-type: none"> Road marking should be improved. Road surface condition is terrible.
The proposed speed limit reductions lack local knowledge	<ul style="list-style-type: none"> Designers of proposal have clearly never travelled on the roads proposed for 60kph - 80kph is more reasonable.

Why do you feel this way?	
Feedback Theme	Main points
Mentions: 1	
Other suggestions for reduced vehicle speeds Mentions: 2	<ul style="list-style-type: none"> Proposed speed limit is too slow for a country road - 80kph is more reasonable.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

Road name	Otto Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer Mentions: 1	<ul style="list-style-type: none"> Otto Road is a gravel road and due to the speed some of the residents travel the road is very uneven and rough to drive on as the council only does limited maintenance on these roads.
The reduced speed limit is unnecessary Mentions: 1	<ul style="list-style-type: none"> Current speed limit is appropriate. As with all roads there will be corners etc that require a reduction in speed, without applying that limit to the entire stretch of road.
Driver behaviour is causing safety risks Mentions: 1	<ul style="list-style-type: none"> Suggest even lower limit than proposed: Very narrow skinny metal road. Creates dangerous dust when cars are speeding up and down the road in summer.
The low quality of the road is creating safety risks Mentions:	<ul style="list-style-type: none"> Otto Rd is a gravel road and due to the speed some of the residents travel the road is very uneven and rough to drive on, as the Council only does limited maintenance on these roads.
Other suggestions for reduced vehicle speeds Mentions:	<ul style="list-style-type: none"> Suggest even lower limit than proposed: Very narrow skinny metal road. Creates dangerous dust when cars are speeding up and down the road in summer.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Ness Valley Road
Part of road	between Clevedon Kawakawa Road and the end of Ness Valley Road

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	4
Other	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions:</i>	<ul style="list-style-type: none"> The is no safety advantage in changing the existing. Keep the current speed limits. Waste of time, how many people died or were killed on this road?

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Phillips Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Coal Mine Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Harry Dreadon Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Jack Paterson Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Judge Richardson Drive
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Kauri View Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Lowering the speed limit may cause false sense of confidence and encourage people to walk on the road. Drivers may get frustrated with road-walkers and slow drivers and overtake dangerously if the speed limit is lowered.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Current speed limit is safe for this road.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Accidents are caused by people misusing the road (driving recklessly, speeding, or walking on the road instead of the berm) which lowering the speed limit will not fix.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Old Barn Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road	Opaheke Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	1
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Current speed limit is safe for this road, as it does not get much road or foot traffic.. • Residents are going to kill someone innocent (unless the speed limit is lowered as proposed). • Recent development will bring more traffic, and reckless drivers need to be slowed. • People speed out of the roundabout towards Boundary Road - There is a zebra crossing in the vicinity, we have a primary school nearby, and a recent near miss incident involving children on the crossing and an impatient driver. It is a straight road there is nothing stopping cars from coming over the crest from Boundary Road/Opaheke Road heading to Papakura from doing in excess of the speed limit. Nor is there a speed camera or any CCTV camera. I would like the speed limit lowered to 30kph on Opaheke Road with a raised zebra crossing and raised humps before Boundary Road and the other side of Opaheke Road roundabout going to Settlement Road. These are the only two feeder routes at the roundabout that do not have humps. <i>Note this submitter did not submit on Opaheke Road, these comments were taken from their submission on another road in the area.</i>
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Current speed limit is safe for this road, as it does not get much road or foot traffic.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Young speeding, reckless drivers are a danger to children and the community - recent near miss with a pram on the pedestrian crossing.
Other suggested safety improvements <i>Mentions: 2</i>	<ul style="list-style-type: none"> • I would like the speed limit lowered to 30kph on Opaheke Road with a raised zebra crossing and raised humps before Boundary Road. • Pedestrian crossing needs to be made safer.

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November 2021 – Safer Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ



Why do you feel this way?	
Feedback Theme	Main points
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Reduce speed limit to 30kph.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

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November 2021 – Safer Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ



Road name	Walker Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Ponga Road
Part of road	Opaheke - between Sutton Road and Hunua Road

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	4
I think the current speed limit on this road should be kept the same	12
Other	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> Currently dangerous (support proposed speed limit change). Residents are going to kill someone innocent (unless the speed limit is lowered as proposed). 80 km is too fast on this winding road; 60 km would be perfect!
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 3</i>	<ul style="list-style-type: none"> Not reduce: This road is 12km long and highly variable - the data collected at one or two points does not accurately reflect the 'average' speed. Most drivers are local (not a through-road) and reducing the speed limit will not fix the issues, however addressing specific high-risk portions would. Lowering the speed limit may cause false sense of confidence and encourage people to walk on the road. Drivers may get frustrated with road-walkers and slow drivers and overtake dangerously if the speed limit is lowered. Even proposed speed of 60kph will be unsafe for some vehicles, but overtaking safely will be impossible, and frustrated drivers will follow too close to react to hazards.
The reduced speed limit is unnecessary <i>Mentions: 6</i>	<ul style="list-style-type: none"> Traffic is low, and no large trucks use this road. Current speed limit is safe for this road. It was fine at 100kph, then dropped to 80kph, there is no reason to drop to 60kph. Current speed limit is perfectly acceptable. Unless you can justify this change, move it back to 100kph. Current speed limit is adequate, people have the common sense to drive to the current limit.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Accidents are caused by people misusing the road (driving recklessly, speeding, or walking on the road instead of the berm) which lowering the speed limit will not fix.

Why do you feel this way?	
Feedback Theme	Main points
Need to better enforce speed limits <i>Mentions: 2</i>	<ul style="list-style-type: none"> How will these new limits be enforced (without revenue collecting speed cameras)? There is a compliance issue, not an issue with the posted speed limit, as incidents have been in excess of speed.
Generally, road condition needs upgrading <i>Mentions: 7</i>	<ul style="list-style-type: none"> Locals (barely) accepted drop to 80kph because the roads were badly maintained - they should be fixed instead of speed limit lowered. Ensure roading contractors do a proper job - most of the time roadworks leave the road in worse condition (no exaggeration). There seems to be no AT accountability because nothing changes. The state of the road is what makes it unsafe (not speed limit). The windy sections are dangerous for cyclists and walkers, and many sections need repair. Road maintenance would make it safer, instead of lowering speed limits. Keep it the same and fix the road. If you make it 60kph people will still go to fast on the road that needs fixing.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> Waste of money, put it into fixing the road.
Only support the proposed speed limit for a portion of the road <i>Mentions: 2</i>	<ul style="list-style-type: none"> There are windy sections (dangerous for cyclists and walkers) which should have the limit lowered, however the initial section up to about Coal Mine Road is mostly straight and fine at 80kph. Reducing the speed limit will not fix the issues, however addressing specific high-risk portions would.
Suggestions for speed limits greater than the proposed speed limit <i>Mentions: 2</i>	<ul style="list-style-type: none"> Unless you can justify this change, move it back to 100kph. Proposed speed is too slow: should be 80kph.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Widening the road would make it safer travelling past wide/heavy vehicles - traffic speed is always going to vary.
Other comments <i>Mentions: 2</i>	<ul style="list-style-type: none"> Please provide three legitimate reasons for this suggested change - what information have you got to support the change? Sadly, this speed limiting exercise also reeks of unaccountability... but do you care? If so, be brave enough to take the feedback you get on board at face value (and include my comment in full in your summary).

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

Road name	Deerys Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

Road name	Orere Point Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	3
I think the current speed limit on this road should be kept the same	8
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> Orere Point School is on the road and it's a short stretch of road. The proposed will make minimal (if any) difference to travel time and will likely drastically increase safety. There is a primary school on this road, no footpaths and limited parking spaces, and several school buses travel and stop on this road. Please lower the speed limit so our kids are safe.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 4</i>	<ul style="list-style-type: none"> Create: Lowering speed limit will create road rage and dangerous driving. Create: Locals and workers may be reluctant and get frustrated with long commutes. Create: Suggest the road from Kawakawa bay to Orere Point could be reduced to 80kph, as most of the locals travel at that speed safely and reducing from 100kph to 60kph as proposed will frustrate drivers, particularly locals.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> Existing speed limit works well for this road. There have been very few accidents on this road.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Lowered speed limit will significantly increase commute time for residents and local workers (care work, delivery, waste, etc).
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> People driving slowly and crossing the centre line is an issue currently. Issues are created by people driving at excessive speeds (who will do so regardless of the official limit).

Why do you feel this way?	
Feedback Theme	Main points
Only support the proposed speed limit for a portion of the road <i>Mentions: 3</i>	<ul style="list-style-type: none"> Restrictions should only apply at specific bends or locations to protect pedestrians. Should be lowered to 60kph around the school. I would support a reduction to 60kph from the intersection of Orere Point Road and Kawakawa-Orere Road for 300m past the school, but believe the remainder of this road should be set at 80kph.
The low quality of the road is creating safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Poor road condition is what causes the crashes - maintain the rural roads properly, do not use patch work jobs or speed limit reductions.
Generally, the road condition needs upgrading <i>Mentions: 1</i>	<ul style="list-style-type: none"> Fix the roads - should not lower limits for oversized/heavy vehicles and occasional/weekend bad drivers.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> Restrictions should only apply during school start/finish times to protect pedestrians.
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> Suggest the road from Kawakawa bay to Orere Point could be reduced to 80kph, as most of the locals travel at that speed safely and reducing from 100kph to 60kph as proposed will frustrate drivers, particularly locals. I would support a reduction to 60kph from the intersection of Orere Point Road and Kawakawa-Orere Road for 300m past the school but believe the remainder of this road should be set at 80kph.
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> Improve pedestrian access. Need better signage for travellers.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

Road name	Orere-Matingarahi Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	14
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	5

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 10</i>	<ul style="list-style-type: none"> • Not reduce: Those who would follow the new speed limit are not the ones causing the problems. • Create: Lowered speed limits can cause frustration and dangerous overtaking, putting more drivers at risk. • Create: Proposed limit is only suited for some parts of the road - current speed is appropriate for most of the road, and drivers will become frustrated and overtake slow traffic on these parts. • Create/not reduce: Expect high levels of non-compliance - drop from open road speed to 60kph is too much. • Create: Lower speeds will lead to driver distraction - looking at the scenery. • Create: I could live with 80kph if we had to but would prefer it being 100kph. Lowering to 60kph I believe would result in a higher number of accidents and fatalities on this road.
The reduced speed limit is unnecessary <i>Mentions: 9</i>	<ul style="list-style-type: none"> • Speed limit works well as is currently. • Orere to Matingarahi - no lower than 80kph. Lots of flat stretches & no one does 100km on the corners. Most people drive to the road conditions & follow the guidelines of the safety signs. • The current speed is good & the road condition is excellent. • The proposed speed limit is too low for some areas of this road: there are areas of this road that could benefit from a reduced speed limit however in MOST places is an acceptable speed. • These are open roads with good visibility and road conditions. There is no real justification to lower the limit. And lowering to 60kph is excessive and simply would not be adhered to by the vast majority of all drivers. • There are no schools around here. No shops. Nothing. 60kph is a speed that Sunday drivers drive when travelling around the area. Don't fix which is not broken. • This road is flat and straight and the speed limit does not need to be lower.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> • It is a slow road anyway.
The proposed speed limit reductions lack local knowledge <i>Mentions: 3</i>	<ul style="list-style-type: none"> • People in town making decisions which don't affect them, only those that live in the country. • The locals know the roads and can drive safely. Corners needing reduced speed are clearly marked on these roads. • Because I drive there every day and I feel that the speed limit is already right for the roads.
The reduced speed limit is unsuitable for this road <i>Mentions: 2</i>	<ul style="list-style-type: none"> • This is the Pacific Coast Highway. • Open roads should not have speeds reduced, as will promote overtaking and put more in danger than if left at the current limits.
Reduced speed is not good as it will increase journey times <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Those who live rurally would be frustrated by a longer commute. • Orere to Matingarahi - no lower than 80kph. Lots of flat stretches, and most drive to the conditions (slowing for corners). Making a long commute even longer for a few who can't/don't drive to the conditions. • For those whom live far out in the country, the proposal would add an extra 20 minutes to any journey that would involve to get into town.
Driver behaviour is causing safety risks <i>Mentions: 5</i>	<ul style="list-style-type: none"> • Those who would follow the new speed limit are not the ones causing the problems. Need better enforcement. • Locals drive to the conditions on this road - proposal is penalising them on behalf of reckless drivers who either don't know the area, or intentionally drive dangerously/speed. • The majority of people drive safely here - the motorists to blame are those who cannot drive to the condition of the road, are affected by drugs, alcohol or inattention, or who are intentionally speeding. • Dropping from open road speed to 60kph will be generally followed by few people. • Lowering to 60kph is excessive and simply would not be adhered to by the vast majority of all drivers.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Those who would follow the new speed limit are not the ones causing the problems. Need better enforcement.
The low quality of the road is creating safety risks <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Suggest maintenance of roads and drains by yearly grading of road edges to prevent grass and gravel on road. • Minimal drain maintenance is causing erosion of the road. • Tax on petrol etc is not going to the upkeep of many roads and lowering speed limits instead is not good enough. • Promote a website/phone number for people to report deteriorating road conditions and mandate AT to investigate/fix within 7 working days - will do more for safety than lowering speed limit.

Why do you feel this way?	
Feedback Theme	Main points
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> No need to spend money changing speed limit on rural roads.
Only support the proposed speed limit for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> There are areas of this road that could benefit from a reduced speed limit however in MOST places is an acceptable speed.
Other suggestions for reduced vehicle speeds <i>Mentions: 3</i>	<ul style="list-style-type: none"> Should be 80kph, not 60kph, as too much of a drop from 100kph. Orere to Matingarahi - no lower than 80kph. Lots of flat stretches & no one does 100km on the corners. Most people drive to the road conditions & follow the guidelines of the safety signs. This route has a number of corners but the straighter portions can easily be driven at 80kph. The proposed new speed of 60kph is excessive and not consistent with the actual route itself in terms of road quality and driver visibility etc - 80kph would be more appropriate.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

Road name	Burt Road
Part of road	between Pitt Road and urban traffic area boundary (Auckland Isthmus)

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	5
I think the current speed limit on this road should be kept the same	9
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 5</i>	<ul style="list-style-type: none"> Drivers speed and dangerously overtake other cars daily, and the accident stats are quite high. Many more trucks use this road now which adds to the issues. Don't feel safe cycling on this road anymore. Used as a shortcut to and from Pukekohe. Road is windy in place, and verges are narrow, with many blind corners, and predominantly residential. Traffic currently travels too quickly on this road. Existing 100kph feels too fast. Burt road has seen an increase in speed limit and is used as a "rat run" from Pukekohe. With increased truck traffic the speed of 100kph is too high. Heavy truck and trailer traffic is increasing and a new school is under construction.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Focus on fixing the roads instead of changing the speed limits.
The reduced speed limit is unnecessary	<ul style="list-style-type: none"> The roads are safe as they are, this is unnecessary. Minimal vehicle and pedestrian traffic here - current speed limit is more than safe enough.

Why do you feel this way?	
Feedback Theme	Main points
Mentions: 5	<ul style="list-style-type: none"> Current speed limit is safe for this road as it wide and straight enough, with low heavy traffic.
Driver behaviour is causing safety risks Mentions: 4	<ul style="list-style-type: none"> Drivers use Burt Rd as a shortcut to avoid the 8-kph section on SH22. Used as a shortcut to and from Pukekohe. Dangerous speeding and overtaking on Burt Rd every day. Drivers speed and dangerously overtake other cars daily, and the accident stats are quite high.
Generally, the road condition needs upgrading Mentions: 1	<ul style="list-style-type: none"> Why not focus on making roads safer instead of blanket speed reductions.
Too many changes in speed limits along the road (or in area) will be confusing Mentions: 1	<ul style="list-style-type: none"> Tuhimata Rd and Burt Rd should be the same speed limit.
Other suggestions for reduced vehicle speeds Mentions: 1	<ul style="list-style-type: none"> Recommend even lower (60kph) to align with others such as Cape Hill Road and stop it being a rat-run route.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

Road name	Burt Road
Part of road	between Tuhimata Road and urban traffic area boundary (Auckland Isthmus)

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	5
I think the current speed limit on this road should be kept the same	9
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer Mentions: 5	<ul style="list-style-type: none"> Drivers speed and dangerously overtake other cars daily, and the accident stats are quite high. Many more trucks use this road now which adds to the issues. Don't feel safe cycling on this road anymore. Used as a shortcut to and from Pukekohe. Road is windy in place, and verges are narrow, with many blind corners, and predominantly residential. Traffic currently travels too quickly on this road. Existing 100kph feels too fast. Burt road has seen an increase in speed limit and is used as a "rat run" from Pukekohe. With increased truck traffic the speed of 100kph is too high. Heavy truck and trailer traffic is increasing, and a new school is under construction.
Reduced speed limit will create, or not reduce, safety issues Mentions: 1	<ul style="list-style-type: none"> Focus on fixing the roads instead of changing the speed limits.
The reduced speed limit is unnecessary	<ul style="list-style-type: none"> The roads are safe as they are, this is unnecessary. Minimal vehicle and pedestrian traffic here - current speed limit is more than safe enough.

Why do you feel this way?	
Feedback Theme	Main points
Mentions: 5	<ul style="list-style-type: none"> Current speed limit is safe for this road as it wide and straight enough, with low heavy traffic.
Driver behaviour is causing safety risks Mentions: 4	<ul style="list-style-type: none"> Drivers use Burt Rd as a shortcut to avoid the 8-kph section on SH22. Used as a shortcut to and from Pukekohe. Dangerous speeding and overtaking on Burt Rd every day. Drivers speed and dangerously overtake other cars daily, and the accident stats are quite high.
Generally, the road condition needs upgrading Mentions: 1	<ul style="list-style-type: none"> Why not focus on making roads safer instead of blanket speed reductions.
Too many changes in speed limits along the road (or in area) will be confusing Mentions: 1	<ul style="list-style-type: none"> Tuhimata Rd and Burt Rd should be the same speed limit.
Other suggestions for reduced vehicle speeds Mentions: 1	<ul style="list-style-type: none"> Recommend even lower (60kph) to align with others such as Cape Hill Road and stop it being a rat-run route.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

Road name	Bush Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Gordon Francis Drive
Part of road	between Runciman Road and urban traffic area boundary (Pukekohe)

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Gordon Francis Drive
Part of road	between urban traffic area boundary (Pukekohe) and the western end of Gordon Francis Drive

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Loxton Lane
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Needham Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Solitaire Lane
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Tuhimata Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	5

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> This road should have speed limit reduced to 80kph (for pedestrian and cyclist safety). 80kph is adequate for this road.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Low vehicle and pedestrian traffic - current speed limit is more than safe enough.
Too many changes in speed limits along the road (or in area) will be confusing <i>Mentions: 1</i>	<ul style="list-style-type: none"> Tuhimata Road and Burtt Road should be the same speed limit.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

Road name	Runciman Road
Part of road	Pukekohe East - between 820m north of Rutherford Road and Great South Road

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	3
I think the current speed limit on this road should be kept the same	15
I think the speed limit should be lower than what is proposed	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 5</i>	<ul style="list-style-type: none"> Children, walkers, cyclists, horse riders, and cattle use this road. People drive too fast. Gravel road is not safe at current speed. Very narrow street. This is a winding rural road which should be 80kph.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Lower speed causes more risk factors in a rural area.
The reduced speed limit is unnecessary <i>Mentions: 9</i>	<ul style="list-style-type: none"> Road width, road surface, and current signage are all suitable for the existing speed on this road. Road is wide and not densely populated enough to merit a speed reduction. There are no accidents on the road currently, where is the need for reduction. The current speed limit is appropriate. This is a main road through the district. AT need to demonstrate there is actually a need to reduce the speed limit. Some corners are quite slow, should the stretches that aren't suddenly become 50kmh to match a few tight corners, I think not.

Why do you feel this way?	
Feedback Theme	Main points
Reducing speed limits is about revenue gathering (not safety) <i>Mentions: 1</i>	<ul style="list-style-type: none"> There is no need to reduce the speed limit, this is about revenue gathering.
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> Children and cattle on this road, and people drive too fast. People who are not residents often drive too fast along this road.
Generally, road condition needs upgrading <i>Mentions: 3</i>	<ul style="list-style-type: none"> Road needs asphalt. Maintain the road at times the road is in an unacceptable quality standard for any vehicle no matter what speed. Lack of upgrading or maintenance is not a reason to reduce speed limits.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Speed limit change points 120m north of Rutherford Rd and 820m north of Rutherford Rd do not comply with clause 3.3(3). MegaMaps IRR scores are higher than 1.6 that makes 80kph safe. Mean speeds will likely comply with clause 4.4(2)(c) if 60kph SAAS is posted. Posting 80kph where mean speeds are lower is likely to cause targeting of the speed limit, increasing mean speeds. Research https://www.nzta.govt.nz/assets/resources/research/reports/563/docs/563.pdf shows that speed limits posted higher than the speed road users are driving as the safe and appropriate speed causes 'targeting' of that speed limit ("...some drivers will now drive at the new posted speed limit, rather than to the conditions, as they most likely did in the before situation" (p42)). Changing the speed limit to 80, rather than aligning it with the SAAS of 60, is a message to drivers that the new 80km/h speed limit is considered the 'safe and appropriate' speed. Evidence shows actual mean speeds increase as some drivers 'target' the new limit, increasing driver frustration and overtaking when others maintain their view of the safe travel speed. Increase in mean speeds + driver frustration + overtaking = increase in risk and crashes, particularly on roads with high Infrastructure Risk Rating (IRR).

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

Road name	Runciman Road
Part of road	Pukekohe East - between Pukekohe East Road and 120m north of Rutherford Road

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	3
I think the current speed limit on this road should be kept the same	15
I think the speed limit should be lower than what is proposed	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 5</i>	<ul style="list-style-type: none"> Children, walkers, cyclists, horse riders, and cattle use this road. People drive too fast. Gravel road is not safe at current speed. Very narrow street. This is a winding rural road which should be 80kph.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Lower speed causes more risk factors in a rural area.
The reduced speed limit is unnecessary <i>Mentions: 9</i>	<ul style="list-style-type: none"> Road width, road surface, and current signage are all suitable for the existing speed on this road. Road is wide and not densely populated enough to merit a speed reduction. There are no accidents on the road currently, where is the need for reduction. The current speed limit is appropriate. This is a main road through the district. AT need to demonstrate there is actually a need to reduce the speed limit. Some corners are quite slow, should the stretches that aren't suddenly become 50kmh to match a few tight corners, I think not.

Why do you feel this way?	
Feedback Theme	Main points
Reducing speed limits is about revenue gathering (not safety) <i>Mentions: 1</i>	<ul style="list-style-type: none"> There is no need to reduce the speed limit, this is about revenue gathering.
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> Children and cattle on this road, and people drive too fast. People who are not residents often drive too fast along this road.
Generally, road condition needs upgrading <i>Mentions: 3</i>	<ul style="list-style-type: none"> Road needs asphalt. Maintain the road at times the road is in an unacceptable quality standard for any vehicle no matter what speed. Lack of upgrading or maintenance is not a reason to reduce speed limits.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Speed limit change points 120m north of Rutherford Rd and 820m north of Rutherford Rd do not comply with clause 3.3(3). MegaMaps IRR scores are higher than 1.6 that makes 80kph safe. Mean speeds will likely comply with clause 4.4(2)(c) if 60kph SAAS is posted. Posting 80kph where mean speeds are lower is likely to cause targeting of the speed limit, increasing mean speeds. Research https://www.nzta.govt.nz/assets/resources/research/reports/563/docs/563.pdf shows that speed limits posted higher than the speed road users are driving as the safe and appropriate speed causes 'targeting' of that speed limit ("...some drivers will now drive at the new posted speed limit, rather than to the conditions, as they most likely did in the before situation" (p42)). Changing the speed limit to 80, rather than aligning it with the SAAS of 60, is a message to drivers that the new 80km/h speed limit is considered the 'safe and appropriate' speed. Evidence shows actual mean speeds increase as some drivers 'target' the new limit, increasing driver frustration and overtaking when others maintain their view of the safe travel speed. Increase in mean speeds + driver frustration + overtaking = increase in risk and crashes, particularly on roads with high Infrastructure Risk Rating (IRR).

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

Road name	Golding Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2
I think the current speed limit on this road should be kept the same	7
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	4

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Currently a race track for boy racers as one of the only 100kph roads around. • Lots of truck through-traffic. • Lots of pedestrians and children. • Lots of blind hills and no berms, and blind driveways. • This is a narrow road that deserves a lower speed limit (as proposed) for the safety of residents. • Road is narrow, with undulations creating blind exits for residents using driveways, so limit should be lowered, but 60kph is too low. • 80kph limit would be acceptable.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> • A 60kph limit will result in residents' overconfidence of no traffic and may pull out from driveways without being as cautious of other drivers. • Over the blind crests at the northern end of the road it should be 80kph, but the rest should remain 100kph as it is dead straight and lowering it will have little to no safety benefit.
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Straight and safe road - should remain 80kph. • This is a straight country road that does not have a lot of road traffic. The current speed limit is more than safe. • Over the blind crests at the northern end of the road it should be 80kph, but the rest should remain 100kph as it is dead straight and lowering it will have little to no safety benefit.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Waste of money, just a revenue-collecting exercise.

Why do you feel this way?	
Feedback Theme	Main points
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Currently a race track for boy racers as one of the only 100kph roads around. • Drivers don't slow down around school buses.
Generally, road condition needs upgrading <i>Mentions: 1</i>	<ul style="list-style-type: none"> • The road condition itself is poor and narrow. Residential access should be limited, as this should form a new ring road and be widened.
Change the speed limit asap/sooner than planned <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Currently a race track for boy racers. • Please do it sooner, or a trial reduction temporarily until law has passed.
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Road is narrow, with undulations creating blind exits for residents using driveways, so limit should be lowered, but 60kph is too low. • Over the blind crests at the northern end of the road it should be 80kph, but the rest should remain 100kph as it is dead straight and lowering it will have little to no safety benefit.

AT recommended way forward
Based upon consultation feedback received and further technical assessment, the speed limit recommendation has been updated from 60km/h to 80km/h between 100m south of Pukekohe East Road and Logan Road (Auckland boundary). For more information please refer to Attachment 7.

Pukekohe East Road	Pukekohe East Road
Part of road	Pukekohe - between urban traffic area boundary (Pukekohe - 130m east of Anselmi Ridge Road) and 300m west of Harrisville Road

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	19
I think the current speed limit on this road should be kept the same	30
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
I think the speed limit should be lower than what is proposed	4
Other	4

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 19</i>	<ul style="list-style-type: none"> Reduced speed limit will be safer, particularly around the Anselmi Ridge Road intersection. Very busy road, dark at night with no lighting, high volume of traffic and some T-intersections with lots right-turning traffic. Difficult and dangerous at current speeds for residents to enter/exit driveways, due to traffic volumes and speed. The road design encourages fast (often excessive) speed due to the rise in the road coming out of the 50kph zone, then opening up to two lanes on a straight road. Currently cars traveling in excess of 100kph and is particularly dangerous at Runciman Rd intersection - difficult for residents to safely access and leave their homes. Fits with the speed of the majority of vehicles using the road during peak times and is consistent with the speed limit on roads like SH22. Traffic going uphill are often speeding in the overtaking lane, making it dangerous for residents entering their driveways. Multiple accidents in this area in the past year, including a car crashing into a house fence where children play. Variable speed limit is not enforceable so does not work - intersection needs complete upgrade as well as speed adjustment. Dangerous intersection that is difficult to get out of most of the time due to traffic speed and volume, and is particularly busy during school start/finish times due to the school on Runciman Rd.

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 5</i>	<ul style="list-style-type: none"> Reducing speed limit will just make people overtake dangerously. Expect more crashes with a lowered speed limit. More problems were caused with the last lowering of the speed limit. The reduced speed limit will result in more tailgating. People waiting at junctions will be waiting even longer for a gap to pull out into if speed limit is lowered and will take more risks. Drivers should know when to slow down for a bend and drive to the conditions. Those that don't won't adhere to a new speed limit either.
The reduced speed limit is unnecessary <i>Mentions: 17</i>	<ul style="list-style-type: none"> Road is perfectly safe to drive at 100kph currently. Reducing the speed would defeat the purpose of the passing lane. Provide me the evidence that says this road needs a lower speed limit. Road is wide and mostly straight, 80kph is artificially slow. The current speed is appropriate. It is a main arterial. It is wide and well-marked corners. The justification that this limit should be reduced to be in keeping with surrounding roads isn't a satisfactory justification. No need to lower speed limit just to 'fit in' with inferior roads around it. Over the last 15 years road traffic has increased but with minimal issue. There is already a variable speed limit for the dangerous part of the road. Road is in good condition, is easy to drive, has passing lanes, and a marked bend. I drive on this road regularly. People are considerate of other road users. It is ridiculous to change the limit to 80-60kms. People already drive to the conditions. Rural road with very few driveways.
The reduced speed limit is unsuitable for this road <i>Mentions: 5</i>	<ul style="list-style-type: none"> This is a national highway and should be 100kph. This is the main road into Pukekohe from the East, there is no reason for it to be any lower than 100kph. Major main road in and out of Pukekohe, with large vehicle volumes, and a big passing lane.
Too many changes in speed limits along the road (or in area) will be confusing <i>Mentions: 2</i>	<ul style="list-style-type: none"> Variable speed limits confuses people and makes Police look like revenue collectors.

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed is not good as it will increase journey times <i>Mentions: 3</i>	<ul style="list-style-type: none"> Speed limits should go back to how they were before the last changes, as people need to get up one to two hours earlier for work. Cutting the speed limit will add an extra minute to journey times. Increased journey times will be frustrating.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> Need to better enforce speed limits
Generally, the road condition needs upgrading <i>Mentions: 2</i>	<ul style="list-style-type: none"> This road needs better maintenance.
Change the speed limit asap/sooner than planned <i>Mentions: 1</i>	<ul style="list-style-type: none"> Hoping the speed limit change will be implemented asap.
Reduce the speed limit further for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> The section closer to Pukekohe should have 60kph speed limit, like the section leaving the roundabout by Belgium Rd - traffic speeds up the hill, sometimes well in excess of 100kph, and it is dangerous and sometimes almost impossible to exit driveways. Once past the Runciman Rd junction the speed could be higher at 80kph.
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> 90kph same as Highway 2, I believe would be agreeable compromise. Speed limits should be 60kph day time and 70kph at night when there is no traffic.
Suggestions for speed limit increases <i>Mentions: 3</i>	<ul style="list-style-type: none"> Speed should not be lower than 90kph - should not have been changed. Speed limits should go back to how they were before the last changes, as people need to get up one to two hours earlier for work.
Other physical improvements suggested <i>Mentions:</i>	<ul style="list-style-type: none"> Lots of dangerous overtaking on the double lines, suggest a median strip.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

Road name	Pukekohe East Road
Part of road	Bombay - between 300m west of Harrisville Road (being the side road) and Harrisville Road

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	19
I think the current speed limit on this road should be kept the same	30
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
I think the speed limit should be lower than what is proposed	4
Other	4

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 19</i>	<ul style="list-style-type: none"> Reduced speed limit will be safer, particularly around the Anselmi Ridge Road intersection. Very busy road, dark at night with no lighting, high volume of traffic and some T-intersections with lots right-turning traffic. Difficult and dangerous at current speeds for residents to enter/exit driveways, due to traffic volumes and speed. The road design encourages fast (often excessive) speed due to the rise in the road coming out of the 50kph zone, then opening up to two lanes on a straight road. Currently cars traveling in excess of 100kph and is particularly dangerous at Runciman Rd intersection - difficult for residents to safely access and leave their homes. Fits with the speed of the majority of vehicles using the road during peak times and is consistent with the speed limit on roads like SH22. Traffic going uphill are often speeding in the overtaking lane, making it dangerous for residents entering their driveways. Multiple accidents in this area in the past year, including a car crashing into a house fence where children play. Variable speed limit is not enforceable so does not work - intersection needs complete upgrade as well as speed adjustment. Dangerous intersection that is difficult to get out of most of the time due to traffic speed and volume, and is particularly busy during school start/finish times due to the school on Runciman Rd.

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 5</i>	<ul style="list-style-type: none"> Reducing speed limit will just make people overtake dangerously. Expect more crashes with a lowered speed limit. More problems were caused with the last lowering of the speed limit. The reduced speed limit will result in more tailgating. People waiting at junctions will be waiting even longer for a gap to pull out into if speed limit is lowered and will take more risks. Drivers should know when to slow down for a bend and drive to the conditions. Those that don't won't adhere to a new speed limit either.
The reduced speed limit is unnecessary <i>Mentions: 17</i>	<ul style="list-style-type: none"> Road is perfectly safe to drive at 100kph currently. Reducing the speed would defeat the purpose of the passing lane. Provide me the evidence that says this road needs a lower speed limit. Road is wide and mostly straight, 80kph is artificially slow. The current speed is appropriate. It is a main arterial. It is wide and well-marked corners. The justification that this limit should be reduced to be in keeping with surrounding roads isn't a satisfactory justification. No need to lower speed limit just to 'fit in' with inferior roads around it. Over the last 15 years road traffic has increased but with minimal issue. There is already a variable speed limit for the dangerous part of the road. Road is in good condition, is easy to drive, has passing lanes, and a marked bend. I drive on this road regularly. People are considerate of other road users. It is ridiculous to change the limit to 80-60kms. People already drive to the conditions. Rural road with very few driveways.
The reduced speed limit is unsuitable for this road <i>Mentions: 5</i>	<ul style="list-style-type: none"> This is a national highway and should be 100kph. This is the main road into Pukekohe from the East, there is no reason for it to be any lower than 100kph. Major main road in and out of Pukekohe, with large vehicle volumes, and a big passing lane.
Too many changes in speed limits along the road (or in area) will be confusing <i>Mentions: 2</i>	<ul style="list-style-type: none"> Variable speed limits confuses people and makes Police look like revenue collectors.

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed is not good as it will increase journey times <i>Mentions: 3</i>	<ul style="list-style-type: none"> Speed limits should go back to how they were before the last changes, as people need to get up one to two hours earlier for work. Cutting the speed limit will add an extra minute to journey times. Increased journey times will be frustrating.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> Need to better enforce speed limits
Generally, the road condition needs upgrading <i>Mentions: 2</i>	<ul style="list-style-type: none"> The Harrisville and Runciman Rd intersections need improving - it's not the speed of the rest of the road that is a problem. This road needs better maintenance.
Change the speed limit asap/sooner than planned <i>Mentions: 1</i>	<ul style="list-style-type: none"> Hoping the speed limit change will be implemented asap.
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> 90kph same as Highway 2, I believe would be agreeable compromise. Speed limits should be 60kph day time and 70kph at night when there is no traffic.
Suggestions for speed limit increases <i>Mentions: 3</i>	<ul style="list-style-type: none"> Speed should not be lower than 90kph - should not have been changed. Speed limits should go back to how they were before the last changes, as people need to get up one to two hours earlier for work.
Other physical improvements suggested <i>Mentions:</i>	<ul style="list-style-type: none"> The intersection of Harrisville Rd and Mill Rd, possibly a roundabout to ease crossing into Mill Rd would be a safer option to the current layout. This intersection needs a complete upgrade, not just a speed adjustment. Dangerous intersection that is difficult to get out of most of the time due to traffic speed and volume and is particularly busy during school start/finish times due to the school on Runciman Rd. Lower speed, plus full intersection upgrade needed along with lower limit. Lots of dangerous overtaking on the double lines, suggest a median strip.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed



Road name	Royal Doulton Drive
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	2
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> This road is for residential access, and should be 50kph - lower than proposed, to reflect this.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Station Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	6
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Lower speed limit will help children safely get to school (suggest 70kph), by walking, biking, or train.
The reduced speed limit is unnecessary <i>Mentions: 5</i>	<ul style="list-style-type: none"> Prefer it left as it is. Proposed speed limit is too slow. The current limit is fine. Reducing the speed limit on this stretch of road will not make it any safer - need to improve the quality of the road. Road is wide and straight, no need to change speed limit.
The low quality of the road is creating safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Reducing the speed limit on this stretch of road will not make it any safer - invest some money to improve the quality of the road.
Only support the proposed speed limit for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Reducing the speed limit on this stretch of road will not make it any safer - invest some money to improve the quality of the road.
Reduce the speed limit further for a portion of the road	<ul style="list-style-type: none"> A lower speed limit suggested for the Logan Road approach for the school. Near the school should have a 'school speed zone' to make it safer for children and parents.

Why do you feel this way?	
Feedback Theme	Main points
Mentions: 2	
Other physical improvements suggested Mentions: 2	<ul style="list-style-type: none"> The speed hump before the stop sign on the southern end of the road is dangerous - should be removed. There is a dangerous rise just before the intersection, but better intersection signage or removing the rise would work too.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

Road name	Yates Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	15
I think the current speed limit on this road should be kept the same	1
I think the speed limit should be lower than what is proposed	13

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer Mentions: 18	<ul style="list-style-type: none"> Lowered speed limit will make it safer for the children due to the school. Narrower road than ideal, with a lot of turning traffic. Pukekohe Christian School is on this road and there have been accidents. This is a school so speed limit should be lower than proposed to reflect this - there have been accidents at the front gate involving children. Expect to get rear-ended every time we're waiting to turn into the school from the narrow road. Should have safe speed limits like everywhere else. Proposed speed limit would be appropriate due to the school, as well as safe school speeds and signage. The proposed speed will be safer at school drop off/pick up times and provide a much safer space around the school.
Reduced speed limit will create, or not reduce, safety issues Mentions: 1	<ul style="list-style-type: none"> There is now congestion, and speed humps which are actually too high and are too close to Wickman Way for cars turning in, causing problems.
Driver behaviour is causing safety risks Mentions: 5	<ul style="list-style-type: none"> Motorists go too fast/speed past/around the Pukekohe Christian School. Have already been a number of accidents due to fast cars and turning traffic.
The low quality of the road is creating safety risks Mentions: 1	<ul style="list-style-type: none"> Road condition is not to a standard where speeds higher than proposed could be safely reached without the potential of losing control.

Why do you feel this way?	
Feedback Theme	Main points
Reduce the speed limit further than proposed for a section of the road <i>Mentions: 13</i>	<ul style="list-style-type: none"> Reduce speed limit even further around the school. Should have a 40kph limit at school drop-off and pickup times, like every other school has.
Other physical improvements suggested <i>Mentions: 6</i>	<ul style="list-style-type: none"> Suggest a footpath or verge where children can safely walk or bike to school. School zone signs needed outside Pukekohe Christian School. Section around the school needs to be signposted and controlled as a 'school zone' like other schools, with further restrictions around school time. The speed humps installed are too high and too close to Wickman Way, and cause issues and congestion for people turning in. This is a school, and should be treated as such: school signs, flashing lights, school zone speed limits. Yates should have 60kph speed limit, but also 'School' signage and road painting, AND a 40kph limit at school dropoff and pickup times, like every other school has. There is a school here - the area needs to be better signposted to make drivers aware of this, and slow down for increased traffic turning in and out in school start/finish times.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

Road name	Hilltop Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	2
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	2
Other	2

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Current speed limit is working and there is minimum traffic here.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> Speed cameras to enforce existing speed limit would be better than lowering limit.
The low quality of the road is creating safety risk <i>Mentions: 1</i>	<ul style="list-style-type: none"> The road needs to be fixed, not speed reduced.
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> Road condition is the issue, not speed: 80kph would be more reasonable. 60kph for this road is completely unnecessary, 80kph would be a better speed limited reduction.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Buckland Road
Part of road	Full length between 300m south of George Crescent (south end) and Tuakau Road (the boundary of Auckland)

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	8
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Currently lots of crashes as existing speed limit (100kph) is far too high.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> Just an attempt at revenue collection, totally unnecessary. Speed limit should be 100kph, and where possible 120kph, and for all roads similar.
Reduced speed is about revenue collecting (not safety) <i>Mentions: 1</i>	<ul style="list-style-type: none"> Just an attempt at revenue collection, totally unnecessary.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Buckland Road
Part of road	between 300m south of the southern end of George Crescent and Tuakau Road (the boundary of Auckland)

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	8
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Currently lots of crashes as existing speed limit (100kph) is far too high.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> Just an attempt at revenue collection, totally unnecessary. Speed limit should be 100kph, and where possible 120kph, and for all roads similar.
Reduced speed is about revenue collecting (not safety) <i>Mentions: 1</i>	<ul style="list-style-type: none"> Just an attempt at revenue collection, totally unnecessary.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Morgan Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2
I think the current speed limit on this road should be kept the same	2

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Rutherford Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Aka Aka Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	7

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 5</i>	<ul style="list-style-type: none"> No need to reduce speed - no experience of accidents. Good quality road - change is not required. Current speed limit is fine - long, straight road with good visibility.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Changing to a lower limit will make it less safe, with more accidents and deaths since lowering limit.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Open roads should all be 100kph. This road is 100kph for the Waikato side - keep the speed.
Too many changes in speed limits along the road (or in area) will be confusing <i>Mentions: 3</i>	<ul style="list-style-type: none"> Proposed reduced speed limit will confuse drivers as they cross into Waikato or from Auckland - 100 to 80kph on the same stretch of road. Should be kept the same speed on the Auckland side and the Waikato side for the same road.
Other comments <i>Mentions: 2</i>	<ul style="list-style-type: none"> School areas should all be 40kph, but other areas all 100kph. Existing 100/80kph change point 165m south of Waiuku Road does not comply with clause 3.3(3).

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Sonja Drive
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Rogers Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	2
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Suggest even lower speed limit of 60kph - the blind hill on a corner in the middle of the road is dangerous even at the proposed 80kph.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Wily Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	2

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> This section of the road is perfectly fine as is - there is one interesting corner on the whole road, but no need to reduce speed limit, just drive to the conditions. No need to lower the limit.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Cooper Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Coulston Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Dale South Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Davies Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Flay Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Kern Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	3
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> Existing speed humps already slow down traffic here. The current speed limit is appropriate. There have been no known accidents and reducing the speed limit to 60kph is just completely inappropriate.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> Whatever the outcome, policing desperately needs to be increased here as far too many utes cross the centre of the roads on blind corners. It is only a matter of time before a head on happens.
The low quality of the road is creating safety risk <i>Mentions: 1</i>	<ul style="list-style-type: none"> Kern Road will only be safe if it has road marking at every corner and signage warning of oncoming vehicles around the corner is installed.
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> Kern should have 80kph limit but will only be safe if it has road marking and warning signage is installed. Very low traffic levels on this road - often residents only. This road is ridiculously narrow in parts, particularly just over the bridge, west of Coopers Rd, the corners are sharp and blind, and trucks and utes cross the centreline, even when they are driving properly. 60kph feels a bit too slow though, suggest 70kph instead.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Maxted Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Current speed limit is appropriate. As with all roads there will be corners etc that require a reduction in speed, without applying that limit to the entire stretch of road.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Norfolk King Drive
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Old Coach Way
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Patrick Lane
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Peach Hill Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> • People sometimes use this road to avoid the motorway - the lower speed limit may help deter this.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Pratts Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Narrow and mostly unsealed, and large vehicles struggle to pass.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Ramarama Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Trail Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Valley Springs Way
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Willow Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> This road has been permanently closed and does not need any speed limit changes.

AT recommended way forward
Willow Road has been removed from the amendment bylaw.



Road name	Ngakoroa Road
Part of road	between Runciman Road and urban traffic area boundary (Auckland Isthmus)

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Ngakoroa Road
Part of road	between urban traffic area boundary (Auckland Isthmus) and the southern end of Ngakoroa Road

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Pitt Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1
I think the speed limit should be lower than what is proposed	3

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> The existing speed limit is more than safe enough for the small amount of road and foot traffic this road sees.
Other suggestions for reduced vehicle speeds <i>Mentions: 3</i>	<ul style="list-style-type: none"> Suggest 60kph instead: Pitt Rd connects Great Sth Rd with Burt Rd, and an intersection with a small road connecting with the main highway. The short distance between this intersection to Great Sth Rd warrants a lower limit. Suggest 60kph instead: Pitt Rd is a short stretch of road which comes to a busy intersection. On Pitt Rd is the Runciman Tennis Club which hosts many older (and less nimble) players and often children. Parking is very limited - a 60kph speed limit may make an accident survivable. At the moment huge truck and trailer units use this road every day. Would be great to feel safe while cycling. Should be 50kph. Heavy truck and trailers use this road, cars park on both sides to use the tennis club. Young children and adults cross the road to use the tennis club.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Phillip Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Population is growing, it is good to reduce speed now.
The reduced speed limit is unnecessary <i>Mentions:</i>	<ul style="list-style-type: none"> No need to change speed: this is an industrial area, and no one walks on this road everyone drives - it's very private to the golf course.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Wattie Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Wedding Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Saddleton Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Should be lowered from 80km to 60km. This road now has more people living on it, there are children walking to school, people riding bikes and many walkers. There are no footpaths, so they use the road. This road is just around the corner from the school. All other arterial roads in this area are at 60km. Saddleton road has no road markings, and a large number of people walking and on bikes.
The low quality of the road is creating safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Maintain the road to a better standard instead of lowering the speed limits.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	East Coast Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	3
I think the current speed limit on this road should be kept the same	2
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> Lowering speeds would be significantly safer for cyclists and pedestrians especially in summer months when the road users aren't local. 60kph seems a good speed for this narrow and windy road. There are also often tamariki crossing these roads to get to the beach.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> Motorists on this road are likely already travelling a great distance and adding to their journey time will cause road rage issues. Should be no lower speed limit than 80kph - lots of flat stretches and no-one does 100kph on the corners. Most people drive to the conditions, and the rest of us should not be punished for a few reckless drivers - don't make the daily commute longer and harder than it already is.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> This is an open country road with low to medium traffic volume. The speed limit must not be lower than 80kph, as you can drive that quite safely. This road should be at minimum 80kph and suggest it remain 100kph.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Motorists on this road are likely already travelling a great distance and adding to their journey time will cause road rage issues.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Rural roads are not suitable for lowered speed limits.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Kawakawa Bay Coast Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
I think the speed limit should be lower than what is proposed	4

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> Lowering speeds would be significantly safer for cyclists and pedestrians especially in summer months when the road users aren't local. 60kph seems a good speed for this narrow and windy road. There are also often tamariki crossing these roads to get to the beach.
Suggestions for speed limit increases <i>Mentions: 1</i>	<ul style="list-style-type: none"> 80km/h is a safe speed for this road.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Porterfield Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	1
Other	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> The current speeds on this road are already adequately slow.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Part C – Feedback on roads within the local board area NOT proposed for speed limit changes

Some respondents also identified roads that they thought needed changes, which were not proposed for speed limit reductions. Please note:

- To prevent having lots of themes that were only mentioned once or twice we grouped suggestions into suburbs and used the 'main points' for the themes to identify the roads being mentioned.
- Some suburbs are situated within more than one local board area, as such there may be some roads in this section which are not relevant to the Franklin Local Board area. It saved a significant amount of time reporting in this way.



Suburb	Alfriston
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Alfriston Road needs to be 60km/h limit full length.

Suburb	Ardmore
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> • More roads around Papakura-Clevedon Road should be reduced as well.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Suggest rumble strips leading up to S-bends and alternative measures at key intersections.

Suburb	Awhitu
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 8</i>	<ul style="list-style-type: none"> • Awhitu Rd - Lower speed limit: Especially around hubs here with the school, but also speed should be much lower across the whole peninsula. • Awhitu Rd - Lower speed limit: This road is more dangerous than Waiuku Rd. • Awhitu Rd - Lower speed limit from 100kph to 80kph: Difficult driving conditions, winding roads, and other drivers expecting you to drive at 100kph regardless of whether it is safe. Many crashes out here. • Awhitu Rd - Lower speed limit: From Waiuku out to Grahams Beach and Big Bay - many accidents, 100kph is too high. • Awhitu Rd - Lower speed limit to 80kph: There are two straight sections in particular between Gleeson Rd and Kohekohe junction that are attractive to speeders, particularly motorbikes on weekends, and it is loud and unsafe. Should be 80kph like Waiuku Rd. • Awhitu Roads - Lower speed limits to 80kph, or variable around the bends: These roads are so deadly at high speeds.
Other physical improvements suggested <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Awhitu Rd - Suggest centreline, footpath/cycling facilities: No berms or shoulder, or a centreline, let alone a footpath for pedestrians or safe cycling. • Awhitu Rd/Brook Rd - Improve intersection: Turning right out of Brook is dangerous with cars coming rapidly from the right around a blind bend. Suggest warning cars on Awhitu Rd from the north as they approach the bend and intersection to minimise the chance of accidents.
Generally, road condition needs improving <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Awhitu Rd - Our roads are atrocious. There are no berms or shoulder, not even a centre white line on some roads, let alone a footpath for pedestrians or safe cycling.



Suburb	Bombay
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> Lynd Road specifically (but all roads similar as well) should also have their speed limit decreased from 100kph to 60kph - It is narrow and winding and barely wide enough when passing other vehicles. Hillview Road - lower speed limit: The speed limit for this road should be reduced. Currently it's just a country lane used by many people. The opening of Adrenalin Forest makes this road even busier. I suggest reducing the speed limit to 80 kph.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Harrisville-Mill Rd intersection is a death trap: need a roundabout or underpass here.
Other comments <i>Mentions: 2</i>	<ul style="list-style-type: none"> Would like to see statistics for crash/injury rates on this (Mill Rd) and other roads AT is proposing lowered speed limits on. When car rallies are held on it the residents are locked in their properties, these should be banned from roads like Paparata Road. It also gets severe sun strike in the mornings at different times of the year.



Suburb	Brookby
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Feedback Theme	Main points
Suggestions for speed limit increases <i>Mentions: 1</i>	<ul style="list-style-type: none"> Twilight Rd - Increase limit from 60kph to 80kph: Current speed limit is too slow to be safe - people can drive to the conditions.

Suburb	Buckland
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Only reason for the limit change on Buckville Road is the intersection at Tuakau Rd, but the proposal stops at the intersection, risking motorists speeding up at the end of the 80kph zone, making it difficult for turning traffic to judge their speed - if Buckville is changed, the intersection should be too.

Suburb	Clevedon
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 5</i>	<ul style="list-style-type: none"> Agree with lowered limits proposed, but request all other roads be maximum 80kph limit. Quarry Rd - Lower speed limit: Parts of this road are impossible to drive safely over 30kph, but current limit is well over this. Clevedon/Bombay roads: suggest 80kph instead of 60kph (which would create driver frustration and dangerous passing, increasing accidents). Clevedon-Kawakawa Rd - if there is no other option, should be decreased by a MAXIMUM of 20kph - 80kph would be acceptable.
The low quality of the roads is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> Nothing wrong with the speed limits we have currently from Clevedon to Orere Point to Kaiua: the issue is the roads, which have just been patched up so many times and no real fix has been done. Re roads in/around Clevedon/Ardmore/Brookby/Maraetai. The poor road surface (especially due to trucks on quarry and cleanfill routes) should not be a reason to reduce the speed overall - get the roads fixed properly.
Other physical improvements suggested <i>Mentions: 3</i>	<ul style="list-style-type: none"> Suggest rumble strips leading up to S-bends and alternative measures at key intersections. All roads should have speed markings on them more often - writing on the road is very helpful. Re roads in/around Clevedon/Ardmore/Brookby/Maraetai. Short 'problem' sections of road should be 80kph with reduction signs, or other measures (rumble strips?) at the wiggly bits, rather than lowering limit for the whole road. Limits past schools should be 30 or 40km when school is operating, with flashing signs like those at Ardmore school, rather than being permanent and ignored. Education of drivers that speed limits are not a target and that they should drive to the road conditions would be beneficial, especially aimed at those who mostly drive on urban streets. Maybe a "reminder" sign near the motorway exits. There are problem intersections that AT is aware of (Monument/Tourist Road; Monument/Creightons/Papakura-Clevedon Road; Kawakawa Bay Road/Ness Valley Road) and other "black spots" (North Road near No. 563 - cowshed corner and others) which urgently need redesign as the population rapidly increases.
Other comments <i>Mentions: 6</i>	<ul style="list-style-type: none"> Suggest driver training/education. Speed is not the issue so lowering limit will not help - need better training and assessment of the road conditions. Country roads should remain open as they always have - focus on driver education. The real issue is driver licensing with visitors to rural/open roads not used to distance for passing and speed when traveling beyond 50kph - better driver education on open roads would help, not reducing speed limit. You have changed the proposed speed limit in this document since I gave my feedback on 28 September. Why have you altered a proposal without notifying those that had taken the time to give feedback?

Feedback Theme	Main points
	<ul style="list-style-type: none"> Education of drivers that speed limits are not a target and that they should drive to the road conditions would be beneficial, especially aimed at those who mostly drive on urban streets. Maybe a "reminder" sign near the motorway exits.

Suburb	Drury
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> Drury Hills Rd north of Waihoehoe Rd - more residents, more traffic, no footpaths. Lower the speed limit to 60kph. Fitzgerald Rd, North end of Drury Hills Rd, Appleby Rd, Fielding Rd, Cosey Rd - should all be 60kph: no footpath, increasing traffic and pedestrian volumes, and 60kph may dissuade trucks from Stevensons Quarry from speeding through in an unsafe manner and reduce the through traffic.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Get two-three lanes going between Pukekohe and Drury, it is needed.



Suburb	Glenbrook
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Ronald Ave, Glenbrook Beach - Lower speed limit to 30kph and install traffic calming: many pedestrians and children going to the beach all the time.
Suggestions for speed limit increases <i>Mentions: 4</i>	<ul style="list-style-type: none"> Morley Rd - reinstate speed limits how they were before the latest lowering: there have been more accidents, not less. Glenbrook Rd - reinstate 100kph. A main arterial route to and from the motorway, and general gradient of the road offers no sudden changes in direction. Not enough evidence that the reduction has been beneficial (from 100kph to 80kph) - with more traffic it has made the trip more frustrating, tiring, and stressful, and longer journey time. Heavy vehicles already go below 80kph which causes people to overtake - Reinstating 100kph to reduce fatigue and frustration on this road or at the very least DO NOT REDUCE it further or it will cause more fatal accidents. Glenbrook Rd - Reinstating the 100kph speed limit: many portions are straight with good visibility already and should never have been lowered to 80kph. Upgrade the road to be suitable for 100kph. Main roads in and out of the Glenbrook and Waiuku areas should have 100kph reinstated: 80kph is too slow and causes driver fatigue and frustration and dangerous overtaking of vehicles going much slower (60 or 70kph). There are no other road options.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> The three major arterials into Franklin (Kingseat/Linwood, Glenbrook Road, and Waiuku Road) should be upgraded to be safe to travel along at 100kph. Glenbrook Rd - Reinstating the 100kph speed limit: many portions are straight with good visibility already and should never have been lowered to 80kph. Upgrade the road to be suitable for 100kph.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> A driver gets a Driver License at say 15 or 16 years of age - with no current re-evaluation of their abilities until they reach 65 or so. Perhaps a periodic re-test of drivers driving abilities, current understanding of the Road code and general driving knowledge would be better - education is better than suppression.



Suburb	Hunua
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Hunua Gorge Rd - suggest lower speed limit for this road with big drops, and is narrow and winding.

Suburb	Karaka
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 3</i>	<ul style="list-style-type: none"> Charles Rd - Do not change speed limit. This road has nothing wrong with it, and the speed limit should not be changed. Blackbridge Rd - Lower speed limit, due to dangerous intersection outside a primary and intermediate school (turning right into or out of Blackbridge Road is difficult). Lots of high-speed traffic - Mill Road was going to take traffic away but that project has been cancelled. Blackbridge Rd - Lower speed limit: speed and traffic volume, especially during pick up/drop off times, makes impatient drivers trying to turn in/out take risks.
Suggestions for speed limit increases <i>Mentions: 10</i>	<ul style="list-style-type: none"> Linwood Rd - Increase speed limit (to 100kph): One of the longest, straightest roads in the area and an essential arterial route, with no passing lanes, so no safe way to pass slow vehicles at 80kph limit, leading to driver frustration and dangerous overtaking. Linwood Rd - Increase speed limit (to 100kph): Roads are better than they were before, but speed was lowered, and is too slow. Slower though shops or school is fine, but main rural roads need to be 90-100km. Linwood Rd - Increase speed limit (to 90-100kph): 80kph is too slow for the design of the road and is a huge frustration for locals who commute on it daily. Charles Rd - Increase speed limit (to 90 or 100kph): 80kph is too slow - the road is dead straight with minimal driveways and no known accidents. Charles Rd - Increase speed limit: This is a dead straight road and 80kph is too slow - just revenue gathering. Glenbrook Rd - Increase speed limit (to 90 or 100kph): 80kph is too slow - road is wide enough to justify a higher speed. Drivers are frustrated with slow speeds (60-70kph on what is essentially a highway) and overtake dangerously, and crashes have likely gone up due to this. Glenbrook Rd - Increase speed limit: 80kph is too slow as it is the main arterial, resulting in driver frustration at 60-70kph drivers, with dangerous overtaking. Road is in good condition and with wide shoulders and is well marked. The roundabout at the Patamahoe/Kingseat intersection has removed what was the major cause of accidents on the road. Glenbrook Rd - Increase speed limit: Current 80km speed too slow. This road has lights, painted lines on both sides, huge verges and sweeping banked corners. People drive slower than posted limit for fear of fines, causing driver frustration, and overtaking. Stan Wight Rd - Increase speed limit: current 60kph limit is too low - should be min 80kph. Trying to maintain 60kph on this road is dangerous (watching speedo instead of the road). Batty Rd - Increase speed limit from 60kph to 80kph: Current limit is too slow, and no-one complies anyway, with risky overtaking and driver frustration. The road is reasonably straight apart from one corner and can safely be travelled at 80kph.
Generally, road condition needs improving <i>Mentions: 2</i>	<ul style="list-style-type: none"> Charles Rd - Government should repair the roads. The three major arterials into Franklin (Kingseat/Linwood, Glenbrook Road, and Waiuku Rd) should be upgraded to be safe to travel along at 100kph.

Feedback Theme	Main points
Other physical improvements suggested <i>Mentions: 3</i>	<ul style="list-style-type: none"> Linwood Rd: suggest passing lanes. Linwood Rd is one of the longest, straightest roads in the area and an essential arterial route for traffic travelling between Clarks Beach, Waiua Pa and Papakura - including those coming from Kingseat, Waiuku and Patumahoe. This road was changed to 80kph in 2019 and should still be a 100kph road to allow safe passing of slow vehicles (currently no passing lanes, which would be better way to safely manage the speed concerns rather than reducing to 80kph, which leads to driver frustration from long commutes, and risky passing behaviour that follows). Gellert Rd: a passing lane has been removed and should instead be moved slightly so it ends before the top of the hill at the golf club - many trucks take this road and now no-one can pass them safely, and it is a busy road used to get to and from the main motorway. Make roads multi-lane in Karaka/Drury on way to motorway. The three major arterials into Franklin (Kingseat/Linwood, Glenbrook Road, and Waiuku Rd) should be upgraded to be safe to travel along at 100kph.



Suburb	Kariotahi
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Kariotahi Rd - Lower vehicle speeds: Vehicle speeds above current speed limit, and dangerously overtake those who are not, and there are frequent accidents. Unsafe for everyone, especially pedestrians.



Suburb	Kawakawa Bay
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Mihaka Rd: The road needs a significant amount of traffic calming so people drive at less than the posted 50kph. Suggestions would be periodic carriageway narrowing in conjunction with speed tables at regular intervals. This section of road between the bottom of the hill and Whitford Point is the last section of road for several km which has clear sight visibilities and as such is frequently used as a passing lane.

Feedback Theme	Main points
Suggestions for speed limit increases <i>Mentions: 18</i>	<ul style="list-style-type: none"> Kingseat Rd - increase to 100kph. This road all the way through to the SH1 on-ramp should be raised to 100kph. The longer drive times raise fatigue alongside drivers that tend to sit 20kph below the limit add to frustration. This change was made without our consideration or consent and the worst accidents I've seen here have come since the change. Linwood Rd - increase to 100kph: revert to 100kmh other than through Kingseat, Te Hiji and Karaka intersections. The road meets safety requirements, and the reduced limit has increased traffic tails, negated passing opportunities. Kingseat Rd - increase to 100kph: One of the longest, straightest roads in the area and an essential arterial route for traffic travelling between Kingseat, Waiau Pa, Clarks Beach and Pukekohe. This road was changed to 80kph and should still be a 100kph road to allow safe passing of slow vehicles. The resulting driver frustration due to this (there are no passing lanes on this road) means people overtake dangerously. Batty Rd - increase to 80kph. Everyone in the area has found 60kph too slow and in appropriate. 80kph would be more appropriate for the design of the road. There is very little traffic. The only known accident that I can remember was a young teenager who was going well in excess of the old speed limit and the speed limit wouldn't have made any difference in regard to this. Kingseat/Linwood, Glenbrook, Waiuku Roads: Reinstate the 100kph speed limit. Many portions of these roads are straight with good visibility already and should never have been lowered to 80kph. Glenbrook Road – Increase to 100kph. This road all the way through to the SH1 on-ramp should be raised to 100kph. The longer drive times raise fatigue alongside drivers that tend to sit 20kph below the limit add to frustration. This change was made without our consideration or consent and the worst accidents I've seen here have come since the change. Glenbrook Road – Increase to 100kph: It is mostly open, easy corners. You can drive this whole stretch comfortably at 100km without any dangerous driving. 80km limit has lowered the actual speed to 60-75km, with nowhere to overtake people. It is frustrating and extends daily commute time. Glenbrook Road – Increase to 90kph at least, or back to 100kph: 80 kph is too slow for this road and seems to encourage risky overtaking or extreme tailgating by road users. These behaviours have increased due to the speed limit change. I think these a perception of a lack of progress along the Glenbrook Rd because of it. The increase in accidents and fatal ones, almost doubling also seems to support this scenario. Glenbrook Road – Increase to 100kph: Many safety improvements have been done including wider shoulders, right hand turning bays and Kingseat crossroads being turned into a roundabout. The speed reduction has encouraged more dangerous overtaking due to driver frustration. This road is used heavily by trucks to and from the Steel Mill, so it should at least have those being able to go 90kph. The present limit makes the passing lane at Brown's gully next to useless. There is a lot of tailgating if you try to stick to the present limit. Glenbrook Road – Increase to 100kph: It is a main arterial route to and from the motorway, it has no sudden changes in direction - accidents have increased since limit was lowered. It is frustrating, the amount of over taking, constant breaking to keep in the speed limit, trucks not having enough momentum to get up and over hills. Glenbrook Road – Increase to 100kph: Increase limit back to 100kph so cars can pass the trucks. Glenbrook Road – Increase speed limit to 90kph.

Feedback Theme	Main points
Suggestions for speed limit increases <i>Mentions: 2</i>	<ul style="list-style-type: none"> Kingseat Rd: We should not be reducing arterial roads like this which carry the bulk of road traffic - rather we should be investing in the roads to improve their quality and safety e.g. passing lanes to aid safe overtaking. Glenbrook Rd - increase to 100kph: Further improvements should be made to the road like more double lanes to allow for safer travel and passing.
Generally, road condition needs improving <i>Mentions: 5</i>	<ul style="list-style-type: none"> Kingseat Rd, Glenbrook Rd: maintain the road instead of lowering the limit. Glenbrook Road: suggest more speed cameras between Waiuku and Papakura and Waiuku and Pukekohe - since speed limit dropped 2yrs ago, there are no cops and a lot of people drive well over 100kms, overtake on corners and more than 5 cars at a time. I believe drivers have got worse since the speed limits were reduced and by dropping them more, this will increase the number of idiots on the roads.



Suburb	Manukau Heads
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Wattle Bay Rd - Lower speed limit: Current 100kph limit not possible to travel - limit should suggest a sensible speed for a winding road. Many visitors and people unfamiliar with road conditions, walkers and stray cattle but no berm; road is too narrow for truck/car to pass in opposite direction. Applies to most roads in Awhitu Peninsula. • Orua Bay Rd - Lower speed limit: 100kph too high for road conditions - has no white line, is winding with blind corners and very steep in places. It is used by milk tankers every day, and visitors due to access to beach and baches, runners and walkers and people walking dogs, and occasional wandering stock, with no berm or passing places. This is just one of many similar roads around Awhitu.



Suburb	Maraetai
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Maraetai Dr - Lower speed limit (to 50kph) and install pedestrian crossing: Current operating speeds are too high and needs a crossing from Te Puru Dr to Omana Regional Park. • Maraetai Dr - Lower vehicle speeds and install traffic calming: Currently vehicles go far too fast past the crossing (suggest speed bump). • Maraetai Dr - Lower speed limit (to 50kph) and relocate pedestrian crossing: Vehicle speeds are too high, and pedestrian crossing on blind corner is dangerous (suggest relocation to somewhere safer).

Suburb	Mauku
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Feedback Theme	Main points
Suggestions for speed limit increases <i>Mentions: 13</i>	<ul style="list-style-type: none"> • Quinn Rd - Increase to 80kph: 60kph is far too slow. It is nice and straight except for a small section. • Quinn Rd - Increase to 80kph: Nice and straight for the most part. • Waiuku Rd - Increase to 90-100kph: Straight, open road with good visibility. • Waiuku Rd - Increase to 100kph for a section: There is no reason for this straight part of road to be 80kph. The low speed creates distraction, poor driving, high frustration, and tail gating. It had a passing lane which is now only helpful to pass tractors ! The speed should go back to 100kph for this straight stretch of road up to the Puni school section and finish of passing lane at the western end. • Waiuku Rd - Increase to 100kph: This section of road is straight with excellent visibility and on the incline alongside Titi Rd a passing lane. The current speed limit of 80kph is simply not warranted; 100kph should be returned. • Waiuku Rd - Increase to 100kph: This is a long straight road with great visibility for overtaking opportunities and sighting vehicle entrances and exits. The 80kph limit causes driver frustration and makes the passing lane next to useless. Needs to be 100kph between Puni school and Glenbrook Station Rd intersection.

Suburb	Orere Point
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Feedback Theme	Main points
Generally, road condition needs improving <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Nothing wrong with the speed limits we have currently from Clevedon to Orere Point to Kaiua: the issue is the roads, which have just been patched up so many times and no real fix has been done. • Instead of lowering the speed limit, suggest a public-report road maintenance trial: put up some signs with a website/phone number for people to contact to report deteriorating road conditions and mandate AT to investigate/fix within 7 working days. I'm sure that will ensure safe driving by the majority.
Other physical improvements suggested <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Franklin Rd gets neglected and needs sharp corner warnings. • Road users should be encouraged to pull off the road when they have a queue of vehicles behind them - suggest road signs promoting this. • Improve school signage. • Improve signage (generally). • Install AMCO barrier.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Road users should be encouraged to pull off the road when they have a queue of vehicles behind them.



Suburb	Patumahoe
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Woodhouse Rd - Lower speed limit to 60kph: High levels of pedestrians and cyclists, and no footpath - the Woodhouse/Hunter/Patumahoe Rd is a popular walking circuit. • Woodhouse Rd, Ostrich Rd - Lower speed limit to 60kph: Cars speed and cross the centreline, and there have been accidents.



Suburb	Pitt Road
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Pitt Street should also be 80kph (pedestrian and cyclist safety).



Suburb	Pollock
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 6</i>	<ul style="list-style-type: none"> • Awhitu Rd - Lower speed limit from 100kph to 80kph: Road is narrow and rural, with locals and visitors who do not know the road well, and 100kph is too fast - have been a high number of crashes and fatalities on this road. • Awhitu Rd - Lower speed limit to 90kph for a section: Leave Awhitu as is until Kohekohe Rd, where the road becomes narrower and more windy - here 90kph is suitable from this point north. • Awhitu Rd - Lower speed limit to 70kph for a section: The sweeping bend on Awhitu Rd between Cooper Rd and Ponsford Road has a deceptively strange geometry (the radius of the curve changes halfway through)- should 70kph here - people slow to 90kph here but often not enough, especially in wet, or at sunset. Yellow warning signs are ignored. • Awhitu Rd - Do not change the speed limit: Current speed limit should be kept the same. • Awhitu Rd - Lower the speed limit: Far more dangerous than Waiuku Rd - 100kph is too fast, and this road is very dangerous. • Awhitu Rd - Lower the speed limit: From Waiuku out to Grahams Beach and Big Bay is 100kph and far too fast, have been accidents - even feeder roads are still 100kph (should be lowered too).
Suggestions for speed limit increases <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Waiuku Rd - Increase speed limit to 100kph: Should never have been reduced to 80kph and is much more dangerous now, with impatient overtaking.



Suburb	Pukekohe East
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Beaver Rd West - lower speed limit to 70kph: for safety of walking residents. Motorists often drive too fast, the road is narrow and windy, and not particularly well maintained.

Suburb	Pukekohe
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Install speed calming measures on McNally Road and Victoria Street West (speed bumps, rumble strips, cute kids on a "slow down for us" sign). McNally Rd, Victoria St W (Pukekohe) needs reduced speed limit (to 50kph), traffic calming, speed cameras and signage to be safer for huge number of young families and children walking to/from school, as well as those at the Dementia Ward and Women's Refuge. This is no longer the rural road it once was.
Suggestions for speed limit increases <i>Mentions: 10</i>	<ul style="list-style-type: none"> Blake Rd - increase to 80kph: straight road, does not warrant 60kph. Patumatohe Rd - increase to 100kph: one of the longest, straightest roads in the area and an essential arterial route for traffic travelling between Patumatohe and Pukekohe - including those coming from Kingseat, Clarks Beach and Waiau Pa. There is no passing lane, and since the speed limit was lowered to 80kph, there is no safe way to pass slow vehicles. Drivers get frustrated and make bad and risky decisions they usually wouldn't. Pollock Rd - increase to 80kph: up until at least Farrells Garden Centre (previously 100km road) - 60kph is too slow. Franklin areas speed change are too low from Waiuku to Pukekohe - Waiuku to Drury. Cape Hill Rd - increase speed limit to 80kph: 60kph is too slow. Cape Hill Rd - increase speed limit: This road does not need to be (as low as) 60kph. Puni Rd - increase speed limit: 80kph is too slow here. Reinstate 100kph speed limit from Waiuku to Pukekohe. Kingseat, Linwood, Glenbrook, Waiuku Roads - increase speed limit to 100kph: Many portions of these roads are straight with good visibility and should never have been lowered.
Generally, the road condition needs improving <i>Mentions: 1</i>	<ul style="list-style-type: none"> Instead of changing the speed limit in Franklin, urgently upgrade the roads that have fallen into disrepair - more development but not increased maintenance.
Other physical improvements suggested <i>Mentions: 5</i>	<ul style="list-style-type: none"> Domain Rd: needs to be fixed as very dangerous. McNally Rd: needs to be fixed and have road markings on it - very dangerous when wet and at night. Upgrade to two or three lanes going between Pukekohe and Drury. Need vehicle weight or axle restrictions as well - supermarket trucks are too large to negotiate 90 degree turn at John Street. Need two lane roads from Pukekohe to Auckland and Bombay. Road layout at Harrisville Road/Bombay-Pukekohe Road is dangerous because road markings incorrectly laid out.

Feedback Theme	Main points
	<ul style="list-style-type: none"> McNally Rd, Victoria St W (Pukekohe) needs reduced speed limit (to 50kph), traffic calming, speed cameras and signage to be safer for huge number of young families and children walking to/from school, as well as those at the Dementia Ward and Women's Refuge. This is no longer the rural road it once was.

Suburb	Puni
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Feedback Theme	Main points
Suggestions for speed limit increases <i>Mentions: 1</i>	<ul style="list-style-type: none"> Waiuku Road - reinstate the 100kph limit for this long, straight road with clear visibility, and not many driveways. There are no safety reasons to have reduced the speed limit.

Suburb	Waiuku
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 3</i>	<ul style="list-style-type: none"> Awhitu Rd; Waiuku Rd - Lower speed limit from 60kph to 50kph: Existing 60kph should be lowered on this section of Awhitu-Waiuku Road. Awhitu Rd - Lower speed limit to 80kph: far more dangerous than Waiuku Rd. Awhitu Rd - Lower speed limit: From Waiuku out to Grahams Beach and Big Bay - 100kph is far too fast, and there have been accidents - even feeder roads are 100kph (these should be slowed too).
Suggestions for speed limit increases <i>Mentions: 12</i>	<ul style="list-style-type: none"> The main arterial roads between Waiuku and Drury/Pukekohe are too slow - they should be back to 90kph . The vehicles are not the issue as their safety standards are better than ever. The side roads should be 80kph and not the 60kph as posted. Glenbrook-Waiuku Rd - Increase speed limit to 100kph: Main arterial routes through Franklin should be increased back to 100kph - Roads are unsafe with lowered limits, with drivers taking more risk due to frustration and reduced concentration. There is an increase in near misses and crashes. 100kph is safer for open roads. Glenbrook-Waiuku Rd - Increase speed limit from 80kph to 100kph: Main road for people of Waiuku to access the motorway, and was never unsafe until speed limit was lowered, with a range of speeds from 60kph to 100kph, and resulting in dangerous overtaking. Waiuku Rd - Increase speed limit to 90kph: Main arterial roads between Waiuku and Drury/Pukekohe are now too slow - road condition is shocking, with ruts and potholes with only temporary patch fixes; the line markings disappear in the rain; verges are overgrown, obscuring visibility. Side roads should be 80kph, not 60kph as posted. Waiuku Rd - Increase speed limit to 100kph and recent developments are unsafe: Revert back to original speed limit. Waiuku Rd - Increase speed limit to 100kph: Should never have been reduced to 80kph and is now more dangerous with impatient overtaking. Kingseat/Linwood Road, Glenbrook Road and Waiuku Road. I believe that these should be upgraded so that they can provide safe, 100 kph travel for the increasing population of the area.
The low quality of the road are creating safety risks <i>Mentions: 4</i>	<ul style="list-style-type: none"> Waiuku Rd - Road condition is dangerous (not speed). Waiuku Rd - The recent upgrades of the road have resulted in a road shoulder that is so steep that if a driver needed to park their car on this shoulder, the car would tip over. This gradient is over a 1 meter drop for a 1-meter distance - surely not a "safer roads" outcome at all. Waiuku Rd - The road condition is shocking - ruts and potholes with only temporary fixes that do not last, the line markings disappear in the rain, and the verges are overgrown making looking round bends difficult. Kingseat/Linwood Road, Glenbrook Road and Waiuku Road. I believe that these should be upgraded so that they can provide safe, 100 kph travel for the increasing population of the area.

Suburb	Whitford
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Henson Rd - lower speed limit: It's not very busy but kids live near this area. • Trig Rd - lower speed limit to 50kph: With increasing levels of housing on Trig Rd and therefore both more traffic and people walking the limit needs to be dropped to 50kph. The berm is often not suitable, so walkers end up on the road rapidly approaching traffic. • Trig Rd - lower speed limit to 50kph: reduce the speed limit to 50kph because road is busy with kids and families. • Trig Rd - Lower speed limit from 80kph to 70kph: Current speed limit is too fast.

Suburb	Franklin wide (<i>mentioned Franklin in general rather than a suburb</i>)
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Feedback Theme	Main points
Suggestions for speed limit increases <i>Mentions: 19</i>	<ul style="list-style-type: none"> • Increase speed limits that were reduced in Franklin. • There has been no reduction in crashes from the speed limit reductions, so change the speed limits back. • Roads are safely travelled at 100km/h. • 60km/h is too slow on straight back roads in rural Franklin. • You keep saying that lowering speed limits again in Franklin will reduce loss of life, but if you look at the fact they have doubled since the last lowering of speed. • Main arterial routes through Franklin should be increased back to 100kph - are unsafe at lower speeds with frustrated drivers taking risks.

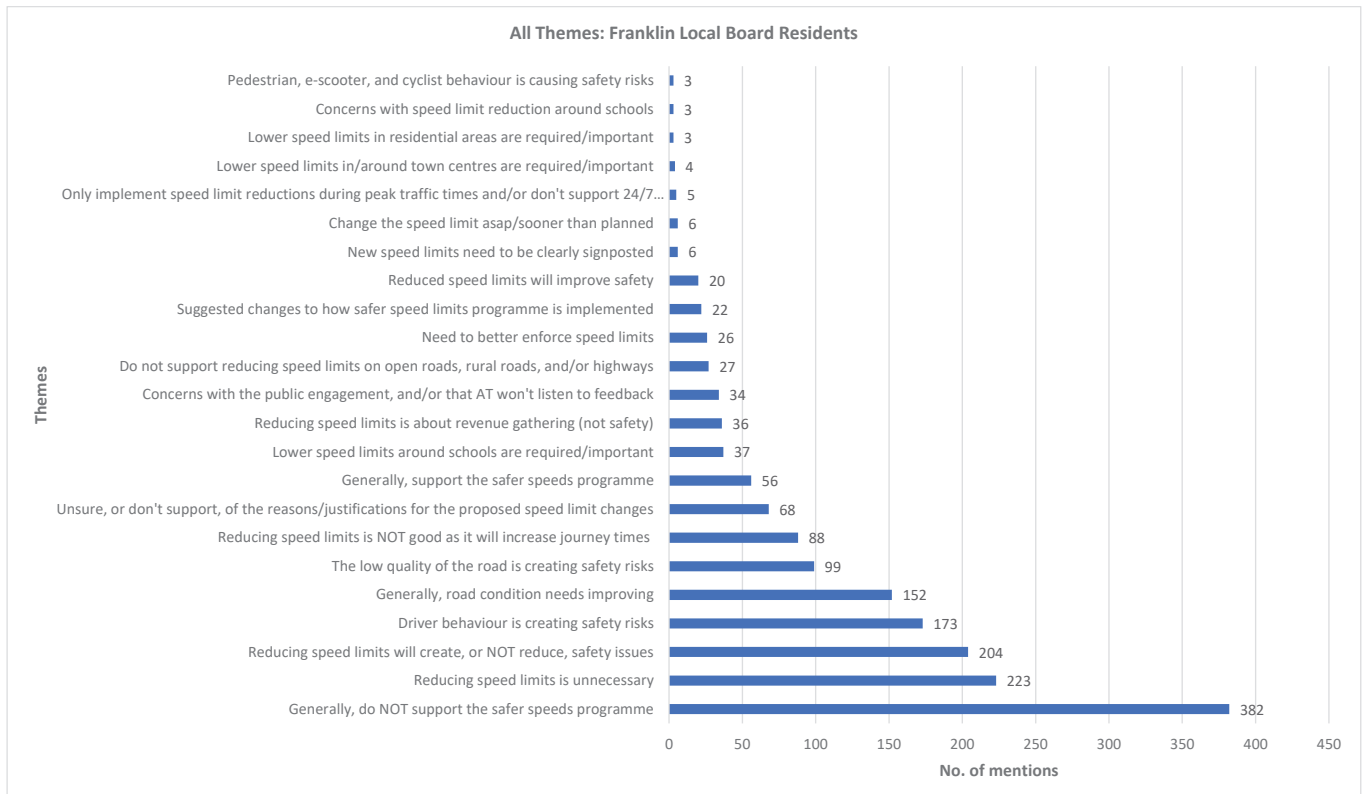
Part D – General themes from people who live within the local board area

The feedback form also provided the opportunity for respondents to provide general comments on the Safe Speed Programme. Most this feedback was general in nature and could not be attributed to a particular road.

This general feedback has been sorted into themes, and similar themes have been grouped together in topic areas. The feedback themes from respondents that said they live within the Franklin Local Board area are outlined below.

Please note:

- The “Mentions” in the themes column of the tables indicates the number of times that theme was mentioned by people from the Franklin Local Board area.
- It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Franklin Local Board area, just themes.



Overall sentiment towards the Safer Speeds Programme

Feedback Theme	Main points
<p>Generally, support the safer speeds programme Mentions: 56</p>	<ul style="list-style-type: none"> • Support reduced speed limits as they will reduce crashes. • Making streets safer for pedestrians and cyclists can only be a good thing. • Support changes in high incident areas. • Support for speed limit changes around schools. • Support for speed limit changes around schools but only during school hours not 24/7. • Support for changes in inner city suburbs. • Believe other roads should also have a speed reduction. • Support speed reductions but don't agree with proposed speeds: <ul style="list-style-type: none"> ○ There should be less speed levels e.g. 30km/h residential, 60km/h rural and 80km/h motorway. ○ Support speed limit reduction to 40km/h not 30km/h. ○ 100km/h to 40km/h is too large of a change. • Support speed limit changes but they should be targeted to the road and researched.
<p>Generally, do NOT support the safer speeds programme Mentions: 382</p>	<ul style="list-style-type: none"> • Don't think speed is the issue, road maintenance is. • Don't think speed is the issue, poor driving is. • Don't think speed is the issue, poor enforcement is. • Drivers who decide to speed now will speed anyway. • Will make traffic congestion worse. • Previous programme to lower speed has not had an effect on accidents or deaths. • Current 30km/h hour speed limits are not working and will not work. • Speed limits below 40km/h are unrealistic. • Think speed limits should be raised. • Cars cannot travel faster than the speed limit in Metro Auckland anyway. • Do not support speed reductions on entire roads, rather just the stretch affected by accidents. • Do not support speed limit reductions, except around schools.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Don't support reducing speed on rural roads. • Programme with various speeds will cause confusion and people will be fined. • Put roads already lowered back to 100km/h, it causes dangerous driving with passing. • Franklin community said don't change it. • Thinks programme is pointless. • Thinks programme is a guise to force people out of using private cars.

General comments and suggestions about the Safer Speeds Programme and road safety

Feedback Theme	Main points
<p>Unsure, or don't support, of the reasons/justifications for the proposed speed limit changes</p> <p>Mentions: 68</p>	<ul style="list-style-type: none"> • Need to show why they justify the speed limit reductions. • AT need to show how many fatal crashes on the roads proposed justify the speed limit changes. • AT need to show the number of fatal crashes on Queen Street, Quay Street, Tangihua Street, and Anzac Avenue. • Show how many crashes were caused by speed and not due to other factors. • Franklin roads do not have the accident statistics that are being claimed, would like to see the actual statistics. • Using reports of accidents to make decisions is flawed as not all accidents are reported. • Accidents caused by texting and alcohol should not impact speed decisions. • Using speed around school to justify these changes is wrong as there are already speed limits around schools and most of the proposed changes are not near schools. • Seems driven by ideology not practicality. <ul style="list-style-type: none"> ◦ Proposed changes are unrealistic. ◦ Model is flawed/decision is based on incomplete or incorrect data. • People are capable of driving to the conditions. • Congestions means speed self-limits where necessary. • Speed limit reductions are a guise to force people out of using private cars. • The increase in injuries is probably in correlation to Auckland's growth. • Reducing rural roads to 80km/h is an attempt to ensure roads last longer, not for safety. • Proposal is based not on reducing speed reducing harm, but on cost being a limiting factor in providing safe roads. • These changes are being made to hide how bad AT has made Auckland's traffic congestion. • What are the reasons for these changes? • The roads mentioned for speed changes are inconsistent. • Too many roads have been selected.
<p>Reducing speed limits is unnecessary</p> <p>Mentions: 223</p>	<ul style="list-style-type: none"> • There is no need to lower speed limits/existing speed limits are safe. <ul style="list-style-type: none"> ◦ Roads are safe for the current speed limits (flat, straight, visibility is good, very few hazards on the side of the road, no side roads).

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November 2021 – Safer Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ

Feedback Theme	Main points
	<ul style="list-style-type: none"> ◦ Suggested roads already have speed calming measures (speed bumps, chicanes). • Proposed speed limits are slower than necessary. <ul style="list-style-type: none"> ◦ 50km/h is a safe speed limit, no need to reduce below that. ◦ 30km/h speed limits are ridiculous / too slow / unnecessary. • Speed limit reviews are a waste of time and money. • Many roads require maintenance/upgrading to improve safety, not speed limit reductions. • Due to congestion people already travel around the city at less than 50km/h. • Auckland speed limits are much lower than other parts of New Zealand. • Many of the proposed speed limit reductions don't make sense. • Enough roads have had speed lowered already. • Vehicles do not speed on this road(s). • There have been no, or very few, crashes on this road(s). • Cars are safer than ever. • Vehicles are of better quality now and can travel at faster speeds safely. • Of the 206 rural roads in Franklin only 33 are high risk (serious injury or death), it unnecessary to reduce speeds on many of these roads. • There are no proposed developments in this area that would make this road significantly busier. • The justification that this limit should be reduced to be in keeping with surrounding roads isn't a satisfactory justification. • There is already a variable speed limit for the dangerous part of the road. • Road will still be unsafe for walking at the reduced speed limit. • The changes are being made to slow journeys to get people to ride bikes. • Just use LSZ signs.
<p>Reducing speed limits will create, or NOT reduce, safety issues</p> <p>Mentions: 204</p>	<ul style="list-style-type: none"> • AT's speed limit reductions have so far caused increased crashes and deaths. • Reduced speed limits have increased incidences of dangerous driving. • Reduced speed limits have increased accidents. • There is no evidence that reducing speeds will reduce deaths, in fact, the opposite has occurred. Following a non-relevant Scottish example is senseless. • Reinstate the speed limits that were recently reduced by AT.

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November 2021 – Safer Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Driver behaviour is the problem, not the speed limits. • People who speed will still speed. • Lower speed limits (and slow drivers) create driver frustration and dangerous behaviour, such as risky overtaking. • Any motorist obeying a 50kmph limit who crashes and causes a fatality or serious injury is either elderly, pathetic, or on drugs/intoxicated. 30kmph speed limit won't change the cause of the accident. • Reduced speed limits will not reduce crashes in South Auckland, most people do not obey the current speed limits. • Reduced speed limit (to 30) will cause constant watching of speedometer instead of watching the road. • Slow traffic encourages phones use. • Variable speeds along same stretch of road causes driver distraction. • Need to also change the design speed of the road, or changes will be ineffective. • Proposal is about politicians being seen to do something, rather than actually improving safety. • AT need to research and focus on changes that will actually improve safety. • Why is AT not doing cost benefit analysis to justify these proposals? • AT need to do a full economic analysis of the impacts of reducing speed limits, such as time wasted, increased travel times for buses/delivery vehicles/taxis etc. • I work for insurance and monitor claims. 98% of our crash report claims are due to poor driver behaviour. 85% of faults causing death and serious injury are elderly. What is your strategy doing about the real cause for these areas?
Reduced speed limits will improve safety <i>Mentions: 20</i>	<ul style="list-style-type: none"> • Lower speed limits will make people less likely to crash. • Lower speed limits improve pedestrian safety. • Lower speed limits will make our streets safer for children, elderly, and those with mobility issues. • Limiting speed will make cycling safer. • Lower speed limits in areas with speed related incidents. • Lowering speed limit is the only option on some roads that cannot be improved in other ways. • Road conditions are not suitable for the current speed limits, lowering them will improve safety.
Reducing speed limits is NOT good as it will increase journey times <i>Mentions: 88</i>	<ul style="list-style-type: none"> • Reducing speed limits will increase journey times. • Reduced speed limits increases pollution. • Reduced speed will impact traffic flow.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Reduced speed will increase congestion. • Reduced speed limits will increase journey times for emergency services - they cannot exceed 30km/h over the limit. • Reduced driving speeds is increasing journey times from Pukekohe to Auckland. • Driving around rural roads in Franklin will take too long at lower speeds. • Slower speeds, slows the economy. • Longer journey times mean increased risk of accidents. • Increased journey times will create risky, impatient drivers. • Reduced speed limits will negatively affect the public transport network. • Want to be compensated for wasted time. • Want to be compensated for wasted fuel.
Reducing speed limits is about revenue gathering (not safety) <i>Mentions: 36</i>	<ul style="list-style-type: none"> • Reducing speed limits is about revenue gathering. • Manurewa is being unfairly targeted to be fined and generate income. • South Auckland, and therefore Māori and Pacific communities, are being unfairly targeted. • Reduced speeds will lead to more petrol consumption and therefore are purely profit generation.
New speed limits need to be clearly signposted <i>Mentions: 6</i>	<ul style="list-style-type: none"> • New speed limits need to be clearly signposted. • New speed limits should be painted on the road as well as signposted.
Need to better enforce speed limits <i>Mentions: 26</i>	<ul style="list-style-type: none"> • Proposed changes will have minimal impact if not enforced. • General concerns about how speed limits will be enforced. • Better police roads with 50km/h speed limits. • Need more traffic cops. • Install speed cameras around schools. • Need more speed cameras can increase safety. • Need more random license and WOF checks. • Ensure courts enforce the law. • Need stronger penalties for breaking the road rules (one submitter suggested vehicles seized and if a repeat offender, crushed). • Need harsher penalties for those that speed past schools.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Make those caught speeding attend a course. • Need to police those driving too slow. • Great South Road between Drury and Papakura is never policed.
Driver behaviour is creating safety risks <i>Mentions: 173</i>	<ul style="list-style-type: none"> • Improve driver education to reduce crashes. • Drivers that should not have been given licenses is the issue. • Driver education should focus on more than speed, e.g. how to identify when it is safe to pull out, how to accelerate up to speed of other traffic. • Drivers should have to do a practical test every 10 years when they renew their licenses. • Better driver training/refresher courses. Use a hydraulic synaptic feedback chair to learn better risk assessment and understanding of poor driving decisions. • Require driver refresher courses that provide driver trainer in a hydraulic synaptic feedback chair. • Dangerous drivers are ruining it for the majority who drive within the current limits. • Driver education for teenagers in rural areas is required. • Bus drivers need more training as they create a risk. • Good driving should be rewarded to encourage better drivers. • Not fair to reduce speed limits and punish the vast majority of drivers who drive safely, for the minority that drive dangerously (who will drive dangerously anyway). • Drivers using mobile phones is causing crashes. • Cars that are poorly maintained or in poor condition are the cause of crashes, more than speed. • People are regularly running red lights which is dangerous. Install more red-light cameras. • Slow speed limits (and slow drivers) cause driver frustration and dangerous driving, such as risky overtaking. • Reduced speed limits have increased incidences of dangerous driving. • Removing passing lanes is resulting in risky overtaking. • Unless there is frequent signage drivers won't know what speed to go and will be distracted looking for signs. • Any motorist obeying a 50kmph limit who crashes and causes a fatality or serious injury is either elderly, pathic, or on drugs/intoxicated. 30kmph won't change the cause. • I work for insurance and monitor claims. 98% of our crash report claims are due to poor driver behaviour. 85% of faults causing death and serious injury are elderly. What is your strategy doing about the real cause for these areas?

Feedback Theme	Main points
Pedestrian, e-scooter, and cyclist behaviour is causing safety risks <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Improve pedestrian education/road safety. • Children need to be taught road safety. • Pedestrians are distracted on their phones. • Pedestrians should be made responsible for their own actions. • Speed limits are fine; money would be better spent on teaching pedestrians/children to cross the road safely. • Children around schools running out on the road are unsafe. • Speed limits are fine, cyclists making risky decisions is the safety issue. • Cyclists should have registration numbers, some are dangerous. • Cyclists should be legally required to use cycle lanes where available and ride single file. • E-scooters on the road are a safety issue.
The low quality of the road is creating safety risks <i>Mentions: 99</i>	<ul style="list-style-type: none"> • Roads are dangerous due to lack of road maintenance. • Improve road quality with more crossings, stop signs, give ways etc. • Improve road signage and markings. • Various maintenance issues of concern, such as potholes, uneven surfaces, road slope, road surface, narrow roads, and subsidence. • Poor repairs and maintenance work that don't last or are in poor/uneven condition from the time of the repair are a problem. • More and more development is being permitted without improving road quality • Lack of passing zones encourages dangerous overtaking. • On street parking is causing safety issues - obscures vision on residential streets, and on major roads parked cars reduce lane widths leading to congestion.
Generally, road condition needs improving <i>Mentions: 152</i>	<ul style="list-style-type: none"> • Need to improve road maintenance and design. • Improving road condition/maintenance is more important than reducing speed limits. • Proposed speed limit reductions are to avoid necessary road maintenance. • Infrastructure suggestions to make the roads safer. <ul style="list-style-type: none"> ○ Speed tables. ○ Better quality maintenance. ○ Improve road signage, road markings, and lighting. ○ Speed limits should be painted on roads at regular intervals.

Feedback Theme	Main points
	<ul style="list-style-type: none"> ○ Need to make roads flow better. ○ Road calming suggestions. ○ More pedestrian crossings. ● Improve road signage, road markings and lighting. ● Need to make roads flow better. ● Poor repairs and maintenance work that don't last or are in poor/uneven condition from the time of the repair are a problem. ● Poor road condition is causing regular damage to vehicles. ● Need to improve motorways and invest more time in them. ● More and more development is being permitted without improving road quality.
Change the speed limit asap/sooner than planned <i>Mentions: 6</i>	<ul style="list-style-type: none"> ● Implement speed limit reductions sooner. ● Trial temporary speed limit reductions until new limits come into effect. ● AT should take a bolder approach, introduce wider speed zones at a faster pace.
Suggested changes to how safer speed limits programme is implemented <i>Mentions: 22</i>	<ul style="list-style-type: none"> ● Define a low-speed limit across the area (e.g. 30 km/h in urban areas and 60 km/h in rural areas and 80 km/h on motorways) and only allow roads to be faster by exception. ● Consider 10km/h speed reduction rather than 20km/h. ● Rural roads should be 80km/h maximum. ● 30km/h is too slow, should only consider implementing 40km/h limits. ● Having 10km/hr speed increments is confusing. Stick with just odd numbers (i.e. 10, 30, 50, 70, 90, 110km/h). ● Straight, long stretches of road should be 60km/h. ● All South Auckland roads should be 50km/h. ● In areas that have various speeds, stick with just 30km/h and 50km/h. ● Reduce speed limits on all urban roads to reduce confusion. ● The idea that speed limits should follow from design speeds is completely backwards. Lower the limit now and then design the street around that whenever it next comes to be rebuilt. ● Ensure roads are designed/changed to reflect the speed limit for the road, so that people naturally travel the speed limit and feel uncomfortable travelling faster e.g. narrower roads, trees on alternating sides of the road, plant trees between the road and the footpath. ● Low-cost, tactical changes need to be rolled out to support the reduced speed limits. ● In urban/residential areas reduced speed areas ought to take the form of low traffic neighbourhoods.

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Feedback Theme	Main points
	<ul style="list-style-type: none"> ● Do not create traffic calming that is unsuitable for small vehicles. ● Speed limits should be implemented with road calming measures. ● Speed limits should be implemented with extra driver education. ● Do not support speed reductions on entire roads, rather just the stretch affected by crashes. ● AT should be proactively monitoring and reviewing all roads for speed limit changes. ● On dangerous stretches of road, yellow speed warning signs (like on state highways, where a suggested speed for hazardous corners is used) is a better measure to take. Encourage drivers to adjust to the conditions rather than set a speed target.

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Independently prepared by Viewpoints NZ

Times of days and locations where speed limit reductions are NOT supported

Feedback Theme	Main points
<p>Only implement speed limit reductions during peak traffic times and/or don't support 24/7 implementation</p> <p><i>Mentions: 5</i></p>	<ul style="list-style-type: none"> Do not support 24/7 implementation of speed limits. Only implement during peak traffic times. Only implement during school hours, school pick-up and drop-off times, and/or during school terms. Speed reductions should only be between 8am and 7pm. Speed reductions should only be between 8am and 4pm. Reducing speeds all day for a problem that only exists for a short period of time each day doesn't make sense. Reducing speeds for 24 hours is impractical and impossible to police. Speed limit signage around schools should be electronic so limits can be changed when necessary (increased in evenings and weekends).
<p>Do not support reducing speed limits on open roads, rural roads, and/or highways</p> <p><i>Mentions: 27</i></p>	<ul style="list-style-type: none"> Do not support reducing speed limits on open roads and/or highways. Rural roads should have an open road speed limit so people can decide how fast they travel.
<p>Concerns with speed limit reduction around schools</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> Schools are already speed limit zones, why add extra. Limit should be 40km/h. Should not be 24/7, and should be notified by illuminated, variable signs. Different schools have different start times, so speed limits should be tailored to those times. School zones should have more monitoring at peak times, not speed limit reductions. Too many side roads around schools are included in low-speed limit. Should only be 30km/h for a distance of 400m from each school. Speed limits should be around primary schools only. Only apply 30km/h speed limits to on schools that are not on main arterial roads. It is not speed around schools that is the problem, it is parents dropping off and picking up dangerously, and buses. People ignore low speed zones around schools anyway. Is there a strategy to address school related traffic volume?

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General locations where speed limit reductions are supported

Feedback Theme	Main points
<p>Lower speed limits around schools are required/important</p> <p><i>Mentions: 37</i></p>	<ul style="list-style-type: none"> All schools should be included. Makes it safer for children going to/from school. Change speed limit around schools 40km/h. Speed limits around schools need to be standard, not 40kph at some and 30kph at others. Reduced speed limits should be restricted to school zones. Leave other roads 50km. Don't support the speed reductions, except around schools. There should be traffic calming measures and safety improvements (pedestrian islands) as well as lower speed limits. All schools should have flashing 30kmh signs at their boundary.
<p>Lower speed limits in residential areas are required/important</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> All residential roads should be 30km/h. Lower speed limit is important, but it should be 35km/h or 40km/h. High density town roads should be 40km/h maximum. In a cul-de-sac or tight, narrow residential road, the limit should be lower than 30km/h. All minor side streets should be 30km/h. Need lower speed limits around parks, where children play. Residential roads have more potential for conflict (people turning out of driveways, pedestrians crossing the road, parked cars) and often have worse visibility. Modern cars are large and dangerous, lower speed limits in suburban roads would be safer for pedestrians.
<p>Lower speed limits in/around town centres are required/important</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> Town centres are high pedestrian areas so should have lower speed limits. Agree with speed reductions but speed limits should be 40km/h. The city should be 30km/h everywhere, with wider footpaths and narrower streets to encourage slow speeds.

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Other comments and concerns

Feedback Theme	Main points
<p>Concerns with the public engagement, and/or that AT won't listen to feedback</p> <p><i>Mentions: 34</i></p>	<ul style="list-style-type: none"> • AT will not listen to public feedback. • AT did not listen to feedback regarding last speed limit review in Franklin, it is now more dangerous. • AT needs to communicate their responses to feedback better. • There is very limited opportunity to provide feedback. • The outcomes have already been decided as you state, "no change is not an option". • AT only listens to vocal minority groups. • Sick of the government deciding things without consulting the ratepayers. • AT never propose increased speed limits. • AT need to release statistics to show proof of speed limit reduction requirements on each road. • Consultation website was poorly designed and difficult to navigate, meaning that an informed assessment cannot be made. • Concerns the map in the brochure drop is deceptive - the dots are incorrectly placed. • Had technical issues with the online survey and/or interactive map tool. • Concerns the leaflet is propaganda and doesn't contain accurate statistics. • Concern that there is a discrepancy between the online information when giving feedback and the leaflet drop:- D'Oyly Drive included in the leaflet but not the online 'Have your say'. • Stop using Facebook groups for feedback. • Need an option for people to be added to the mailing list once feedback is gathered that doesn't require giving feedback. • Future proposals should be posted on local community boards. • AT should communicate directly with locals and drive the roads to better understand the problems.
<p>Other comments</p>	<ul style="list-style-type: none"> • People parking in unsuitable places causes congestion and is unsafe. • Slows down emergency response vehicles who are only allowed to travel 20km/h above limit. • Rules around the use of E-scooters and bikes need to be formalised. e.g. giving way, signalling, where to ride, interactions with pedestrians. • Speed reductions of 50% or more will not be tolerated by the community. • Bicycles and buses now have more road than cars.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Once implemented, will there be a grace period to allow motorists to adjust to new limits? • Road and street section selection is confusing - some cul de sacs around Great North Road (Avondale) are 30km/h but not all. • Accidents around Mt Eden, Truro Road, caused not by speed but by poor traffic management on game days. • Bus drivers need bus monitors to assist with managing order on school buses as the drivers are distracted and this is a safety issue. • Speed limits around Marae should be reduced. • Stop people parking their cars on Galaxy Drive. • Should be using digital speed signs. • Too many speed bumps are bad for the environment (braking and acceleration around speed bumps consume more fuel). • Road 'calming' measures are not fair/appropriate. • Proposed changes seem to unfairly target South Auckland • Need to better synchronise traffic lights through Auckland. • Need strict legislation around liability for cyclists and motorists causing accidents. • Consider introducing parking restrictions in busy / bottleneck areas to ease congestion and safety issues. • Ensure there is space for Loading Zones and School Drop Off Zones in busy areas, such as school zones. • Doesn't agree with the use of Te Reo Māori in the brochure. • Speed bumps in some suburbs have pushed the speeding problem into other suburbs (like Manurewa). • Electric vehicles need to make more noise so pedestrians can hear them. • Bus parking is an issue in the city. They do not indicate when they're pulling out. • Install more traffic lights at intersection of main roads/side streets to make it safer to turn right.



Safe Speeds Programme

Public feedback on proposed speed limit changes October/November 2021

Feedback related to Henderson-Massey Local Board area



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Part A – Number of submitters from within the local board area

During October and November 2021, 307 people from within the Henderson-Massey Local Board area submitted on the Safe Speeds Programme - proposed speed limit changes.



Part B – Feedback on roads within the local board area proposed for speed limit changes

In the first part of the feedback form, respondents were asked what they thought of the proposed speed limit changes for each road. Specifically they were asked:

- What do you think of the proposed speed limit change for this road? (*tick-box answers*)
- Why do you feel this way? (*open-ended answers*)

This section outlines:

- The sentiment expressed by respondents towards the proposed speed limit changes for each road within the Henderson-Massey Local Board area ('What do you think of the proposed speed limit change for this road?')
- A summary of the open-ended feedback received for each road within the Henderson-Massey Local Board area ('Why do you feel this way?').



Road name	Ashbourne Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Barrys Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	14
I think the current speed limit on this road should be kept the same	8
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	8
Other - Should be higher than current	3

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer Mentions: 18	<ul style="list-style-type: none"> Traffic has increased by up to 50% and the speed that people drive around here is in excess of 60kph even with the speed humps. 30kph due to the school here, and only one way in/out (via Barrys Road). Majority of the students that attend this school are local kids and predominantly walk. High traffic area for primary school, a day care etc. Would be safer for children and the public. Barrys Road is too narrow and on-street parking turn it into a one-way - fast speeds here is unsafe. For the safety of the people. For the safety of the residents. Slow speed will save life. Lower speed will save lives. Slower and safer is important.
Reduced speed limit will create, or not reduce, safety issues Mentions: 6	<ul style="list-style-type: none"> Will cause more congestion, which will create safety issues from frustrated drivers. Slower drivers will frustrate drivers causing safety issues. A permanent 30kph will force even more traffic to other roads like Hepburn, which already struggles with all heavy traffic that is not allowed up Barry's Rd, as well as boy racer traffic. Speed limit should be kept the same as current, for the safety of people.
The reduced speed limit is unnecessary Mentions: 6	<ul style="list-style-type: none"> Most traffic around here drives at 40kph max most of the time, already speed bumps ensuring no faster than that. 30kph school zone at school open/close times already exists, which is the only time vehicle speeds matter in this area. 60kph is the right speed for these roads.



Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> Proposed speed limit is too slow. Barrys Rd already has speed bumps so dropping it down to 30kph is illogical. If it is due to the school, speed is limited by congestion at pick up/drop off times and is impossible to reach 50kph anyway. I have lived here since 1978 and don't see the need - the responsibility is with the driver. 50kph speed will do. Current speed limit is right for these roads.
The proposed speed limit reductions lack local knowledge <i>Mentions: 1</i>	<ul style="list-style-type: none"> There clearly hasn't been much consultation with many residents of the area - I strongly suggest someone from the council knocks on every door and speaks to all the residents to get the true feelings of the community about the proposed speed limit changes.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Traffic has increased by up to 50% and the speed that people drive around here is in excess of 60kph even with the speed humps (support lower speed limits).
Other suggestions for reduced vehicle speeds <i>Mentions: 3</i>	<ul style="list-style-type: none"> 30kph is too easy to go over by accident. 40kph is reasonable. For the safety of the people (suggest 40kph). For the safety of the residents (suggest 40kph). Slow speed will save life (suggest 40kph). 40kph is the right speed limit for these roads. 30kph is too slow but 40kph would help with safety.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Beazley Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> 40kph would help with safety as there are a lot of concerns about speeding and illegal parking. There is a childcare centre on this street.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Coburg Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	4
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
I think the speed limit should be lower than what is proposed	1
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Residential area with limited economic activities: proposed speed limit is suitable.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> Speed humps do not help reduce speed, just damages bus suspension and causes more pollution.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Dawn Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
The proposed speed limit reductions lack local knowledge <i>Mentions: 1</i>	<ul style="list-style-type: none"> Suggest planners drive these roads before proposing (unnecessary) speed limit reductions.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Divich Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> Should only be reduced during school hours.
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Will be safer.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Finlow Drive
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Garelja Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	8

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 7</i>	<ul style="list-style-type: none"> Proposed speed limit will be safer for children and public. Is a short, residential road.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Glen Marine Parade
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Narrow street with limited thoroughfare.
The reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Glen Marine Pde - Do not change speed limit: reducing the speed limit here won't make a change as per the benefits predicted.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Glen Marine Pde - Do not change speed limit: reducing the speed limit here won't make a change as per the benefits predicted.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Remove parking for residents and others on either side of the road possibly 100 meters of each direction of the school here.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Hepburn Road
Part of road	Between Glen Marine Parade and Barrys Road

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	61
I think the current speed limit on this road should be kept the same	29
Other - Should be higher than current	4

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 61</i>	<ul style="list-style-type: none"> Lots of children, small road, towards a dead end. Lower speed limit will be safer for pedestrians and commuters. Lower speed limit will be safer for children and public. Too many cars on this road travel too fast. Open, long stretches of roads that can easily be taken advantage of for speeding. Too many trucks on this road travelling too fast. Heavy vehicles speeding, very narrow roads due to poor new development parking - it's not safe for walkers and normal commuters. For safety of everyone. Safety is more important (than travel time) - many people walking on the road, speeding cars could cause accident. It's very dangerous how people speed when people are walking especially kids when going to school.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 10</i>	<ul style="list-style-type: none"> Will cause more congestion. Highly used road with industrial area at the end of it - lowering speed limit could cause congestion. Keep speed limit the same as current/don't change speed limit - for the safety of the people.
The reduced speed limit is unnecessary <i>Mentions: 7</i>	<ul style="list-style-type: none"> Not usually busy so no need for changes. Road already has speed bumps. Speed limit is too slow.

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Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> Current speed limit is suitable. Current speed limit is the right speed limit for these roads.
Reduced speed limit is not good as it will increase journey times <i>Mentions: 7</i>	<ul style="list-style-type: none"> I use this as a shortcut most days so prefer the current limit as is.
Driver behaviour is causing safety risks <i>Mentions: 5</i>	<ul style="list-style-type: none"> I always see speeding traffic over 80kph and it is unsafe, with people walking. Need enforcement to ensure people follow the current speed limit of 50kph. People speed and it's not safe. It's very dangerous how people speed when people are walking especially kids when going to school.
Need to better enforce speed limits <i>Mentions: 3</i>	<ul style="list-style-type: none"> I always see speeding traffic over 80kph and it is unsafe, with people walking. Need enforcement to ensure people follow the current speed limit of 50kph.
Other suggestions for reduced vehicle speeds <i>Mentions: 3</i>	<ul style="list-style-type: none"> Suggest infrastructure/threshold treatment to accompany lower speed limit, so proposed speed limit change point complies with clause 3.3(3) - to introduce 30kph speed limit. There are a lot of industrials down the end of Hepburn, so a lot of big trucks, which struggle to drive under 50kph - suggest 60kph. 30kph limit (as proposed) is too slow.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> Proposed speed limit change point at Barrys Road does not comply with clause 3.3(3) - recommend infrastructure/threshold treatment to introduce 30kph speed limit.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed

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Road name	James Scott Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Kokiri Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Meadow Crescent
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Metric Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	7

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Will be safer.
The reduced speed limit is unnecessary <i>Mentions: 6</i>	<ul style="list-style-type: none"> No need to reduce speed limit.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Nui Mana Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> This is an access road to the school, with many children walking and some motorists driving well over 50kph.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> The majority do not speed due to narrow roads, parked cars and speed bumps, and no children play by the roadside.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> This is an access road to the school, with many children walking and some motorists driving well over 50kph.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Speed humps would be even better than lowered speed limit.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Taitua Drive
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> The majority do not speed due to narrow roads, parked cars and speed bumps, and no children play by the roadside.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Talavera Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Do not understand the reason for the proposed change.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Tirimoana Road
Part of road	Between Valron Road and the northern end of Tirimoana Road

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	55
I think the current speed limit on the road should be kept the same	3
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 53</i>	<ul style="list-style-type: none"> Will be safer for local school children. Will be safer generally. Lower the speed limit (as proposed) for the safety of children and public.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> It leads to a main road - slowing traffic will cause more congestion.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> Keep 50kph as default when school is not operating e.g. school holidays, weekends, and public holidays.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> It leads to a main road - slowing traffic will cause more congestion.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> Proposed speed limit change point at Valron Road does not comply with clause 3.3(3)



AT recommended way forward

Implement safe and appropriate road speed limit as proposed



Road name	Tracey Terrace
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
The proposed speed limit reductions lack local knowledge <i>Mentions: 1</i>	<ul style="list-style-type: none"> Suggest planners drive these roads before proposing (unnecessary) speed limit reductions.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed



Part C – Feedback on roads within the local board area NOT proposed for speed limit changes

Some respondents also identified roads that they thought needed changes, which were not proposed for speed limit reductions. Please note:

- To prevent having lots of themes that were only mentioned once or twice we grouped suggestions into suburbs and used the 'main points' for the themes to identify the roads being mentioned.
- Some suburbs are situated within more than one local board area, as such there may be some roads in this section which are not relevant to the Henderson-Massey Local Board area. It saved a significant amount of time reporting in this way.



Suburb	Glendene
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 5</i>	<ul style="list-style-type: none"> • Farquhar Rd, Kirby St, and Manhattan Heights - proposed changes to speed limits should include these roads, to be 40kph. • Farquhar Rd: Open long stretch of roads that can easily be taken advantage of for speeding. Judder bars or Islands should be last resort, however permanent speed limit and lowering is good for now. Is a start towards a better and safer community. • Thornlow St: Should be 40kph. • Tirimoana St: Should have speed bumps. • Crystal Rd: The crosswalk by the bus stop should be raised.



Suburb	Henderson
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 5</i>	<ul style="list-style-type: none"> • Waipereria Ave - Lower speed limit: outside ACG Henderson (pre-schoolers through to college pedestrians). Motorists speed and parking on both sides. • Sturges Rd - Lower speed limit: Traffic volumes have increased due to new builds. A straight, wide road, used as a racetrack particularly when it rains, especially after Palomino roundabout (drifting), and overtake dangerously. Schools and kindergarten in area, with many children and recent accidents. • Sturges Road - Install traffic calming: Even if the speed limit is lessened, we need some kind of traffic calming to slow vehicles down, whether it be road bumps or traffic cameras to fine those who disregard other people's safety. • Edmonton Rd - Lower speed limit: Dangerous to pull in/out of driveways on the inside of this corner as it is virtually blind and drivers rarely slow down or give way. Numerous close calls. • Corban Ave - Lower vehicle speeds: Children are at risk well beyond the school gates, as they walk home from school across from corner of Corban Ave and Bruce McLaren all the way down and across Henderson Valley Rd - truck and trailers from industrial areas are a risk to children. • Triangle Road - Lower speed limit: Have been accidents already.



Suburb	Massey
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Red Hills Rd - Lower speed limit from 70kph to 50kph: Increased traffic volumes justify lower limit - feels unsafe walking on the footpaths, and more development will make it worse - suggest 50kph from Don Buck Rd to Sunnyvale Rd. • Red Hills Rd - Lower speed limits: Many new residential developments, and current speed limits are no longer appropriate for the Westgate area.



Suburb	Te Atatu Peninsula
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none">• Install a speed bump on Matipo Rd.• Install speed bumps on Kervil Ave.



Suburb	Te Atatu South
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none">• Tiroroa Ave - Lower vehicle speeds: lots of excessive speeding near a school, well over 50kph speed limit (60-80kph), and many use this as a rat-run (and Merchant Ave and Jaemont Ave) to avoid traffic lights on Te Atatu Rd. There are parked cars and children around.



Suburb	Westgate
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 9</i>	<ul style="list-style-type: none"> Fred Taylor Dr - Lower speed limit: 80kph is too fast due to new homes - turning into and out of Matakoho Road is dangerous. Fred Taylor Dr - Lower speed limit: 80kph is too fast, especially right before dangerous Matakoho Road intersection, and a new development will have many young families - 80kph should be after this intersection. Fred Taylor Dr - Lower vehicle speeds: Many new residents with small children, and vehicle speed is very fast, especially considering shops on other side of shopping centre. Fred Taylor Dr - Lower speed limit from 80kph to 50kph: Residential development with many young families, and Kopupaka Reserve is across the road (many people crossing). Fred Taylor Dr - Lower speed limit: Turn into Matakoho Rd is dangerous (80kph to 50kph zone), with new housing development. Fred Taylor Dr - Lower speed limit: Current limit way too high - area being developed into high density urban area - will be a lot of people walking to Westgate transport hub and mall - no convenient safe crossings. Dunlop Rd - Lower speed limit: Current limit way too high - area being developed into high density urban area - will be a lot of people walking to Westgate transport hub and mall - no convenient safe crossings. There is a lot of new residential developments, meaning the old speed limits are no longer appropriate. The higher speeds need to be reduced for the whole Red Hills/Westgate area. The speeds around this area (and the wider Westgate area) are historic and no longer appropriate given the new housing developments. Speed limits here need to be reduced to around 50kph to prevent injury and deaths.

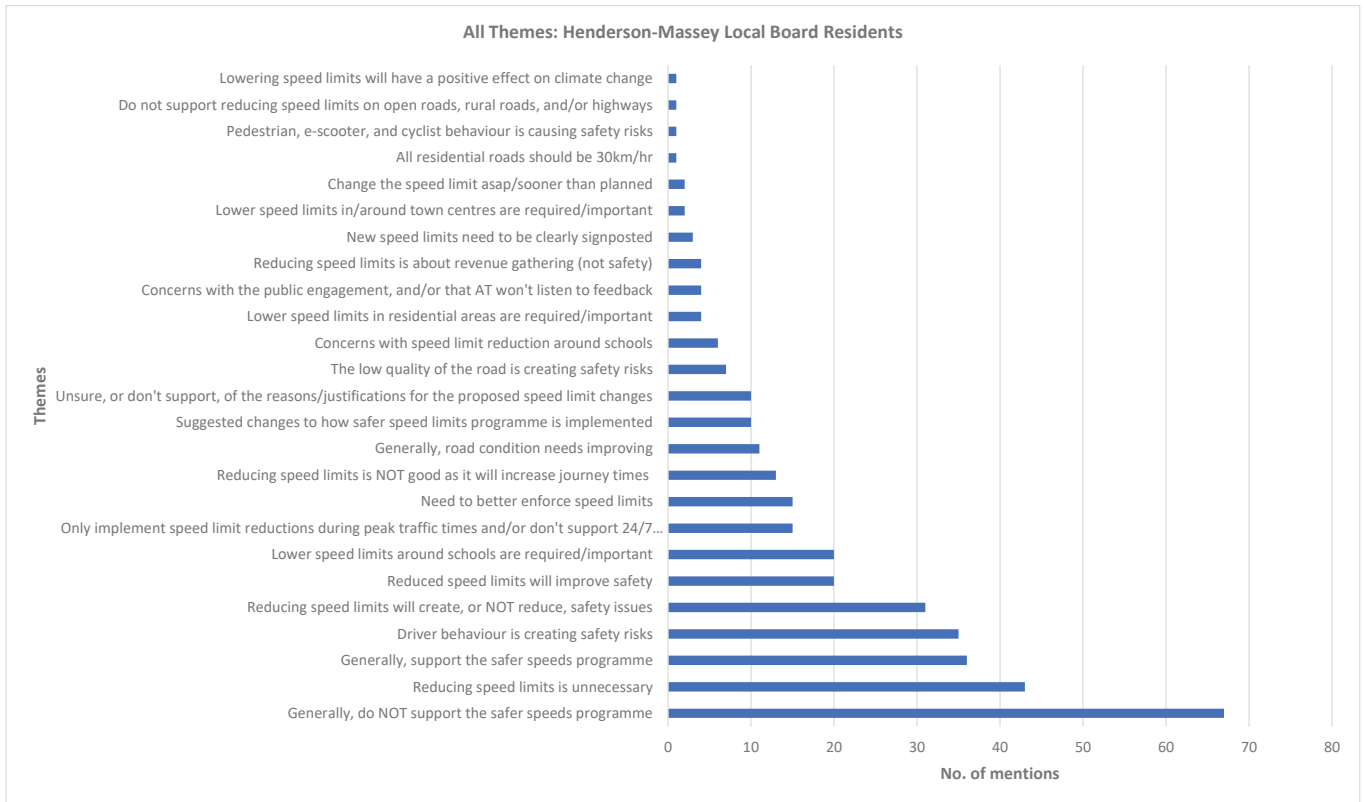


Part D – General themes from people who live within the local board area

The feedback form also provided the opportunity for respondents to provide general comments on the Safe Speed Programme. Most this feedback was general in nature and could not be attributed to a particular road.

This general feedback has been sorted into themes, and similar themes have been grouped together in topic areas. The feedback themes from respondents that said they live within the Henderson-Massey Local Board area are outlined below.

Please note: it is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by area, just themes.



Overall sentiment towards the Safer Speeds Programme

Feedback Theme	Main points
<p>Generally, support the safer speeds programme</p> <p><i>Mentions: 36</i></p>	<ul style="list-style-type: none"> • Support reduced speed limits as they will reduce crashes. • Making streets safer for pedestrians and cyclists can only be a good thing. • Support changes in high incident areas. • Support for speed limit changes around schools. • Support for speed limit changes around schools but only during school hours not 24/7. • Support for changes in inner city suburbs. • Believe other roads should also have a speed reduction. • Support speed reductions but don't agree with proposed speeds: <ul style="list-style-type: none"> ○ There should be less speed levels e.g. 30km/h residential, 60km/h rural and 80km/h motorway. ○ Support speed limit reduction to 40km/h not 30km/h. ○ 100km/h to 40km/h is too large of a change. • Support speed limit changes but they should be targeted to the road and researched.
<p>Generally, do NOT support the safer speeds programme</p> <p><i>Mentions: 67</i></p>	<ul style="list-style-type: none"> • Don't think speed is the issue, road maintenance is. • Don't think speed is the issue, poor driving is. • Don't think speed is the issue, poor enforcement is. • Drivers who decide to speed now will speed anyway. • Will make traffic congestion worse. • Previous programme to lower speed has not had an effect on accidents or deaths. • Current 30km/h hour speed limits are not working and will not work. • Speed limits below 40km/h are unrealistic. • Think speed limits should be raised. • Cars cannot travel faster than the speed limit in Metro Auckland anyway. • Do not support speed reductions on entire roads, rather just the stretch affected by accidents. • Do not support speed limit reductions, except around schools.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Don't support reducing speed on rural roads. • Programme with various speeds will cause confusion and people will be fined. • Put roads already lowered back to 100km/h, it causes dangerous driving with passing. • Franklin community said don't change it. • Thinks programme is pointless. • Thinks programme is a guise to force people out of using private cars.

General comments and suggestions about the Safer Speeds Programme and road safety

Feedback Theme	Main points
<p>Unsure, or don't support, of the reasons/justifications for the proposed speed limit changes</p> <p><i>Mentions: 10</i></p>	<ul style="list-style-type: none"> • Need to show why they justify the speed limit reductions. • AT need to show how many fatal crashes on the roads proposed justify the speed limit changes. • AT need to show the number of fatal crashes on Queen Street, Quay Street, Tangihua Street, and Anzac Avenue. • Show how many crashes were caused by speed and not due to other factors. • Franklin roads do not have the accident statistics that are being claimed, would like to see the actual statistics. • Using reports of accidents to make decisions is flawed as not all accidents are reported. • Accidents caused by texting and alcohol should not impact speed decisions. • Using speed around school to justify these changes is wrong as there are already speed limits around schools and most of the proposed changes are not near schools. • Seems driven by ideology not practicality. <ul style="list-style-type: none"> ○ Proposed changes are unrealistic. ○ Model is flawed/decision is based on incomplete or incorrect data. • People are capable of driving to the conditions. • Congestions means speed self-limits where necessary. • Speed limit reductions are a guise to force people out of using private cars. • The increase in injuries is probably in correlation to Auckland's growth. • Reducing rural roads to 80km/h is an attempt to ensure roads last longer, not for safety. • Proposal is based not on reducing speed reducing harm, but on cost being a limiting factor in providing safe roads. • These changes are being made to hide how bad AT has made Auckland's traffic congestion. • What are the reasons for these changes? • The roads mentioned for speed changes are inconsistent. • Too many roads have been selected.
<p>Reducing speed limits is unnecessary</p> <p><i>Mentions: 43</i></p>	<ul style="list-style-type: none"> • There is no need to lower speed limits/existing speed limits are safe. <ul style="list-style-type: none"> ○ Roads are safe for the current speed limits (flat, straight, visibility is good, very few hazards on the side of the road, no side roads).

Feedback Theme	Main points
	<ul style="list-style-type: none"> o Suggested roads already have speed calming measures (speed bumps, chicanes). • Proposed speed limits are slower than necessary. <ul style="list-style-type: none"> o 50km/h is a safe speed limit, no need to reduce below that. o 30km/h speed limits are ridiculous / too slow / unnecessary. • Speed limit reviews are a waste of time and money. • Many roads require maintenance/upgrading to improve safety, not speed limit reductions. • Due to congestion people already travel around the city at less than 50km/h. • Auckland speed limits are much lower than other parts of New Zealand. • Many of the proposed speed limit reductions don't make sense. • Enough roads have had speed lowered already. • Vehicles do not speed on this road(s). • There have been no, or very few, crashes on this road(s). • Cars are safer than ever. • Vehicles are of better quality now and can travel at faster speeds safely. • Of the 206 rural roads in Franklin only 33 are high risk (serious injury or death), it unnecessary to reduce speeds on many of these roads. • There are no proposed developments in this area that would make this road significantly busier. • The justification that this limit should be reduced to be in keeping with surrounding roads isn't a satisfactory justification. • There is already a variable speed limit for the dangerous part of the road. • Road will still be unsafe for walking at the reduced speed limit. • The changes are being made to slow journeys to get people to ride bikes. • Just use LSZ signs.
Reducing speed limits will create, or NOT reduce, safety issues <i>Mentions: 31</i>	<ul style="list-style-type: none"> • AT's speed limit reductions have so far caused increased crashes and deaths. • Reduced speed limits have increased incidences of dangerous driving. • Reduced speed limits have increased accidents. • There is no evidence that reducing speeds will reduce deaths, in fact, the opposite has occurred. Following a non-relevant Scottish example is senseless. • Reinstate the speed limits that were recently reduced by AT.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Driver behaviour is the problem, not the speed limits. • People who speed will still speed. • Lower speed limits (and slow drivers) create driver frustration and dangerous behaviour, such as risky overtaking. • Any motorist obeying a 50kmph limit who crashes and causes a fatality or serious injury is either elderly, pathetic, or on drugs/intoxicated. 30kmph speed limit won't change the cause of the accident. • Reduced speed limits will not reduce crashes in South Auckland, most people do not obey the current speed limits. • Reduced speed limit (to 30) will cause constant watching of speedometer instead of watching the road. • Slow traffic encourages phones use. • Variable speeds along same stretch of road causes driver distraction. • Need to also change the design speed of the road, or changes will be ineffective. • Proposal is about politicians being seen to do something, rather than actually improving safety. • AT need to research and focus on changes that will actually improve safety. • Why is AT not doing cost benefit analysis to justify these proposals? • AT need to do a full economic analysis of the impacts of reducing speed limits, such as time wasted, increased travel times for buses/delivery vehicles/taxis etc. • I work for insurance and monitor claims. 98% of our crash report claims are due to poor driver behaviour. 85% of faults causing death and serious injury are elderly. What is your strategy doing about the real cause for these areas?
Reduced speed limits will improve safety <i>Mentions: 20</i>	<ul style="list-style-type: none"> • Lower speed limits will make people less likely to crash. • Lower speed limits improve pedestrian safety. • Lower speed limits will make our streets safer for children, elderly, and those with mobility issues. • Limiting speed will make cycling safer. • Lower speed limits in areas with speed related incidents. • Lowering speed limit is the only option on some roads that cannot be improved in other ways. • Road conditions are not suitable for the current speed limits, lowering them will improve safety.
Reducing speed limits is NOT good as it will increase journey times <i>Mentions: 13</i>	<ul style="list-style-type: none"> • Reducing speed limits will increase journey times. • Reduced speed limits increases pollution. • Reduced speed will impact traffic flow.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Reduced speed will increase congestion. • Reduced speed limits will increase journey times for emergency services - they cannot exceed 30km/h over the limit. • Reduced driving speeds is increasing journey times from Pukekohe to Auckland. • Driving around rural roads in Franklin will take too long at lower speeds. • Slower speeds, slows the economy. • Longer journey times mean increased risk of accidents. • Increased journey times will create risky, impatient drivers. • Reduced speed limits will negatively affect the public transport network. • Want to be compensated for wasted time. • Want to be compensated for wasted fuel.
Reducing speed limits is about revenue gathering (not safety) <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Reducing speed limits is about revenue gathering. • Manurewa is being unfairly targeted to be fined and generate income. • South Auckland, and therefore Māori and Pacific communities, are being unfairly targeted. • Reduced speeds will lead to more petrol consumption and therefore are purely profit generation.
New speed limits need to be clearly signposted <i>Mentions: 3</i>	<ul style="list-style-type: none"> • New speed limits need to be clearly signposted. • New speed limits should be painted on the road as well as signposted.
Need to better enforce speed limits <i>Mentions: 15</i>	<ul style="list-style-type: none"> • Proposed changes will have minimal impact if not enforced. • General concerns about how speed limits will be enforced. • Better police roads with 50km/h speed limits. • Need more traffic cops. • Install speed cameras around schools. • Need more speed cameras can increase safety. • Need more random license and WOF checks. • Ensure courts enforce the law. • Need stronger penalties for breaking the road rules (one submitter suggested vehicles seized and if a repeat offender, crushed). • Need harsher penalties for those that speed past schools.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Make those caught speeding attend a course. • Need to police those driving too slow. • Great South Road between Drury and Papakura is never policed.
Driver behaviour is creating safety risks <i>Mentions: 35</i>	<ul style="list-style-type: none"> • Improve driver education to reduce crashes. • Drivers that should not have been given licenses is the issue. • Driver education should focus on more than speed, e.g. how to identify when it is safe to pull out, how to accelerate up to speed of other traffic. • Drivers should have to do a practical test every 10 years when they renew their licenses. • Better driver training/refresher courses. Use a hydraulic synaptic feedback chair to learn better risk assessment and understanding of poor driving decisions. • Require driver refresher courses that provide driver trainer in a hydraulic synaptic feedback chair. • Dangerous drivers are ruining it for the majority who drive within the current limits. • Driver education for teenagers in rural areas is required. • Bus drivers need more training as they create a risk. • Good driving should be rewarded to encourage better drivers. • Not fair to reduce speed limits and punish the vast majority of drivers who drive safely, for the minority that drive dangerously (who will drive dangerously anyway). • Drivers using mobile phones is causing crashes. • Cars that are poorly maintained or in poor condition are the cause of crashes, more than speed. • People are regularly running red lights which is dangerous. Install more red-light cameras. • Slow speed limits (and slow drivers) cause driver frustration and dangerous driving, such as risky overtaking. • Reduced speed limits have increased incidences of dangerous driving. • Removing passing lanes is resulting in risky overtaking. • Unless there is frequent signage drivers won't know what speed to go and will be distracted looking for signs. • Any motorist obeying a 50kmph limit who crashes and causes a fatality or serious injury is either elderly, pathic, or on drugs/intoxicated. 30kmph won't change the cause. • I work for insurance and monitor claims. 98% of our crash report claims are due to poor driver behaviour. 85% of faults causing death and serious injury are elderly. What is your strategy doing about the real cause for these areas?

Feedback Theme	Main points
Pedestrian, e-scooter, and cyclist behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Improve pedestrian education/road safety. • Children need to be taught road safety. • Pedestrians are distracted on their phones. • Pedestrians should be made responsible for their own actions. • Speed limits are fine; money would be better spent on teaching pedestrians/children to cross the road safely. • Children around schools running out on the road are unsafe. • Speed limits are fine, cyclists making risky decisions is the safety issue. • Cyclists should have registration numbers, some are dangerous. • Cyclists should be legally required to use cycle lanes where available and ride single file. • E-scooters on the road are a safety issue.
The low quality of the road is creating safety risks <i>Mentions: 7</i>	<ul style="list-style-type: none"> • Roads are dangerous due to lack of road maintenance. • Improve road quality with more crossings, stop signs, give ways etc. • Improve road signage and markings. • Various maintenance issues of concern, such as potholes, uneven surfaces, road slope, road surface, narrow roads, and subsidence. • Poor repairs and maintenance work that don't last or are in poor/uneven condition from the time of the repair are a problem. • More and more development is being permitted without improving road quality • Lack of passing zones encourages dangerous overtaking. • On street parking is causing safety issues - obscures vision on residential streets, and on major roads parked cars reduce lane widths leading to congestion.
Generally, road condition needs improving <i>Mentions: 11</i>	<ul style="list-style-type: none"> • Need to improve road maintenance and design. • Improving road condition/maintenance is more important than reducing speed limits. • Proposed speed limit reductions are to avoid necessary road maintenance. • Infrastructure suggestions to make the roads safer. <ul style="list-style-type: none"> ○ Speed tables. ○ Better quality maintenance. ○ Improve road signage, road markings, and lighting. ○ Speed limits should be painted on roads at regular intervals.

Feedback Theme	Main points
	<ul style="list-style-type: none"> ○ Need to make roads flow better. ○ Road calming suggestions. ○ More pedestrian crossings. • Improve road signage, road markings and lighting. • Need to make roads flow better. • Poor repairs and maintenance work that don't last or are in poor/uneven condition from the time of the repair are a problem. • Poor road condition is causing regular damage to vehicles. • Need to improve motorways and invest more time in them. • More and more development is being permitted without improving road quality.
Change the speed limit asap/sooner than planned <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Implement speed limit reductions sooner. • Trial temporary speed limit reductions until new limits come into effect. • AT should take a bolder approach, introduce wider speed zones at a faster pace.
Lowering speed limits will have a positive effect on climate change <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Reducing speed limits will reduce emissions. • Reducing speed limits will help to meet climate change goals. • Reducing speed limits encourages non-vehicle travel and therefore reduces emissions. • Reducing speed limits will reduce pollution.
Suggested changes to how safer speed limits programme is implemented <i>Mentions: 10</i>	<ul style="list-style-type: none"> • Define a low-speed limit across the area (e.g. 30 km/h in urban areas and 60 km/h in rural areas and 80 km/h on motorways) and only allow roads to be faster by exception. • Consider 10km/h speed reduction rather than 20km/h. • Rural roads should be 80km/h maximum. • 30km/h is too slow, should only consider implementing 40km/h limits. • Having 10km/hr speed increments is confusing. Stick with just odd numbers (i.e. 10, 30, 50, 70, 90, 110km/h). • Straight, long stretches of road should be 60km/h. • All South Auckland roads should be 50km/h. • In areas that have various speeds, stick with just 30km/h and 50km/h. • Reduce speed limits on all urban roads to reduce confusion.

Feedback Theme	Main points
	<ul style="list-style-type: none"> The idea that speed limits should follow from design speeds is completely backwards. Lower the limit now and then design the street around that whenever it next comes to be rebuilt. Ensure roads are designed/changed to reflect the speed limit for the road, so that people naturally travel the speed limit and feel uncomfortable travelling faster e.g. narrower roads, trees on alternating sides of the road, plant trees between the road and the footpath. Low-cost, tactical changes need to be rolled out to support the reduced speed limits. In urban/residential areas reduced speed areas ought to take the form of low traffic neighbourhoods. Do not create traffic calming that is unsuitable for small vehicles. Speed limits should be implemented with road calming measures. Speed limits should be implemented with extra driver education. Do not support speed reductions on entire roads, rather just the stretch affected by crashes. AT should be proactively monitoring and reviewing all roads for speed limit changes. On dangerous stretches of road, yellow speed warning signs (like on state highways, where a suggested speed for hazardous corners is used) is a better measure to take. Encourage drivers to adjust to the conditions rather than set a speed target.

Times of days and locations where speed limit reductions are NOT supported

Feedback Theme	Main points
<p>Only implement speed limit reductions during peak traffic times and/or don't support 24/7 implementation</p> <p><i>Mentions: 15</i></p>	<ul style="list-style-type: none"> Do not support 24/7 implementation of speed limits. Only implement during peak traffic times. Only implement during school hours, school pick-up and drop-off times, and/or during school terms. Speed reductions should only be between 8am and 7pm. Speed reductions should only be between 8am and 4pm. Reducing speeds all day for a problem that only exists for a short period of time each day doesn't make sense. Reducing speeds for 24 hours is impractical and impossible to police. Speed limit signage around schools should be electronic so limits can be changed when necessary (increased in evenings and weekends).
<p>Do not support reducing speed limits on open roads, rural roads, and/or highways</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> Do not support reducing speed limits on open roads and/or highways. Rural roads should have an open road speed limit so people can decide how fast they travel.
<p>Concerns with speed limit reduction around schools</p> <p><i>Mentions: 6</i></p>	<ul style="list-style-type: none"> Schools are already speed limit zones, why add extra. Limit should be 40km/h. Should not be 24/7, and should be notified by illuminated, variable signs. Different schools have different start times, so speed limits should be tailored to those times. School zones should have more monitoring at peak times, not speed limit reductions. Too many side roads around schools are included in low-speed limit. Should only be 30km/h for a distance of 400m from each school. Speed limits should be around primary schools only. Only apply 30km/h speed limits to on schools that are not on main arterial roads. It is not speed around schools that is the problem, it is parents dropping off and picking up dangerously, and buses. People ignore low speed zones around schools anyway. Is there a strategy to address school related traffic volume?

General locations where speed limit reductions are supported

Feedback Theme	Main points
Lower speed limits around schools are required/important <i>Mentions: 20</i>	<ul style="list-style-type: none"> All schools should be included. Makes it safer for children going to/from school. Change speed limit around schools 40km/h. Speed limits around schools need to be standard, not 40kph at some and 30kph at others. Reduced speed limits should be restricted to school zones. Leave other roads 50km. Don't support the speed reductions, except around schools. There should be traffic calming measures and safety improvements (pedestrian islands) as well as lower speed limits. All schools should have flashing 30kmh signs at their boundary.
Lower speed limits in residential areas are required/important <i>Mentions: 4</i>	<ul style="list-style-type: none"> All residential roads should be 30km/h. Lower speed limit is important, but it should be 35km/h or 40km/h. High density town roads should be 40km/h maximum. In a cul-de-sac or tight, narrow residential road, the limit should be lower than 30km/h. All minor side streets should be 30km/h. Need lower speed limits around parks, where children play. Residential roads have more potential for conflict (people turning out of driveways, pedestrians crossing the road, parked cars) and often have worse visibility. Modern cars are large and dangerous, lower speed limits in suburban roads would be safer for pedestrians.
All residential roads should be 30km/hr <i>Mentions: 1</i>	<ul style="list-style-type: none"> All residential roads should be 30km/h. Will enable vehicles and bikes to share the road. Should be supported by physical measures to reduce speeds.
Lower speed limits in/around town centres are required/important <i>Mentions: 2</i>	<ul style="list-style-type: none"> Town centres are high pedestrian areas so should have lower speed limits. Agree with speed reductions but speed limits should be 40km/h. The city should be 30km/h everywhere, with wider footpaths and narrower streets to encourage slow speeds.

Other comments and concerns

Feedback Theme	Main points
Concerns with the public engagement, and/or that AT won't listen to feedback <i>Mentions: 4</i>	<ul style="list-style-type: none"> AT will not listen to public feedback. AT did not listen to feedback regarding last speed limit review in Franklin, it is now more dangerous. AT needs to communicate their responses to feedback better. There is very limited opportunity to provide feedback. The outcomes have already been decided as you state, "no change is not an option". AT only listens to vocal minority groups. Sick of the government deciding things without consulting the ratepayers. AT never propose increased speed limits. AT need to release statistics to show proof of speed limit reduction requirements on each road. Consultation website was poorly designed and difficult to navigate, meaning that an informed assessment cannot be made. Concerns the map in the brochure drop is deceptive - the dots are incorrectly placed. Had technical issues with the online survey and/or interactive map tool. Concerns the leaflet is propaganda and doesn't contain accurate statistics. Concern that there is a discrepancy between the online information when giving feedback and the leaflet drop:- D'Oyly Drive included in the leaflet but not the online 'Have your say'. Stop using Facebook groups for feedback. Need an option for people to be added to the mailing list once feedback is gathered that doesn't require giving feedback. Future proposals should be posted on local community boards. AT should communicate directly with locals and drive the roads to better understand the problems.
Other comments	<ul style="list-style-type: none"> People parking in unsuitable places causes congestion and is unsafe. Slows down emergency response vehicles who are only allowed to travel 20km/h above limit. Rules around the use of E-scooters and bikes need to be formalised. e.g. giving way, signalling, where to ride, interactions with pedestrians. Speed reductions of 50% or more will not be tolerated by the community. Bicycles and buses now have more road than cars.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Once implemented, will there be a grace period to allow motorists to adjust to new limits? • Road and street section selection is confusing - some cul de sacs around Great North Road (Avondale) are 30km/h but not all. • Accidents around Mt Eden, Truro Road, caused not by speed but by poor traffic management on game days. • Bus drivers need bus monitors to assist with managing order on school buses as the drivers are distracted and this is a safety issue. • Speed limits around Marae should be reduced. • Stop people parking their cars on Galaxy Drive. • Should be using digital speed signs. • Too many speed bumps are bad for the environment (braking and acceleration around speed bumps consume more fuel). • Road 'calming' measures are not fair/appropriate. • Proposed changes seem to unfairly target South Auckland • Need to better synchronise traffic lights through Auckland. • Need strict legislation around liability for cyclists and motorists causing accidents. • Consider introducing parking restrictions in busy / bottleneck areas to ease congestion and safety issues. • Ensure there is space for Loading Zones and School Drop Off Zones in busy areas, such as school zones. • Doesn't agree with the use of Te Reo Māori in the brochure. • Speed bumps in some suburbs have pushed the speeding problem into other suburbs (like Manurewa). • Electric vehicles need to make more noise so pedestrians can hear them. • Bus parking is an issue in the city. They do not indicate when they're pulling out. • Install more traffic lights at intersection of main roads/side streets to make it safer to turn right.



Safe Speeds Programme
Public feedback on proposed speed limit changes October/November 2021
Feedback related to Hibiscus and Bays Local Board area



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Independently prepared by Viewpoints NZ



Part A – Number of submitters from within the local board area

During October and November 2021, 350 people from within the Hibiscus and Bays Local Board area submitted on the Safe Speeds Programme - proposed speed limit changes.



Part B – Feedback on roads within the local board area proposed for speed limit changes

In the first part of the feedback form, respondents were asked what they thought of the proposed speed limit changes for each road. Specifically they were asked:

- What do you think of the proposed speed limit change for this road? (*tick-box answers*)
- Why do you feel this way? (*open-ended answers*)

This section outlines:

- The sentiment expressed by respondents towards the proposed speed limit changes for each road within the Hibiscus and Bays Local Board area ('What do you think of the proposed speed limit change for this road?')
- A summary of the open-ended feedback received for each road within the Hibiscus and Bays Local Board area ('Why do you feel this way?').

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Road name	Adelie Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Children walk to school along this road.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> • This is a tiny road - a reduced speed limit would make no difference - would we speed up to 40kph to go past the school?
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> • This cul-de-sac has maybe 10 houses wherein all people drive at 30-40kph anyway. Our children in the past have walked to and from school for many years without incident.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

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November 2021 – Safe Speeds Programme – Report on feedback by local board area

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Road name	Agathis Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	3

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> A reduced speed limit will make it easier for children to cross the road. This is a cul-de-sac with many children walking to school on this road. It is one of the main roads where children can get access to the school.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Too many people driving at high speeds on this road (support lower speed limit).
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Install yellow lines on corner before Agathis Avenue: cars parking on both sides of the road creates a visibility hazard.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Aotearoa Terrace
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Given the number of school kids on these roads and school traffic, it makes sense to reduce the speed limit.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Ashley Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	19
I think the current speed limit on this road should be kept the same	10
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	2
I think the speed limit should be lower than what is proposed	1
Other	4

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 16</i>	<ul style="list-style-type: none"> A lot of children in the area, and a lot of cars driving very fast. Would feel more confident with children walking or biking to school with a lower speed limit. Currently lots of motorists go over 60kph as the momentum of the hill helps with acceleration. There are sports grounds/schools and residential areas here. The road is particularly busy at school drop off and pick up times - a reduced speed limit would create a much safer travel journey for children. Safety should be prioritised over speed. I care more about the children attending school than those driving saving a minute. Plenty of kids around so reducing speed limit is a good idea.
Driver behaviour is causing safety risks <i>Mentions:</i>	<ul style="list-style-type: none"> Drivers currently drive fast/speed. Vehicles are often parked over safe cycle lanes. Compliance at 50kph is already very poor. Cars often accelerate far above the speed limit up Ashley Avenue toward Long Bay College, accelerating hard and fast. Cars travel so fast as not to stop at the pedestrian crossings. Very, very dangerous. Many boy-racers show off their speed uphill and drifting up Ashley Avenue from the Glenvar Ridge roundabout.



Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 7</i>	<ul style="list-style-type: none"> No point in reducing speed limits here: vehicle speeds are already below the posted speed limit, especially towards the school from both directions due to steep inclines in the road - a drop to 30kph will cause people to drive at 20kph (unnecessary, especially due to the hill). The speed here is already a safe with current speed limits. Already has very good motor traffic and pedestrian separation. Good wide roads, large wide footpaths, plenty of marked pedestrian crossings. Vast majority of time the roads and pedestrian traffic volume in the area is very low. Speed limit should remain at 50kph. The road is wide and easy to navigate, 30kph is too slow, consider 40kph if you must do something. Ashley Avenue is too steep to safely travel at 30kph, and the wide footpaths, and bush between pavements and kerb. Perfectly safe for 50kph. It is a main road into the area, and is wide with pedestrian crossings, providing safe crossing points for pedestrians. This was formed as a major road, with similar wide footpaths and clear sight lines to those of Glenvar Ridge Road. Where it comes close to the College there is a raised pedestrian crossing, which also serves to slow the traffic in the area. There is no need for a speed limit change for the entire length of Ashley Ave. This is an access road to the Long Bay town centre. If the concern is for the safety of students, then time-specific restrictions could apply, but traffic naturally slows due to the crossing and congestion, so even this is unnecessary.
Other physical improvements suggested <i>Mentions: 5</i>	<ul style="list-style-type: none"> Need pedestrian crossings, speed bumps and enforcement of the new proposed speed limit. Parking restrictions or enforcement required to reduce congestion and prevent parking over safe cycle lanes. Planting next to the road and in the middle of the road in the Long Bay development area, including Te Oneroa Road, obscures small children and children on bikes, due to the height - even at 30kph, an unexpected cross from a child or animal here will be fatal.
Other suggestions for reduced vehicle speeds <i>Mentions: 4</i>	<ul style="list-style-type: none"> The road is wide and easy to navigate, 30kph is too slow, consider 40kph instead if you must do something. There are lots of learners and restricted drivers here (suggest 40kph). Suggest speed humps and visible pedestrian crossings to improve pedestrian safety.
The reduced speed limit is unsuitable for this road <i>Mentions: 4</i>	<ul style="list-style-type: none"> The design and speed environment for this key arterial is not designed for a 30kph speed limit. You will get no compliance because it doesn't look or feel like a 30kph road. Compliance at 50kph is already very poor. This road is too steep to safely travel at 30kph, and has wide footpaths, and bush between pavements and kerb. Perfectly safe for 50kph. It is foolish to establish major thoroughfares (such as Ashley Avenue and Glenvar Ridge Road) to help with the smooth flow of traffic, then to hobble this flow by imposing minimal speed limits. Doing so to mitigate a problem that does not exist is a waste of both time and money. It's a main road into the area and is wide.



The proposed speed limit reductions lack local knowledge <i>Mentions: 3</i>	<ul style="list-style-type: none"> I suspect your consultants have not done a site visit to this location because there is no way the current operating speed or the current road design and speed environment would lead you to a recommendation of 30kph speed limit the full length of the road 24/7. Cyclists will be overtaking cars at 30kph and that IS dangerous (remember cyclists don't have speedometers). Go and have a look, students can't even cross it, they must use the pedestrian crossing at the College entrance. If the concern is for the safety of students, then time-specific restrictions could apply for the school/college, however traffic already slows down naturally due to students crossing the pedestrian crossings in the area and the congestion of the traffic (unlike the AT planners, I have had experience in this due to their children attending these schools).
Only support the reduced speed limit for a certain period of the day <i>Mentions: 3</i>	<ul style="list-style-type: none"> Restrictions should only apply during school hours, not 24/7. Consider either a 30kph limit past the school (up to Cavallari Road) which is near the roundabout and has speed humps, so you will get compliance (not the full length of the road). Or put in an electronic variable speed limit at this location so speed can be dropped to 30kph at the start and end of school, returning to 50kph the rest of the time. When students are around it should have a 40kph requirement but on weekends etc there is very little traffic (no not necessary).
Need to better enforce speed limits <i>Mentions: 2</i>	<ul style="list-style-type: none"> How will the new speed limits be enforced? People go over 50kph currently. A lot of pedestrian activity in this area, including children, and people speed in both directions - need a lower speed limit AND enforcement.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Due to the downhill gradient, cyclists will be overtaking cars at 30km and that IS dangerous (remember cyclists don't have speedometers).
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> It is foolish to establish major thoroughfares, such as Ashley Avenue and Glenvar Ridge Road, to help with the smooth flow of traffic and then to hobble this flow by imposing minimal speed limits. Furthermore, to do so to mitigate a problem that demonstrably does not exist is a waste of both time and money.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Barque Rise
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Bellbird Rise
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	2
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	2
Other	2

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> This road is not near the school, has low traffic and pedestrian numbers. These streets are some distance from the school and experience a low number of pedestrians. They are also local roads with low traffic volumes. It does not make sense to reduce the speed 24/7.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> 30kph is not practical for such a steep road.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> These streets are already considered to offer safe pedestrian environments and reducing the speed limit to 30kph outside school times will lead to driver frustration and will likely lead to non-compliance.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> I feel that 30kph is extremely restrictive in the area. I fully understand that we need to be safer and fully support that, however 30kph is extremely restrictive in the neighbourhood.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> These streets are already considered to offer safe pedestrian environments and reducing the speed limit to 30kph outside school times will lead to driver frustration and will likely lead to non-compliance.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> Lowering the speed limit will only work if actively enforced.

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Why do you feel this way?	
Feedback Theme	Main points
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> 30kph is too slow. 40kph is suitable around schools and neighbourhoods.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Speed cushions, ramped speed tables would be better to slow traffic than lowered speed limits. Needs to be a barrier at the bottom of Bellbird to make cars stop - currently cars speed down and turn into Penguin without proper care.
Only support the reduced speed for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> 30kph all around the Murray's Bay Primary School should not be operating outside school times (children not at school during the weekend and holidays). The proposal seems excessive.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

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Road name	Bight Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> A lot of children in the area and a lot of cars driving very fast and poor visibility.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Cavalli Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2
I think the current speed limit on this road should be kept the same	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> A lot of children commuting to school, with low visibility and congested streets. Roads are becoming dangerous due to speeding and dangerous driving/burnouts, and it is a new development area. Excellent idea for Ian Sage and all other roads surrounding the local schools.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> The road is already safe at current speed limit - no need to change it. 30kph is too slow. Plus, when schools start and finish there is more traffic, therefore everyone is going a slower speed naturally anyway.
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> Parking restrictions need to be introduced/enforced.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> No speed bumps or CCTV.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Police can't control the current situation (burnouts, dangerous driving, speeding).

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Charlotte Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1
Other	1

Why do you feel this way?	
Feedback Theme	Main points
The proposed speed limit reductions lack local knowledge <i>Mentions: 1</i>	<ul style="list-style-type: none"> Limiting these roads to 30kph outside school times is an idea had by someone who hasn't looked at the geography of the school as doesn't realise the impact of neighbouring streets.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> This street is on the side of a hill which already deters high speed. Hardly any school children walk this road due to the steepness, and a flat pathway option at the bottom edge of the school. Those who use the top entrance are collected by car. The school is on a hill, has excellent pedestrian crossing methods of monitoring and works well.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Clematis Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2
I think the current speed limit on this road should be kept the same	1
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> I support all efforts to reduce speed limits around Murray's Bay Primary and Intermediate Schools. I agree with reducing the speed in this area; there are lots of children who walk and ride their bikes.
Other physical improvements suggested <i>Mentions:</i>	<ul style="list-style-type: none"> Need to concentrate more on parking enforcement during pick up/drop off times, instead of lowering the limit 24/7. I think the bigger safety issue here is parents at school pick up parking on yellow lines at the bend outside Murray's Bay Primary, causing cars to cross the centreline: have seen several near misses of head on collisions due to parking illegally. I think speed restrictions are fair near schools when schools open and have drop off and pick-ups and the number of children on pavements increase.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> Overkill to change speed limit to 30kph outside school times: Traffic is already slow during pick up/drop off - no need to inconvenience residents the rest of the time too.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Coventry Way
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Elliston Crescent
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	4
I think the current speed limit on this road should be kept the same	2
Other	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> Proposed speed limits will make it safer for children around schools. All roads round schools should be 30kph.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> This road is not a problem and should remain 50kph. The school traffic does not go up this road and when it is drop off/pick up time, the entrance to the road is congested and so limits the speed anyway.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Suggest speed humps for this road to deter rat-running traffic that currently use Elliston to avoid the speed bumps on Wairoa Road. A lower speed limit alone won't slow down the non-locals.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Install pedestrian crossing: Crossing needed on Elliston on the east entrance, or on Wairoa between Greta and Elliston (near to west boundary of the school) to help children cross to the school, and cars turn in Elliston.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Galaxy Drive
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	9
I think the current speed limit on this road should be kept the same	2
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
Other	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 7</i>	<ul style="list-style-type: none"> • Very busy road with a school, and lots of people crossing. • Blind corner and no pedestrian crossing, so drivers and buses need to take extra care. • Children travelling to school. • Is used as a bypass to miss traffic on East Coast Road. • Lots of heavy traffic and buses. • Lots of parked cars. • Quite narrow, and visibility of oncoming cars when the road curves is limited. • This is a very busy side road from Matipo Road and is the main access to the school. It has a steep rise, and many cars speed up and down, putting children's lives in danger as they try to cross, as there is no children's crossing on this road either. • The speed limit should be reduced, firstly due to the school on the street, and Galaxy Drive is used as a bypass for traffic connecting to Matipo and East Coast Road.
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Suggest 'no parking' restrictions on the corner before Agathis Avenue: when cars are parked on both sides of the road around the corner there isn't enough room for two cars to safely get through without having to cross the centre line. • Traffic calming or a pedestrian crossing or refuge crossing needed, so children can cross safely and use the walkway on Mayfair Crescent that leads up to Galaxy Drive where the primary school is located.
Driver behaviour is causing safety risks	<ul style="list-style-type: none"> • Motorists drive far too fast along this road.

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Why do you feel this way?	
Feedback Theme	Main points
<i>Mentions: 2</i>	<ul style="list-style-type: none"> • 30kph is too low and will be breached unintentionally by drivers. The lowering of the limit should be school hours and weekdays only, not a permanent 24/7 change. • People park their cars on the footpath on Galaxy Drive, causing a pedestrian hazard.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> • The current speed limit is fine.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Current speed limit is not effectively enforced.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Suggest judder bars or chicanes to slow traffic.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> • 30kph is too low and will be breached unintentionally by drivers. The lowering of the limit should be school hours and weekdays only.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

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Road name	Gledstane Road
Part of road	Between Elliston Crescent and D'Oyly Drive

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Glenvar Ridge Road
Part of road	Between Te Oneroa Way and 50m west of Bight Road

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	24
I think the current speed limit on this road should be kept the same	11
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
I think the speed limit should be lower than what is proposed	2
Other	3

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 18</i>	<ul style="list-style-type: none"> A lot of children in the area and a lot of cars driving very fast. 30kph would make it a lot safer for families in this area. Many people walking, biking, children and pets, and current speeds are far too fast. In close vicinity of two schools, and leads to Long Bay Reserve, with lots of traffic. Road entering shopping centre is narrow, and there are many trucks. Speeding drivers often don't notice the pedestrian crossing - hopefully reduced speed limit will assist this, or at least make them able to stop. Since this road was built it is like a speedway for young drivers who do burnouts and speed well over the 50kph. This extends to Te Oneroa, as they do laps. There are a high number of walkers, joggers and children in this area and the traffic (a lot of which is heavy) is dangerous at this speed.
Driver behaviour is causing safety risks <i>Mentions: 14</i>	<ul style="list-style-type: none"> Cars race on this road at night. Drivers currently drive fast/speed and drive carelessly. Speeding drivers often don't notice the pedestrian crossing - hopefully reduced speed limit will assist this, or at least make them able to stop.
The reduced speed limit is unnecessary <i>Mentions: 10</i>	<ul style="list-style-type: none"> There is enough traffic on this road already, and the school children do not access this road from the school (should stay at 50kph). This road has proper pedestrian crossing and cycling facilities and has no need to alter current speed limit. It is a long straight road with no other roads or factors that would justify lower limit.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> It is the main thoroughfare in and out of Long Bay and isn't a road that the primary school is directly accessed from. You are proposing a very large area be reduced to a barely drivable speed limit, yet there have been no accidents. This is a newly built area which Auckland Council approved, despite the narrow roads. If this was going to create danger to pedestrians then these roads should never have been approved. This is a large wide road that does not need changing. 30kph is too slow. Also, when schools start and finish there is more traffic, therefore everyone is going a slower speed naturally anyway. Due to the very low density of children in the area, the wide footpaths for them and the generally good sight lines along Glenvar Ridge Road, no further traffic control is warranted on that stretch of road, especially considering the roundabouts and pavers that naturally slow traffic.
Need to better enforce speed limits <i>Mentions: 6</i>	<ul style="list-style-type: none"> A lot of pedestrian activity in this area, including children, and people speed in both directions - need a lower speed limit AND enforcement. No speed bumps or CCTV - police can't control the current situation (burnouts, dangerous driving, speeding). It is all well and good dropping the speed limit, but it needs to be policed. Speed cameras on Glenvar and Te Oneroa. In addition to a speed limit and ensure compliance with it, and proper low noise speed bumps need to be installed as well.
Other physical improvements suggested <i>Mentions: 5</i>	<ul style="list-style-type: none"> Parking restrictions or enforcement required to reduce congestion and prevent parking over safe cycle lanes. The stone section of roading on the corner of Glenvar Ridge and Pennant needs to go, as it creates way too much road noise and feels unsafe to drive on when its wet. A safe connection from Glenvar Ridge Road to East Coast Road was promised and consulted on, but never delivered - many children use this every day, and it needs to be safer. Replace current dangerous cobblestone 'informal' crossings with proper formal pedestrian crossings with speed bumps - need to do more than lowering speed limit for this road.
Reduced speed is not good as it will increase journey times <i>Mentions: 3</i>	<ul style="list-style-type: none"> Already takes a long time to get out of Long Bay and reduced speed limits will cause more road rage incidents due to this. I believe the speed limit should stay the same as it keeps traffic flowing. Changing it to 30kph will slow everything right down and cause big traffic delays. Lowering the speed limit on this road will create a frustrating amount of traffic delays.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> Limiting the speed limit at all hours is poorly thought out and will do more harm than good. Already takes a long time to get out of Long Bay and reduced speed limits will cause more road rage incidents due to this.

Why do you feel this way?	
Feedback Theme	Main points
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> In addition to a speed limit and ensure compliance with it, and proper low noise speed bumps need to be installed as well. Existing Parisian Pavers that are meant to slow people down do not work, just make a lot of noise - replace with wide speed bumps.
Extend the reduced speed limit to cover more of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Would like reduced speed limit to include all Glenvar Ridge Road.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> It is foolish to establish major thoroughfares (such as Ashley Avenue and Glenvar Ridge Road) to help with the smooth flow of traffic, and then to hobble this flow by imposing minimal speed limits.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> To reduce the free-flow ability of major thoroughfares to mitigate a problem that demonstrably does not exist is a waste of both time and money.

AT recommended way forward

Retain existing 50km/h speed limit.

Based upon consultation feedback received and further technical assessment, the speed limit recommendation has been updated from 30km/h to 50km/h in order to:

- improve likelihood of driver compliance with the new limit
- improve speed limit consistency for road users.

Key information driving this change includes that:

- The surrounding area is under development, and
- the road function of Glenvar Ridge Road is gradually changing.

The road will be reassessed as part of a future Speed Management Plan once development has progressed.



Road name	Greta Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Only support the proposed speed limit for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> General speed in the area is good, and the existing facilities in place already slow traffic. The excessive monitoring of the proposed speed limit outside school times is a waste of police resources.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> The layout of the school on Waiora Road only warrants the speed limit change in a straight line in front of the school. There have been no accidents in this area, there are facilities that already reduce traffic speed in the school zone.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Ian Sage Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	6
I think the current speed limit on this road should be kept the same	4
Other	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> Lots of speeding down Ian Sage Avenue after the Ashley Road roundabout - need to slow down traffic around Long Bay Primary and Long Bay College. It's in a school (x2) zone plus a suburban street. It is regularly a racetrack with downhill speeds of up to 90kph being reached by many people. Happy for it to have a 30kph speed limit, but ONLY if is regularly enforced.
Driver behaviour is causing safety risks <i>Mentions: 3</i>	<ul style="list-style-type: none"> Lots of speeding down Ian Sage Avenue after the Ashley Road roundabout. There have been many incidents of excess speed and boy racer antics on our round a bout for many years. Suggest only a lower speed zone around the school at start/finish times - unnecessary outside of these hours as will not be complied with if 24/7.
Need to better enforce speed limits <i>Mentions: 2</i>	<ul style="list-style-type: none"> Please add a speeding camera to catch speeding drivers. It is regularly a racetrack with downhill speeds of up to 90kph being reached by many people. Happy for it to have a 30kph speed limit, but ONLY if is regularly enforced.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> Never heard of or seen any accident involving students being hit by cars - unnecessary. This is a wide road with no accidents reported and a good crossing at the top.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 2</i>	<ul style="list-style-type: none"> Forcing residents to drive at lower speeds 24/7 even when it isn't school time is unfair and unnecessary. Suggest only a lower speed zone around the school at start/finish times - unnecessary outside of these hours as will not be complied with if 24/7.



Why do you feel this way?	
Feedback Theme	Main points
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Lots of speeding down Ian Sage Avenue after the Ashley Road roundabout - residents have been asking for speed bumps for years.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Jellicoe Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	3

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> 50kph is perfectly suitable, 40kph is understandable, 30kph (as proposed) is too slow as residential cul-de-sac with minimal traffic. The proposed reduced speed limit of 30kph in Jellicoe is ridiculous as we are not close to a school. The closest primary school from our home in Jellicoe Rd is .6kms away. Don't bother fixing something that simply isn't broken. 50kms is a perfectly appropriate and safe speed. It is already safe on this road.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> The only accidents here have been reckless drivers over the speed limit anyway.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Reckless drivers speeding cause accidents here.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> 50kph is perfectly suitable, 40kph is understandable, 30kph (as proposed) is too slow as residential cul-de-sac with minimal traffic.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Karengo Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Killick Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Kura Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Lyons Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	3
I think the current speed limit on this road should be kept the same	10
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	3

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 7</i>	<ul style="list-style-type: none"> All roads in Murrays Bay should be kept at 50kph: lower speed limits cause traffic mayhem. Speed is not the issue - fix the intersection at Saddleback Rise/Sunrise Avenue. Barely any kids walking in this area especially closer to the Rothesay Bay shops on Knights Road and Beach Road down to the Church. The proposed area is too wide, especially considering other nearby schools will likely receive the same treatment. There are plenty of children walking in Oaktree, Saddleback and Aotearoa Terrace, but not the whole proposed area. There are already speed limits for keeping school kids safe in the morning and afternoon. There has never been an incident on this road. The proposal should exclude Lyons Avenue, north of intersection with Saddleback Rise (including Montana Avenue, Wyoming Avenue, Jellicoe Road and Seaton Road) - the roundabout would serve as a suitable gateway with threshold treatments just north of the roundabout. A more targeted area of speed limit reductions would improve overall compliance and make enforcement easier, and the excluded area is suitably far from the school. The roundabout, corners, and parked cars slow drivers down where necessary and keep them driving at a safe speed. The whole road is long and doesn't need a reduction of speed as I believe this would cause congestion. Very few children bike, and walking is safe on the footpath (with the walking school bus) - majority travel to school by car. I support the current speed restrictions and days/times around the school areas, and their extension to the smaller roads designated for review in Murray's Bay.
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> Motorists travel along this road at excessive speeds, and it is near a school. Steep and busy road, with cars and kids walking/riding to/from school (reduce to 30kph). The reduction in speed will encourage people to drop children off on Beach or Knights to walk to school if it were safer.
Other physical improvements suggested	<ul style="list-style-type: none"> This road changes in steepness. On this road particularly roadside parking is a problem interfering with traffic and it's often a gamble who gets through the gap first - particularly dangerous for cyclists.

Why do you feel this way?	
Feedback Theme	Main points
Mentions: 3	<ul style="list-style-type: none"> Consider erecting sets of traffic lights, rather than limiting vehicle speed which will cause a greater number of traffic incidents due to incompetent drivers. A pedestrian crossing would be excellent near the intersection of Aotearoa and Saddleback Rise, with speed bumps to slow traffic.
Driver behaviour is causing safety risks Mentions: 1	<ul style="list-style-type: none"> Motorists travel along this road at excessive speeds, and it is near a school.
The reduced speed limit is unsuitable for this road Mentions: 1	<ul style="list-style-type: none"> The proposed restrictions on Saddleback Rise and Lyons Avenue would be almost impossible to achieve given the steep nature of these well used roads, and compliance would be difficult and seen as an unfair imposition.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	

Road name	Macnay Way
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be lower than what is proposed	1
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Other physical improvements suggested Mentions: 1	<ul style="list-style-type: none"> Narrow the opening of MacNay Way into Saddleback Rise to make it safer for children to cross (more effective than lower speed limits if they aren't enforced).

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Matipo Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	14
I think the current speed limit on this road should be kept the same	5
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
Other	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 12</i>	<ul style="list-style-type: none"> Many children use this road to walk, cycle or scoot to school, and it is currently very dangerous to cross, with footpath only on one side. Traffic should be slower (as proposed) so the high volumes of cars can brake safely for the pedestrian crossing. Busy downhill road and many cars exceed the speed limit. Near a school, residential street. A very narrow road now with too many people parking on both sides of the road because of the lack of parking provided in new developments. Visibility is restricted due to the downward slope and corners, and many drive down the hill too fast. Slower traffic will keep children safe and encourage them to walk to school. Matipo Road is steep, and cars speed up and down it often past 50kph, therefore putting children's lives in danger. I support 30kph speed limit around schools. There is increasing traffic along this road and especially before and after school hours. The stretch of road from the school to the top of East Coast Rd is quite steep and motorists accelerate up this hill, hence making it dangerous for children especially who walk to school or live along the road. Traffic/road users ignore the variable limit as it applies to the start and end of school day - a permanent change would lower speeds more consistently, making it safe for children/families, without causing undue delay for people transiting through this short road.
Driver behaviour is causing safety risks <i>Mentions: 7</i>	<ul style="list-style-type: none"> Currently people are speeding - concerned about children. Busy downhill road and many cars exceed the speed limit. Visibility is restricted due to the downward slope and corners, and many drive down the hill too fast. There are too many people speeding down this street as it is - resulting in accidents and injuries.

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November 2021 – Safe Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ



Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> The only reason it gets dangerous is because people go faster than the speed limit.
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> Current speed limit works well here. 30kph is way too slow: 50kph is a safe speed the only reason it gets dangerous is because people go faster than the speed limit. I drive through here regularly and think the pedestrian crossing, corners, and parked cars slow drivers down where necessary and keep them driving at a safe speed. The whole road is long and doesn't need a reduction of speed as this would cause congestion. The Primary school is on a side-road and has no effect on the safety of children.
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> It would be more effective if Matipo Road (i.e a quarter way down from the top) had a speed bump installed to slow down the speed of cars (as well as lower limit). 30kph is too slow.
Reduced speed is not good as it will increase journey times <i>Mentions: 2</i>	<ul style="list-style-type: none"> Special speed limits around schools (Mairangi Primary) should only apply at times that school children are around, not outside school times. A variable speed limit used during school start and end times would be sufficient to address pedestrian safety. 30kph outside school times is impractical.
Other suggested safety improvements <i>Mentions: 1</i>	<ul style="list-style-type: none"> Dropping the speed limit will help, but a footpath on both sides of the road is still needed so all children can use the crossing.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> Speeding cars is already a worry - how are the new speed limits going to be enforced?
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	

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November 2021 – Safe Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ



Road name	Moki Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> It's an area with lots of children and families and 30kph would make it much safer.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Montana Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> No history of speeding or accidents to justify a lowered speed limit. Children have good access to pavements/pathways, and school kids are only around for about 2hrs a day.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> 30kph is not sustainable. People will not comply. Be realistic. Unless you enforce it, there is no point changing.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> 30kph restrictions should not apply 24/7 - should only apply during school times.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	

Road name	Penguin Drive
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	3
I think the current speed limit on this road should be kept the same	6
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	2

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 7</i>	<ul style="list-style-type: none"> Road is wide, well-sealed, and a cul-de-sac and perfectly suited for current speed limit. Not close to the school and has low pedestrian numbers - it is safe at current speeds and 30kph is not practical. Speed is not the issue - fix the intersection at Saddleback Rise/Sunrise Avenue. These streets are some distance from the school and experience a low number of pedestrians. They are also local roads with low traffic volumes. It does not make sense to reduce the speed limit outside school times. Very little traffic - cars or people - on this road. The walking school bus which is well patronised and most high school and intermediate students are responsible using the provided walkways. Our street and adjoining little cul-de-sacs are a community who value our students, and a lot of students are driven to school in this area where congestion is a problem.
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> Lower to 30kph, as steep and narrow winding road, with steep pitches in places. Plenty of kids walking and biking to/from school. I agree 30kph limit on this road, it can be safer for children walking on this street. This is a cul-de-sac but has lots of residents.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 3</i>	<ul style="list-style-type: none"> Lowering speed limit will frustrate local drivers and they will be impatient by the time they get to the school area. 30kph outside school times is not practical and will lead to driver irritation. These streets are already considered to offer safe pedestrian environments and reducing the speed limit to 30kph 24/7 will lead to driver frustration and will likely lead to non-compliance.

Why do you feel this way?	
Feedback Theme	Main points
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> 30kph is too slow, 50kph too fast. Suggest speed humps to slow down the minority that go over the speed limit (who would go over regardless of limit).
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> 30kph in the area is extremely restrictive, around schools, fully understand but we do not live in a nanny state.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> Monitoring and enforcement required to ensure the new (30kph) speed limit adhered to.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> The walking school bus is well patronised and most high school and intermediate students are responsible using the provided walkways. Road safety directly around schools at 40kph maybe could be reduced to 30kph but not the entire area being proposed.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Pennant Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Safer for children on this street and surrounding area.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> • People tend to speed in this area.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Ralph Eagles Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Traffic calming required due to being used as a burnout spot/racetrack at night.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Rosella Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Nearby school, and it's also a short-cut which a lot of vehicles take therefore speed should be reduced.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> This road is not near the school, has low traffic and pedestrian numbers - reducing to 30kph would be impractical.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Rossmore Terrace
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> The pedestrian crossing, corners, and parked cars slow drivers down where necessary and keep them driving at a safe speed. The whole road is long and doesn't need a reduction of speed as I believe this would cause congestion.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Saddleback Rise
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	5
I think the current speed limit on this road should be kept the same	8
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	2
I think the speed limit should be lower than what is proposed	1
Other	4

Why do you feel this way?	
Feedback Theme	Main points
Other physical improvements suggested <i>Mentions: 7</i>	<ul style="list-style-type: none"> Install a pedestrian crossing where Saddleback Rise meets Aotearoa Tce (which does have a school) to help children safely cross. Speed cushions and/or pedestrian platforms would be more effective at slowing traffic than lower speed limits. Narrow opening of MacNay Way into Saddleback Rise to make it safer for children to cross (more effective than lower speed limits if they aren't enforced). Changing speed limit won't make this road safer - parent pick up and drop off causes heavy congestion: better to make 'no parking' on one side of the road. Speed-reducing infrastructure is needed as a limit alone will not slow all motorists down this hill. Also, a zebra crossing at the intersection of Saddleback & Aotearoa Terrace please. Consider traffic lights, rather than limiting vehicle speed which will cause a greater number of traffic incidents due to incompetent drivers. I feel the road needs physical road changes and textures as the steepness and length influences car speeds, and changes in road surface would be a better reminder to drivers of the need to be careful.
The reduced speed limit is unnecessary <i>Mentions: 6</i>	<ul style="list-style-type: none"> Road is wide, well maintained, with no school, which is used by residential traffic as connections to other roads. Speed is not the issue - fix the intersection at Saddleback Rise/Sunrise Ave. There are no schools on this road. We already have a speed bump on this road which is enough of a speed deterrent. 30kph limit on this road is not useful. No pedestrians have been injured on this road. The speed hump slows drivers at the point when school kids cross the road.



Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> These streets are some distance from the school and experience a low number of pedestrians. They are also local roads with low traffic volumes. It does not make sense to reduce the speed limit 24/7. Unreasonable proposal especially Saddleback (proposed area too wide). Very few children bike, and walking is safe on the footpath (with the walking school bus) - majority travel to school by car. I support the current speed restrictions and days/times around the school areas, and their extension to the smaller roads designated for review in Murray's Bay. It is only at these times before and after school that the danger is present. From 9am to 3pm every school day the kids are safely in school, not on the roads.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 5</i>	<ul style="list-style-type: none"> Reducing the speed limit to 30kph 24/7 along this road is not practical. I would support a reduced speed during school start and finish times. The road currently operates safely. I am happy with the reduced speed around schools but not for it to be 24/7. I would prefer a timeband when children are likely to be walking, biking etc. I don't think travelling at 30kph at midnight will change anything but will inconvenience a lot of people. These roads could operate at 30kph during pick up and drop times around the school. 24/7 is not necessary. I support the proposed speed change around Murray's Bay Primary School but not in this current form. It is unnecessary to have it 24/7 when school is not operating 2 days of the week or for about 12 weeks of the year - Suggest just operate for 8-4 on school days. Would be supportive 40kph along Saddleback Rise for the half hour period before and after school starts and finishes (i.e. 8.15am-9.15am and 2.30pm-3.30pm). Outside of these times the number of pedestrians is so low that making cars travel at 30kph is not sensible.
Reduced speed limit will be safer <i>Mentions: 5</i>	<ul style="list-style-type: none"> Lower to 30kph, as steep and narrow winding road, with three major schools within 1km radius. People speed on this road a lot during school hours. Many children cross regularly and there are no zebra crossings or pedestrian islands, and the footpath starts and stops on one side which forces pedestrians to cross. Children walk to school along this road.
Driver behaviour is causing safety risks <i>Mentions: 5</i>	<ul style="list-style-type: none"> Speed cameras/enforcement required, particularly where Saddleback Rise meets Penguin Dr, as motorists speed down the hill or speed up to get up it. These streets are already considered to offer safe pedestrian environments and reducing the speed limit to 30kph 24/7 will lead to driver frustration and will likely lead to non-compliance. People speed on this road a lot during school hours. Speeding drivers are often either students from Rangitoto College driving too fast, or parents running late and focused on meeting the needs of their own child and family. I would be interested in ways that this will be monitored.
Need to better enforce speed limits	<ul style="list-style-type: none"> Speed cameras/enforcement required, particularly where Saddleback Rise meets Penguin Dr, as motorists speed down the hill or speed up to get up it.

Why do you feel this way?	
Feedback Theme	Main points
Mentions: 3	<ul style="list-style-type: none"> Lower speed limits will only work if aggressively enforced. Speeding drivers are often either students from Rangitoto College driving too fast, or parents running late and focused on meeting the needs of their own child and family. I would be interested in ways that this will be monitored.
Other suggestions for reduced vehicle speeds Mentions: 2	<ul style="list-style-type: none"> 30kph is too slow. Would be supportive 40kph along Saddleback Rise for the half hour period before and after school starts and finishes (i.e. 8.15am-9.15am and 2.30pm-3.30pm). Outside of these times the number of pedestrians is so low that making cars travel at 30kph is not sensible.
Reduced speed limit will create, or not reduce, safety issues Mentions: 2	<ul style="list-style-type: none"> Changing speed limit won't make this road safer - parent pick up and drop off causes heavy congestion: better to make 'no parking' on one side of the road. These streets are already considered to offer safe pedestrian environments and reducing the speed limit to 30kph 24/7 will lead to driver frustration and will likely lead to non-compliance.
The reduced speed limit is unsuitable for this road Mentions: 1	<ul style="list-style-type: none"> The proposed restrictions on Saddleback Rise and Lyons Ave would be almost impossible to achieve given the steep nature of these well used roads, and compliance would be difficult and seen as an unfair imposition.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

Road name	Seaford Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Seaton Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> Would support additional traffic calming (speed tables) near the blind bends at each end of the road.
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> A lower speed limit will be a lot safer for school children crossing.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Motorists travel at excessive speeds along this road.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> Keeping tamariki safe is paramount, but the 30kph proposed limit should only apply at drop off and pick up times.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Stitchbird Close
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Timu Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Turutu Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> 15kph in a cul-de-sac garden road should be a mandatory. The proposed speed limited (30kph) is far too high for a tight narrow road with zero public drive-through access. I would suggest driving at 30kph down Turutu is almost the equivalent to 50kph. Auckland Council approved the development of this area with lack of parking for residents, over planting on paths, and also around parked cars and narrowness of roads, so it's near on impossible to drive any faster (than proposed), safely.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> 15kph in a cul-de-sac garden road should be a mandatory. The proposed speed limited (30kph) is far too high for a tight narrow road with zero public drive-through access. I would suggest driving at 30kph down Turutu is almost the equivalent to 50kph.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

Road name	Waiora Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	7
I think the current speed limit on this road should be kept the same	5
I think the speed limit should be lower than what is proposed	1
Other	6

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 7</i>	<ul style="list-style-type: none"> 100% support reduced speeds around schools. See too many people driving too fast along this strip of road. Close to school and many residents have children. Brightside Rd has blind spots around junction of Waiora and Brightside, and children walking to/from school are at risk of being hit while crossing. The primary school is the principal activity here. Agree that school areas should all be 30kph (or lower) to help people get to school safely.
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> It's a 50kph road and already has speed bumps and a school zone. There are already two judder bars on this road which slows traffic and keeps traffic aware of the road users. The school has different exits, only car pickups tend to be on Waiora Rd, there are no busses used etc and this helps to minimize congestion. There are already speed humps in three places on Waiora Rd, these have a much better effect than a blanket, artificial imposition.
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> Brightside Rd has blind spots around junction of Waiora and Brightside, and children walking to/from school are at risk of being hit while crossing. Please also add some zebra crossings around this side or speed bumps so children can go to school safely. Add some side islands to increase compliance with 30kph speed limit, designed to also assist crossing the D'Oyly/Waiora intersection as current crossing has insufficient visibility for approaching drivers coming up the hill on D'Oyly.

Why do you feel this way?	
Feedback Theme	Main points
The proposed speed limit reductions lack local knowledge <i>Mentions: 1</i>	<ul style="list-style-type: none"> Please visit this site before making a decision.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> There is no need for speed limit reduction to apply outside school times, all year round - should only apply during school opening/closing hours, and not on school holidays.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> There is a big hill on Waiora Rd that would be hard to control the speed at 30kph going downhill but the judder bar already at the bottom of the hill is a deterrent to going fast anyway.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Westbourne Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Windlass Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Residential area, with a lot of pedestrian activity, children and elderly people.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Wyoming Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Part C – Feedback on roads within the local board area NOT proposed for speed limit changes

Some respondents also identified roads that they thought needed changes, which were not proposed for speed limit reductions. Please note:

- To prevent having lots of themes that were only mentioned once or twice we grouped suggestions into suburbs and used the 'main points' for the themes to identify the roads being mentioned.
- Some suburbs are situated within more than one local board area, as such there may be some roads in this section which are not relevant to the Hibiscus and Bays Local Board area. It saved a significant amount of time reporting in this way.



Suburb	Browns Bay
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 7</i>	<ul style="list-style-type: none"> • Bute Road, Glen Road - Lower speed limit to 30kph: (and all roads in the central Browns Bay area) As proposed in the town plan by the Local Board. • Clyde Road - Lower speed limit to 30kph: All roads in Browns Bay should be 30kph. Lots of foot traffic which should be the priority in these beach towns. • Clyde Road - Lower speed limit from 50kph to 30kph: Lower this main shopping road like in Mairangi Bay shopping centre. • East Coast Road - Lower vehicle speeds: Vehicles travel far faster than 50kph limit and crossing to the bus stop is difficult for elderly and children. • Browns Bay Town Centre - Lower speed limit: Should be included due to high number of pedestrians. • Roads near Browns Bay School and Browns Bay town centre - Lower speed limits.



Suburb	Gulf Harbour
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Alec Craig Way - Lower speed limit: A school here and lots of people walking and on bikes.



Suburb

Long Bay

Feedback Theme	Main points
<p>Other roads/suggestions for reduced vehicle speeds Mentions: 23</p>	<ul style="list-style-type: none"> • Te Oneroa Way; Beach Road – lower speed limit, as cars race here at night. • Te Oneroa Way – Lower speed limit entering shopping centre is narrow, and there are many trucks. • Te Oneroa Way – Lower speed limit: Essentially a residential area with lots of families and school children, and many cars travel at excessive speeds. • Te Oneroa Way - Lower speed limit: Need to include both sides of Te Oneroa Way between the pedestrian crossing just south of Cavalli Rd and the Glenvar Ridge Roundabout in the proposed school reduced speed zone, due to high speeds and many pedestrians, including children. • Include Te Oneroa Road in speed limit reduction, as cars race here at night. • Caldera Drive - Lower speed limit: children use this road as a thoroughfare from Cavalli Drive and we have already had two pets die on this road due to speedsters constantly driving up and down this narrow road. • Glenvar Road - Lower speed limit to 30kph and install speed humps: Cars always going far too fast, with lots of children walking/biking. • Glenvar Road - Lower speed limit: This portion is often used by school children and has no pavements - 50kph is far too fast for this section. • Glenvar Road – A limited speed zone (30kph) before and after school would be more effective and be better for traffic flow and would not result in increased use of Glenvar Glade, a poorly maintained narrow section of road. • Glenvar Road/Glenvar Glade: Lower speed limit to 30kph: The section of Glenvar Road between Ashley Avenue and Relko Crescent is 'Glenvar Glade': it has no footpaths and almost no shoulder, overgrown with trees, and is often used by school children walking to school - it is so narrow, cars need to pull over to let another pass, into where the children walk - very dangerous at speed. • Glenvar Road/Glenvar Glade - Lower speed limit and improve road: Glenvar Glade is poorly maintained, narrow with blind corners, and has a high volume of student pedestrians to/from school, despite the lack of footpaths and shoulder. If other roads are lowered but Glenvar Glade is not, more traffic will use it as a shortcut, and be very dangerous. • Glenvar Road between Ashley Avenue and Ian Sage Avenue - Lower speed limit: Difficult to cross the road here, suggest lower limit, as near schools. • Glenvar Road - Lower speed limit: between Moor Road and Clensmore for Long Bay school zone. • Glenvar Road between the intersections of Ian Sage Avenue and Glenmore Close - Lower speed limit to 30kph - Many of the school children who walk home from Long Bay College walk down Ian Sage Avenue to Glenvar Road. They then cross Glenvar Road to walk down Awaruku or County roads. The most hazardous area is where they cross Glenvar Road. • Glenvar Glade and Glenvar Road between Ashley Avenue and Ian Sage Avenue - Lower speed limit: lots of school children cross Glenvar Road to get to school or the bus, particularly at the end of Ian Sage Avenue. Children must navigate traffic that comes down Glenvar Glade (often at faster than 50kph), up Glenvar Road, as well as traffic turning right out of Ian Sage Avenue and cars turning right out of Corric Hill and Relko Crescent. • Glenvar Road - Lower vehicle speeds: This is a bad bend into Ashley Avenue and cars come down much too fast.



Feedback Theme	Main points
<p>Other physical improvements suggested Mentions: 1</p>	<ul style="list-style-type: none"> • Glenvar Road – extend proposed lower speed limit, particularly from the Glenvar Road/Ian Sage Avenue intersection until the Glenvar Road/Beach Road intersection. Many young families and children using this road. • Glenvar Road - A lower limit is needed where it meets Ashley Avenue, travels through a reserve, and then passes the end of Ian Sage Avenue. The higher part is narrow and with no pavements even passing an oncoming vehicle can prove difficult because of width. • Glenvar Road - Lower vehicle speed: dangerous for vehicles entering/exiting driveways at the top, as cars speed down the hill - suggest speed hump near Fitzwilliam Road, and before houses begin. • Glenvar Glade - Lower speed limit to 30kph: heavy vehicles often use it (against by-laws) and will prefer to do so if it is 50kph, to avoid surrounding 30kph areas. • Beach Road - Parking restrictions or enforcement: to reduce congestion and prevent parking over safe cycle lanes. • Beach Road: Cars race here all the time - need lower vehicle speeds and another pedestrian crossing. • Install electronic speed restriction signs (only where/when they are required) to display 30kph during the school approach and departure times. Suggest at the intersection in Ashley Avenue after the intersection with Glenvar Road; on the college side of the Ashley Avenue/Turutu Place intersection; at the Cavalli Road/Barque Rise intersection; in Cavalli Road on the Ashley Avenue side of the Pennant Street intersection; and on the college side of Ian Sage Avenue/Kura Place intersection (high pedestrian volume areas, only for the time there are high numbers). • Speed cameras on Te Oneroa Way. • Te Oneroa Way - Parking restrictions or enforcement required to reduce congestion and prevent parking over safe cycle lanes – Glenvar Rd, Beach Rd, Te Oneroa Rd. • Te Oneroa Way: Young drivers who do burnouts and speed well over the 50kph. Drop the speed limit, but also enforce it. • Glenvar Road/Glenvar Glade - Lower speed limit and improve road: Glenvar Glade is poorly maintained, narrow with blind corners, and has a high volume of students to/from school, despite the lack of footpaths and shoulder. Concerned it will be used more if limit not lowered with other roads. • Glenvar Road – Lower speed limit during school hours and install footpath: A limited speed zone (30kph) before and after school would be more effective and be better for traffic flow and would not result in increased use of Glenvar Glade, a poorly maintained narrow section of road. Expedite the Glenvar/East Coast Road project and make Glenvar fit for purpose and install a footpath at East Coast Road end. • Glenvar Road – Footpath: If you want to improve road safety, start with providing a path at the top of Glenvar Road for children to walk on. Currently they must either slip down the bank, step into the road, or balance on a four-inch curb. • Glenvar Road/Glenvar Glade - Signage: at the top and bottom of this section with the message: “Local Traffic Only – No Thoroughfare”; signage at the top and bottom of the Glade saying that heavy vehicles are “Conditionally Prohibited on Glenvar Road” be amended to read “Prohibited Without a Permit”; an additional sign be installed on Glenvar Road adjacent to Ian Sage Avenue warning heavy vehicles that there is no thoroughfare past Relko Crescent. • Speed cameras on Glenvar Road and Te Oneroa Way. • Glenvar Road and Beach Road - Parking restrictions or enforcement required to reduce congestion and prevent parking over safe cycle lanes.

Suburb	Mairangi Bay
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 13</i>	<ul style="list-style-type: none"> • Honeysuckle Lane - lower speed limit: A problematic rat run for drivers trying to avoid the queues/traffic lights at Rangitoto College. These drivers are too fast for this narrow street. • Mayfair Crescent - Lower speed limit: should be included as many children walk through the walkway to the school. • Ramsgate Terrace - Lower vehicle speeds: is just as bad or worse (as Matipo Road) with speeding cars. • Sunrise Avenue - Lower speed limit to 40kph: A busy road, servicing three major schools with hundreds of children walking/cycling to/from school every day. • Sunrise Avenue - Lower speed limit to 30kph: Many children walking to school. • Sunrise Avenue - Lower speed limit: Should be included due to two schools, many children walking, biking, skate boarding etc, and high vehicle speeds. • Sunrise Ave - Lower speed limit: The road is narrow with lots of parked cars and many children crossing the road to access several local schools. • Sunrise Ave - Lower speed limit: There are so many children and pedestrians that use this road throughout the week and not only around school hours. The pace that cars travel this road is often not safe. • East Coast Road - Speed limit should be reduced around here, and a pedestrian crossing should be added as school kids normally cross here. • East Coast Road - Speed limit change is not justified on this road because children who live on the western side go to Sunnynook School whilst those to the east go to Mairangi Bay School so there is no reason to change this limit. • East Coast Road - The Mairangi Bay Primary School safe area should exclude East Coast Rd - Reducing the limit here (between Galaxy Dr and Matipo Rd) will adversely affect traffic flow on East Coast Rd by causing unnecessary rippling of traffic flows heading south in particular and make exiting Matipo and Kowhai roads more difficult. Lower limits here will increase accident potential rather than decreasing them. • East Coast Road - If the speed limit is reduced, it should only apply where there are school children around, not 24/7 (and only for streets nearest the school).
Suggestions for speed limit increases <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Increase speed limits on East Coast Road - Dual Carriageway section (Browns Bay Rd to Sunset Rd).
Other physical improvements suggested <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Crossing on top of roundabout on Beach Rd in Mairangi Bay is downright dangerous - please remove/fix. • Kowhai Rd requires a speed camera or speed humps or similar as cars speed along here regularly. • Children cross Saddleback Rise along Sunrise Avenue at school start and finish times, and it is busy with pick-up/drop-off traffic, and terrible visibility. Suggest no parking within 200m during school am/pm hours along Sunrise or Saddleback, and a monitored crossing just like the school has closer by.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • East Coast Road - It's extremely unsafe and we should be adding a safe crossing for the kids.



Suburb	Manly
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Install safety/traffic calming measures along Ladies Mile, Manly, Whangaparāoa.



Suburb	Murrays Bay
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 10</i>	<ul style="list-style-type: none"> Sunrise Avenue - Lower speed limit to 40kph: A busy road, servicing three major schools with hundreds of children walking/cycling to/from school every day. Sunrise Avenue - Lower speed limit to 30kph: Many children walking to school. Sunrise Avenue - Lower speed limit: Should be included due to two schools, many children walking, biking, skate boarding etc, and high vehicle speeds. Sunrise Ave - Lower speed limit: The road is narrow with lots of parked cars and many children crossing the road to access several local schools. Sunrise Ave - Lower speed limit: There are so many children and pedestrians that use this road throughout the week and not only around school hours. The pace that cars travel this road is often not safe. Gulf View Road - Lower speed limit to 30kph: Many cars rat-run during morning peak to avoid Beach Rd traffic. Beach Road - Lower speed limit to 30kph: Cars do not stop for pedestrian crossing at the shops - have been accidents. Beach Road by Murrays Beach and Rothesay Bay shops should be 40kph - the buses go way too fast. Roads that provide main access to Murrays Bay Primary and Intermediate schools - Should have consistent lowered speed limit.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> The issue is the kids crossing across Saddleback Rise along Sunrise Avenue at school start and finish times. Super busy, terrible visibility, cars lined up everywhere waiting to collect kids, it's completely unsafe. Sort that intersection, no parking within 200m during morning and afternoon hours along Sunrise or Saddleback. Implement a monitored crossing of some sort just like the school has closer by.



Suburb	Orewa
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 4</i>	<ul style="list-style-type: none"> West Hoe Road, Centreway Road - Lower speed limit: Should be added to the proposal as close to the Primary School. Lancelot Road, Old North Road - Lower speed limit to 30kph: Has signage saying "Low Speed Zone" but are 50kph. Should be 30kph to be consistent with Orewa township. Old North Road is very narrow. Grovenor Drive and all residential roads within 'The Grange' - Lower speed limits to 30kph: Existing traffic calming is not working, needs lower limits or speed bumps that slow traffic.
Other suggested physical improvements <i>Mentions: 4</i>	<ul style="list-style-type: none"> Install pedestrian crossing near roundabout between West Hoe Road and Centreway Road - many children cross here every day. West Hoe Road, Centreway Road – Need more traffic calming as close to school, traffic speeds here and needs to be slowed in both directions.



Suburb	Rothesay Bay
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Knights Road - Lower speed limit to 30kph: Used as a rat run during peak times.

Suburb	Silverdale
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 4</i>	<ul style="list-style-type: none"> Bonair Crescent - Lower vehicle speeds: the Eastern gradient encourages vehicles to speed up, so there is frequent speeding over current 50kph between playground and intersection with Millwater Parkway. There is a school and kindergarten, many families, children biking, scootering, etc. Tobago Place - Lower speed limit: Near Sunnynook Primary and Mairangi Bay Primary, with lots of children walking and being picked up/dropped off (and parking dangerously), high vehicle speeds, and existing traffic calming doesn't work. East Coast Road - Lower vehicle speeds: High traffic speed here, and children need to cross to school. Silverdale Street - Lower speed limit from 50kph to 30kph: Through the village should have lower limit, especially since less busy streets have this in Orewa.
Other suggested physical improvements <i>Mentions: 1</i>	<ul style="list-style-type: none"> Tobago Place - Lower speed limit and install pedestrian facilities: second most popular entrance to Sunnynook School, with children from Sunnynook Primary and Mairangi Bay Primary crossing East Coast Road near Matipo/Kowhai intersection - crossing needs to be safer for them.

Suburb	Stanmore Bay
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 23</i>	<ul style="list-style-type: none"> Whangaparaoa Road - Lower speed limit. Whangaparaoa Road - Lower vehicle speeds: People drive over the speed limit. Surf Road - Lower speed limit or install traffic calming: This road is often used as a 'cut through' road, it has a blind corner and a blind dip but cars cut through at high speeds. Children often walk this road, there is high potential for an accident. Vipond Road - Lower vehicle speeds: People drive over the speed limit, and it is dangerous for those on the footpath, let alone the road. Doyle Street - Lower vehicle speeds: The lower part of Doyle opposite the reserve entrance is currently a fast zone. Brightside Road - Lower speed limit to 30kph. Brightside Road - Current speed sign from 60kph to 50kph area is angled in such a way that it is missed by many drivers. Brightside Road - Pedestrian crossings or speed bumps: blind spots around junction of Wairoa and Brightside, and children walking to/from school are at risk of being hit while crossing. Please also add some zebra crossings around this side or speed bumps so children can go to school safely. D'Oyly Drive - Lower speed limit: Children cross this road as part of the walking school bus. There is a path that crosses the road that a lot of kids walk on. D'Oyly Drive - Lower vehicle speed: is a problem with speeding cars due to the terrain. D'Oyly Drive - Lower vehicle speed: People speed excessively, and many children and walking school buses, and is used as a rat-run. D'Oyly Drive - Lower vehicle speed: Drivers gather significant speed coming down the hill, and this road is heavily used by children going to/from school. D'Oyly Drive - Lower vehicle speed: cars fly down from the top of Whangaparaoa and up to Vipond, or alternatively putting a pedestrian crossing where many children walk out from the park below Stanmore Bay Primary and walk across D'Oyly to make this safer for children. Some cars already stop here because of the small island that was built here, but then others don't which is confusing and almost more dangerous for children. D'Oyly Drive - Lower speed limit (best option) or install pedestrian crossing or speed bumps: A high number of students cross D'Oyly to use the reserve to get to school. The cars speed down the hills either side and we don't want our children crossing without supervision. This is an unsafe road for children. D'Oyly Drive - Lower vehicle speed: cars go very fast down the hill – it's a cross over between the two walkways through the reserve and in Brookvale. Donald Street – Lower speed limit: This road is opposite Stanmore Bay Primary, as pick up/drop off times are currently hazardous with lots of traffic and children - the kids come out two gates at the back of the school and cross the park onto two pathways onto Donald St. Donald Street – Lower speed limit: The second main school drop off and pick up point, after Waiora. Donald Street – Lower speed limit to 30kph: The end of this street is where most parents park for school drop off/pick up, as it has a bridge to the school. The whole of this street should have speed limit reduced, given the constant flow of cars for pick up/drop off.



Feedback Theme	Main points
	<ul style="list-style-type: none"> Donald Street – Lower speed limit: Children walk down the walkway from Viponds Road and cross Donald Street to get to school. Donald Street – Lower speed limit to 30kph and install traffic calming above D'Oyly/Donald Street intersection: would help to keep speeds lower for vehicles coming down from Vipond. The existing side islands are not enough to slow vehicles - convert to proper side islands with thresholding treatments, and extend the 30kph zone to include D'Oyly and Donald streets, as well as the suggested zebra next to Brookvale Park Rd.
Other suggested physical improvements <i>Mentions: 10</i>	<ul style="list-style-type: none"> Brightside Road - Pedestrian crossings or speed bumps: blind spots around junction of Wairoa and Brightside, and children walking to/from school are at risk of being hit while crossing. Please also add some zebra crossings around this side or speed bumps so children can go to school safely. Brightside Road: Would like to see traffic in this area reduced with modal filters. Change the location of the Bus Stop near the corner of Langton Road and Brightside Road to improve safety. Install an additional pedestrian crossing on Wairoa Road, at Elliston Crescent. Brightside Road - Pedestrian crossings or speed bumps: blind spots around junction of Wairoa and Brightside, and children walking to/from school are at risk of being hit while crossing. Please also add some zebra crossings around this side or speed bumps so children can go to school safely. Brightside Road - Pedestrian crossing: People and children cross the road here and it is very unsafe due to high speeds down Brightside and minimal visibility to the east - need a more formal crossing point along Brightside (closer to Jean Place with the close bus stops). However a mid-block crossing point with a large central island for pedestrians along Brightside Road (to the west of the Wairoa Road intersection) should be considered to help children cross this intersection safely. D'Oyly Drive - Pedestrian crossing: Help children cross safely - cars fly down from the top of Whangaparoa and up to Vipond, or alternatively putting a pedestrian crossing where many children walk out from the park below Stanmore Bay Primary and walk across D'Oyly to make this safer for children. Some cars already stop here because of the small island that was built here, but then others don't which is confusing and almost more dangerous for children. D'Oyly Drive - Need either a lower speed limit (best option), pedestrian crossing or speed bumps. A high number of students cross D'Oyly to use the reserve to get to school. The cars speed down the hills either side and we don't want our children crossing without supervision. This is an unsafe road for children. D'Oyly Drive - Pedestrian crossing: Speeds along D'Oyly are well above 50kmh, while the testing tubes are out people travel slower. A raised pedestrian crossing would clarify a confusing crossing point, where some people stop and others don't - children are in danger of assuming someone will stop. A formalised safe crossing will help the local community with access to the very popular walkway. D'Oyly Drive - Traffic calming above D'Oyly/Donald Street intersection would help to keep speeds lower for vehicles coming down from Vipond. The existing side islands are not enough to slow vehicles - convert to proper side islands with thresholding treatments, and extend the 30kph zone to include D'Oyly and Donald streets, as well as the suggested zebra next to Brookvale Park Rd. D'Oyly Drive - This location might be suitable for a Threshold 30kph treatment: Visibility down D'Oyly is not optimal - the treatment may need to be placed after the Gledstane Road Intersection (could work effectively with the treatment at Gledstane itself).



Suburb	Torbay
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 21</i>	<ul style="list-style-type: none"> Beach Road - Lower speed limit to 30kph. Beach Road - Lower vehicle speeds with traffic calming: This road is dangerous currently and it urgently needs speed bumps on this road. Include Beach Road, in speed limit reduction, as cars race here at night. Beach Road - Lower speed limit: cars race here all the time. Glenvar Road - Lower speed limit to 30kph and suggest traffic calming: Cars always going far too fast, with lots of children walking/biking. Also suggest a few speed bumps along Glenvar Rd (from Beach Rd until Glenvar Glade). Glenvar Road - Lower speed limit: This portion is often used by school children and has no pavements - 50kph is far too fast for this section. Glenvar Road – A limited speed zone (30kph) before and after school would be more effective and be better for traffic flow and would not result in increased use of Glenvar Glade, a poorly maintained narrow section of road. Glenvar Road/Glenvar Glade: Lower speed limit to 30kph: The section of Glenvar Road between Ashley Avenue and Relko Crescent is 'Glenvar Glade' which is narrow, with no footpaths and almost no shoulder, overgrown with trees, and is often used by school children walking to school, despite no footpaths. Road is so narrow, cars need to pull over to let another pass, into where the children walk - very dangerous at speed. Glenvar Road/Glenvar Glade - Lower speed limit and improve road: Glenvar Glade is poorly maintained, narrow with blind corners, and has a high volume of student pedestrians to/from school, despite the lack of footpaths and shoulder. If other roads are lowered but Glenvar Glade is not, more traffic will use it as a shortcut, and be very dangerous. Glenvar Road between Ashley Avenue and Ian Sage Avenue - Lower speed limit: Difficult to cross the road here, suggest lower limit, as near schools. Glenvar Road - Lower speed limit: between Moor Road and Clensmore for Long Bay school zone. Glenvar Road between the intersections of Ian Sage Avenue and Glenmore Close - Lower speed limit to 30kph - Many of the school children who walk home from Long Bay College walk down Ian Sage Avenue to Glenvar Road. They then cross Glenvar Road to walk down Awaruku or County roads. The most hazardous area is where they cross Glenvar Road. Glenvar Glade and Glenvar Road between Ashley Avenue and Ian Sage Avenue - Lower speed limit: lots of school children cross Glenvar Road to get to school or the bus, particularly at the end of Ian Sage Avenue. There is no pedestrian crossing and children must navigate traffic that comes down Glenvar Glade (often at faster than 50kph), up Glenvar Road, as well as traffic turning right out of Ian Sage Avenue and cars turning right out of Corric Hill and Relko Crescent. Glenvar Road - Lower vehicle speeds: This is a bad bend into Ashley Avenue and cars come down much too fast. Glenvar Road – extend proposed lower speed limit, particularly from the Glenvar Road/Ian Sage Avenue intersection until the Glenvar Road/Beach Road intersection. Many young families and children using this road.

Feedback Theme	Main points
	<ul style="list-style-type: none"> Glenvar Road - A lower limit is needed where it meets Ashley Avenue, travels through a reserve, and then passes the end of Ian Sage Avenue. The higher part is narrow and with no pavements even passing an oncoming vehicle can prove difficult because of width. Glenvar Road - Lower vehicle speed: is very dangerous for vehicles leaving driveways at the top of the road, as cars speed down the hill, suggest speed hump near Fitzwilliam Road, and before houses begin. Glenvar Glade - Lower speed limit to 30kph: heavy vehicles often use it (against by-laws), and will prefer to do so if it is 50kph, to avoid surrounding 30kph areas.
Other suggested physical improvements <i>Mentions: 6</i>	<ul style="list-style-type: none"> Glenvar Road/Glenvar Glade - Lower speed limit and improve road: Glenvar Glade is poorly maintained, narrow with blind corners, and has a high volume of student pedestrians to/from school, despite the lack of footpaths and shoulder. If other roads are lowered but Glenvar Glade is not, more traffic will use it as a shortcut, and be very dangerous. Glenvar Road – Lower speed limit during school hours and install footpath: A limited speed zone (30kph) before and after school would be more effective and be better for traffic flow and would not result in increased use of Glenvar Glade, a poorly maintained narrow section of road. Expedite the Glenvar/East Coast Road project and make Glenvar fit for purpose and install a footpath at East Coast Road end. Glenvar Road – Footpath: If you want to improve road safety, start with providing a path at the top of Glenvar Road for children to walk on. Currently they must either slip down the bank, step into the road, or balance on a four-inch curb. Glenvar Road/Glenvar Glade - Signage: at the top and bottom of this section with the message: “Local Traffic Only – No Thoroughfare”; signage at the top and bottom of the Glade saying that heavy vehicles are “Conditionally Prohibited on Glenvar Road” be amended to read “Prohibited Without a Permit”; an additional sign be installed on Glenvar Road adjacent to Ian Sage Avenue warning heavy vehicles that there is no thoroughfare past Relko Crescent. Speed cameras on Glenvar Road and Te Oneroa Way. Glenvar Road and Beach Road - Parking restrictions or enforcement required to reduce congestion and prevent parking over safe cycle lanes.

Suburb	Wade Heads
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> Wade River Road - Lower speed limit to 30kph: Winding, thin stretch of road with no footpaths and a boat ramp at the end (often cars towing boats, taking up much of the road) - it is a recreational area where families come to go fishing and enjoy the river front. Wade River Road - Lower speed limit to 20kph: This section is a single lane road with no sidewalks and is used for boats to move to and from the Weiti boating club - it is very curved, and the visibility is obstructed. Young families, children and dog-walkers often walk here, which is unsafe with traffic speeds.

Suburb	Waiake
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 3</i>	<ul style="list-style-type: none"> Beach Road - Lower speed limit to 30kph. Beach Road - Lower speed limit from 50kph to 30kph: Multiple accidents have happened in this road, from at least the top of the road till exit the beach front. Ellangowan Road - Lower speed limit: Multiple accidents have happened - people drive at 80kph+ on this small road.

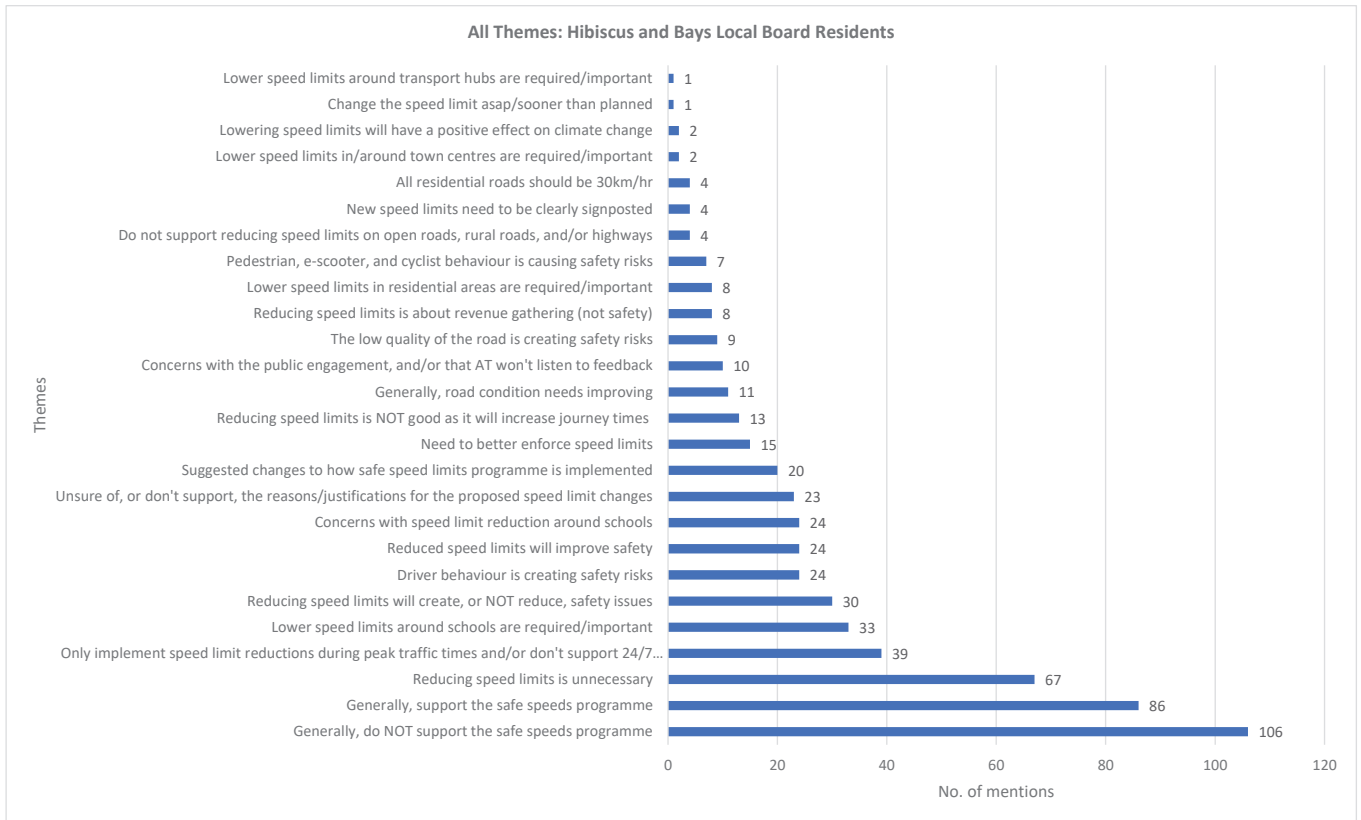
Part D – General themes from people who live within the local board area

The feedback form also provided the opportunity for respondents to provide general comments on the Safe Speed Programme. Most this feedback was general in nature and could not be attributed to a particular road.

This general feedback has been sorted into themes, and similar themes have been grouped together in topic areas. The feedback themes from respondents that said they live within the Hibiscus and Bays Local Board area are outlined below.

Please note:

- The “Mentions” in the themes column of the tables indicates the number of times that theme was mentioned by people from the Hibiscus and Bays Local Board area.
- It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Hibiscus and Bays Local Board area, just themes.



Overall sentiment towards the Safe Speeds Programme

Feedback Theme	Main points
<p>Generally, support the Safe Speeds Programme</p> <p><i>Mentions: 86</i></p>	<ul style="list-style-type: none"> Support reduced speed limits as they will reduce crashes. Making streets safer for pedestrians and cyclists can only be a good thing. Support changes in high incident areas. Support for speed limit changes around schools. Support for speed limit changes around schools but only during school hours not 24/7. Support for changes in inner city suburbs. Believe other roads should also have a speed reduction. Support speed reductions but don't agree with proposed speeds: <ul style="list-style-type: none"> There should be less speed levels e.g. 30km/h residential, 60km/h rural and 80km/h motorway. Support speed limit reduction to 40km/h not 30km/h. 100km/h to 40km/h is too large of a change. Support speed limit changes but they should be targeted to the road and researched.
<p>Generally, do NOT support the Safe Speeds Programme</p> <p><i>Mentions: 106</i></p>	<ul style="list-style-type: none"> Don't think speed is the issue, road maintenance is. Don't think speed is the issue, poor driving is. Don't think speed is the issue, poor enforcement is. Drivers who decide to speed now will speed anyway. Will make traffic congestion worse. Previous programme to lower speed has not had an effect on accidents or deaths. Current 30km/h hour speed limits are not working and will not work. Speed limits below 40km/h are unrealistic. Think speed limits should be raised. Cars cannot travel faster than the speed limit in Metro Auckland anyway. Do not support speed reductions on entire roads, rather just the stretch affected by accidents. Do not support speed limit reductions, except around schools.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Don't support reducing speed on rural roads. • Programme with various speeds will cause confusion and people will be fined. • Put roads already lowered back to 100km/h, it causes dangerous driving with passing. • Hibiscus and Bays community said don't change it. • Thinks programme is pointless. • Thinks programme is a guise to force people out of using private cars.

General comments and suggestions about the Safe Speeds Programme and road safety

Feedback Theme	Main points
<p>Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes</p> <p><i>Mentions: 23</i></p>	<ul style="list-style-type: none"> • Need to show why they justify the speed limit reductions. • AT need to show how many fatal crashes on the roads proposed justify the speed limit changes. • Show how many crashes were caused by speed and not due to other factors. • Hibiscus and Bays roads do not have the accident statistics that are being claimed, would like to see the actual statistics. • Using reports of accidents to make decisions is flawed as not all accidents are reported. • Accidents caused by texting and alcohol should not impact speed decisions. • Using speed around school to justify these changes is wrong as there are already speed limits around schools and most of the proposed changes are not near schools. • Seems driven by ideology not practicality. <ul style="list-style-type: none"> ◦ Proposed changes are unrealistic. ◦ Model is flawed/decision is based on incomplete or incorrect data. • People are capable of driving to the conditions. • Congestions means speed self-limits where necessary. • Speed limit reductions are a guise to force people out of using private cars. • The increase in injuries is probably in correlation to Auckland's growth. • Reducing rural roads to 80km/h is an attempt to ensure roads last longer, not for safety. • Proposal is based not on reducing speed reducing harm, but on cost being a limiting factor in providing safe roads. • These changes are being made to hide how bad AT has made Auckland's traffic congestion. • What are the reasons for these changes? • The roads mentioned for speed changes are inconsistent. • Too many roads have been selected.
<p>Reducing speed limits is unnecessary</p> <p><i>Mentions: 67</i></p>	<ul style="list-style-type: none"> • There is no need to lower speed limits/existing speed limits are safe. <ul style="list-style-type: none"> ◦ Roads are safe for the current speed limits (flat, straight, visibility is good, very few hazards on the side of the road, no side roads). ◦ Suggested roads already have speed calming measures (speed bumps, chicanes).

Feedback Theme	Main points
	<ul style="list-style-type: none"> Proposed speed limits are slower than necessary. <ul style="list-style-type: none"> 50km/h is a safe speed limit, no need to reduce below that. 30km/h speed limits are ridiculous / too slow / unnecessary. Speed limit reviews are a waste of time and money. Many roads require maintenance/upgrading to improve safety, not speed limit reductions. Due to congestion people already travel around the city at less than 50km/h. Auckland speed limits are much lower than other parts of New Zealand. Many of the proposed speed limit reductions don't make sense. Enough roads have had speed lowered already. Vehicles do not speed on this road(s). There have been no, or very few, crashes on this road(s). Cars are safer than ever. Vehicles are of better quality now and can travel at faster speeds safely. There are no proposed developments in this area that would make this road significantly busier. The justification that this limit should be reduced to be in keeping with surrounding roads isn't a satisfactory justification. There is already a variable speed limit for the dangerous part of the road. Road will still be unsafe for walking at the reduced speed limit. The changes are being made to slow journeys to get people to ride bikes. Just use LSZ signs.
<p>Reducing speed limits will create, or NOT reduce, safety issues</p> <p><i>Mentions: 30</i></p>	<ul style="list-style-type: none"> AT's speed limit reductions have so far caused increased crashes and deaths. Reduced speed limits have increased incidences of dangerous driving. Reduced speed limits have increased accidents. There is no evidence that reducing speeds will reduce deaths, in fact, the opposite has occurred. Following a non-relevant Scottish example is senseless. Reinstate the speed limits that were recently reduced by AT. Driver behaviour is the problem, not the speed limits. People who speed will still speed.

Feedback Theme	Main points
	<ul style="list-style-type: none"> Lower speed limits (and slow drivers) create driver frustration and dangerous behaviour, such as risky overtaking. Any motorist obeying a 50kmph limit who crashes and causes a fatality or serious injury is either elderly, pathetic, or on drugs/intoxicated. 30kmph speed limit won't change the cause of the accident. Reduced speed limit (to 30) will cause constant watching of speedometer instead of watching the road. Slow traffic encourages phones use. Variable speeds along same stretch of road causes driver distraction. Need to also change the design speed of the road, or changes will be ineffective. Proposal is about politicians being seen to do something, rather than actually improving safety. AT need to research and focus on changes that will actually improve safety. Why is AT not doing cost benefit analysis to justify these proposals? AT need to do a full economic analysis of the impacts of reducing speed limits, such as time wasted, increased travel times for buses/delivery vehicles/taxis etc. I work for insurance and monitor claims. 98% of our crash report claims are due to poor driver behaviour. 85% of faults causing death and serious injury are elderly. What is your strategy doing about the real cause for these areas?
<p>Reduced speed limits will improve safety</p> <p><i>Mentions: 24</i></p>	<ul style="list-style-type: none"> Lower speed limits will make people less likely to crash. Lower speed limits improve pedestrian safety. Lower speed limits will make our streets safer for children, elderly, and those with mobility issues. Limiting speed will make cycling safer. Lower speed limits in areas with speed related incidents. Lowering speed limit is the only option on some roads that cannot be improved in other ways. Road conditions are not suitable for the current speed limits, lowering them will improve safety.
<p>Reducing speed limits is NOT good as it will increase journey times</p> <p><i>Mentions: 13</i></p>	<ul style="list-style-type: none"> Reducing speed limits will increase journey times. Reduced speed limits increases pollution. Reduced speed will impact traffic flow. Reduced speed will increase congestion. Reduced speed limits will increase journey times for emergency services - they cannot exceed 30km/h over the limit. Reduced driving speeds is increasing journey times from Pukekohe to Auckland.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Driving around rural roads in Hibiscus and Bays will take too long at lower speeds. • Slower speeds, slows the economy. • Longer journey times mean increased risk of accidents. • Increased journey times will create risky, impatient drivers. • Reduced speed limits will negatively affect the public transport network. • Want to be compensated for wasted time. • Want to be compensated for wasted fuel.
Reducing speed limits is about revenue gathering (not safety) <i>Mentions: 8</i>	<ul style="list-style-type: none"> • Reducing speed limits is about revenue gathering. • Manurewa is being unfairly targeted to be fined and generate income. • Reduced speeds will lead to more petrol consumption and therefore are purely profit generation.
New speed limits need to be clearly signposted <i>Mentions: 4</i>	<ul style="list-style-type: none"> • New speed limits need to be clearly signposted. • New speed limits should be painted on the road as well as signposted.
Need to better enforce speed limits <i>Mentions: 15</i>	<ul style="list-style-type: none"> • Proposed changes will have minimal impact if not enforced. • General concerns about how speed limits will be enforced. • Better police roads with 50km/h speed limits. • Need more traffic cops. • Install speed cameras around schools. • Need more speed cameras can increase safety. • Need more random license and WOF checks. • Ensure courts enforce the law. • Need stronger penalties for breaking the road rules (one submitter suggested vehicles seized and if a repeat offender, crushed). • Need harsher penalties for those that speed past schools. • Make those caught speeding attend a course. • Need to police those driving too slow. • Great South Road between Drury and Papakura is never policed.

Feedback Theme	Main points
Driver behaviour is creating safety risks <i>Mentions: 24</i>	<ul style="list-style-type: none"> • Improve driver education to reduce crashes. • Drivers that should not have been given licenses is the issue. • Driver education should focus on more than speed, e.g. how to identify when it is safe to pull out, how to accelerate up to speed of other traffic. • Drivers should have to do a practical test every 10 years when they renew their licenses. • Better driver training/refresher courses. Use a hydraulic synaptic feedback chair to learn better risk assessment and understanding of poor driving decisions. • Require driver refresher courses that provide driver trainer in a hydraulic synaptic feedback chair. • Dangerous drivers are ruining it for the majority who drive within the current limits. • Driver education for teenagers in rural areas is required. • Bus drivers need more training as they create a risk. • Good driving should be rewarded to encourage better drivers. • Not fair to reduce speed limits and punish the vast majority of drivers who drive safely, for the minority that drive dangerously (who will drive dangerously anyway). • Drivers using mobile phones is causing crashes. • Cars that are poorly maintained or in poor condition are the cause of crashes, more than speed. • People are regularly running red lights which is dangerous. Install more red-light cameras. • Slow speed limits (and slow drivers) cause driver frustration and dangerous driving, such as risky overtaking. • Reduced speed limits have increased incidences of dangerous driving. • Removing passing lanes is resulting in risky overtaking. • Unless there is frequent signage drivers won't know what speed to go and will be distracted looking for signs. • Any motorist obeying a 50kmph limit who crashes and causes a fatality or serious injury is either elderly, pathic, or on drugs/intoxicated. 30kmph won't change the cause. • I work for insurance and monitor claims. 98% of our crash report claims are due to poor driver behaviour. 85% of faults causing death and serious injury are elderly. What is your strategy doing about the real cause for these areas?
Pedestrian, e-scooter, and cyclist behaviour is causing safety risks <i>Mentions: 7</i>	<ul style="list-style-type: none"> • Improve pedestrian education/road safety. • Children need to be taught road safety. • Pedestrians are distracted on their phones. • Pedestrians should be made responsible for their own actions.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Speed limits are fine; money would be better spent on teaching pedestrians/children to cross the road safely. • Children around schools running out on the road are unsafe. • Speed limits are fine, cyclists making risky decisions is the safety issue. • Cyclists should have registration numbers, some are dangerous. • Cyclists should be legally required to use cycle lanes where available and ride single file. • E-scooters on the road are a safety issue.
<p>The low quality of the road is creating safety risks</p> <p><i>Mentions: 9</i></p>	<ul style="list-style-type: none"> • Roads are dangerous due to lack of road maintenance. • Improve road quality with more crossings, stop signs, give ways etc. • Improve road signage and markings. • Various maintenance issues of concern, such as potholes, uneven surfaces, road slope, road surface, narrow roads, and subsidence. • Poor repairs and maintenance work that don't last or are in poor/uneven condition from the time of the repair are a problem. • More and more development is being permitted without improving road quality • Lack of passing zones encourages dangerous overtaking. • On street parking is causing safety issues - obscures vision on residential streets, and on major roads parked cars reduce lane widths leading to congestion.
<p>Generally, road condition needs improving</p> <p><i>Mentions: 11</i></p>	<ul style="list-style-type: none"> • Need to improve road maintenance and design. • Improving road condition/maintenance is more important than reducing speed limits. • Proposed speed limit reductions are to avoid necessary road maintenance. • Infrastructure suggestions to make the roads safer. <ul style="list-style-type: none"> ○ Speed tables. ○ Better quality maintenance. ○ Improve road signage, road markings, and lighting. ○ Speed limits should be painted on roads at regular intervals. ○ Need to make roads flow better. ○ Road calming suggestions. ○ More pedestrian crossings. • Improve road signage, road markings and lighting.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Need to make roads flow better. • Poor repairs and maintenance work that don't last or are in poor/uneven condition from the time of the repair are a problem. • Poor road condition is causing regular damage to vehicles. • Need to improve motorways and invest more time in them. • More and more development is being permitted without improving road quality.
<p>Change the speed limit asap/sooner than planned</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Implement speed limit reductions sooner. • Trial temporary speed limit reductions until new limits come into effect. • AT should take a bolder approach, introduce wider speed zones at a faster pace.
<p>Lowering speed limits will have a positive effect on climate change</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Reducing speed limits will reduce emissions. • Reducing speed limits will help to meet climate change goals. • Reducing speed limits encourages non-vehicle travel and therefore reduces emissions. • Reducing speed limits will reduce pollution.
<p>Suggested changes to how safer speed limits programme is implemented</p> <p><i>Mentions: 20</i></p>	<ul style="list-style-type: none"> • Define a low-speed limit across the area (e.g. 30 km/h in urban areas and 60 km/h in rural areas and 80 km/h on motorways) and only allow roads to be faster by exception. • Consider 10km/h speed reduction rather than 20km/h. • Rural roads should be 80km/h maximum. • 30km/h is too slow, should only consider implementing 40km/h limits. • Having 10km/hr speed increments is confusing. Stick with just odd numbers (i.e. 10, 30, 50, 70, 90, 110km/h). • Straight, long stretches of road should be 60km/h. • In areas that have various speeds, stick with just 30km/h and 50km/h. • Reduce speed limits on all urban roads to reduce confusion. • The idea that speed limits should follow from design speeds is completely backwards. Lower the limit now and then design the street around that whenever it next comes to be rebuilt. • Ensure roads are designed/changed to reflect the speed limit for the road, so that people naturally travel the speed limit and feel uncomfortable travelling faster e.g. narrower roads, trees on alternating sides of the road, plant trees between the road and the footpath. • Low-cost, tactical changes need to be rolled out to support the reduced speed limits. • In urban/residential areas reduced speed areas ought to take the form of low traffic neighbourhoods.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Do not create traffic calming that is unsuitable for small vehicles. • Speed limits should be implemented with road calming measures. • Speed limits should be implemented with extra driver education. • Do not support speed reductions on entire roads, rather just the stretch affected by crashes. • AT should be proactively monitoring and reviewing all roads for speed limit changes. • On dangerous stretches of road, yellow speed warning signs (like on state highways, where a suggested speed for hazardous corners is used) is a better measure to take. Encourage drivers to adjust to the conditions rather than set a speed target.

Times of days and locations where speed limit reductions are NOT supported

Feedback Theme	Main points
<p>Only implement speed limit reductions during peak traffic times and/or don't support 24/7 implementation</p> <p><i>Mentions: 39</i></p>	<ul style="list-style-type: none"> • Do not support 24/7 implementation of speed limits. • Only implement during peak traffic times. • Only implement during school hours, school pick-up and drop-off times, and/or during school terms. • Speed reductions should only be between 8am and 7pm. • Speed reductions should only be between 8am and 4pm. • Reducing speeds all day for a problem that only exists for a short period of time each day doesn't make sense. • Reducing speeds for 24 hours is impractical and impossible to police. • Speed limit signage around schools should be electronic so limits can be changed when necessary (increased in evenings and weekends).
<p>Do not support reducing speed limits on open roads, rural roads, and/or highways</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • Do not support reducing speed limits on open roads and/or highways. • Rural roads should have an open road speed limit so people can decide how fast they travel.
<p>Concerns with speed limit reduction around schools</p> <p><i>Mentions: 24</i></p>	<ul style="list-style-type: none"> • Schools are already speed limit zones, why add extra. • Limit should be 40km/h. • Should not be 24/7, and should be notified by illuminated, variable signs. • Different schools have different start times, so speed limits should be tailored to those times. • School zones should have more monitoring at peak times, not speed limit reductions. • Too many side roads around schools are included in low-speed limit. • Should only be 30km/h for a distance of 400m from each school. • Speed limits should be around primary schools only. • Only apply 30km/h speed limits to on schools that are not on main arterial roads. • It is not speed around schools that is the problem, it is parents dropping off and picking up dangerously, and buses. • People ignore low speed zones around schools anyway. • Is there a strategy to address school related traffic volume?

General locations where speed limit reductions are supported

Feedback Theme	Main points
<p>Lower speed limits around schools are required/important</p> <p><i>Mentions: 33</i></p>	<ul style="list-style-type: none"> All schools should be included. Makes it safer for children going to/from school. Change speed limit around schools 40km/h. Speed limits around schools need to be standard, not 40kph at some and 30kph at others. Reduced speed limits should be restricted to school zones. Leave other roads 50km. Don't support the speed reductions, except around schools. There should be traffic calming measures and safety improvements (pedestrian islands) as well as lower speed limits. All schools should have flashing 30kmh signs at their boundary.
<p>Lower speed limits in residential areas are required/important</p> <p><i>Mentions: 8</i></p>	<ul style="list-style-type: none"> All residential roads should be 30km/h. Lower speed limit is important, but it should be 35km/h or 40km/h. High density town roads should be 40km/h maximum. In a cul-de-sac or tight, narrow residential road, the limit should be lower than 30km/h. All minor side streets should be 30km/h. Need lower speed limits around parks, where children play. Residential roads have more potential for conflict (people turning out of driveways, pedestrians crossing the road, parked cars) and often have worse visibility. Modern cars are large and dangerous, lower speed limits in suburban roads would be safer for pedestrians.
<p>All residential roads should be 30km/hr</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> All residential roads should be 30km/h. Will enable vehicles and bikes to share the road. Should be supported by physical measures to reduce speeds.
<p>Lower speed limits around transport hubs are required/important</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> Transport hubs are high pedestrian areas so should have lower speed limits.

Feedback Theme	Main points
<p>Lower speed limits in/around town centres are required/important</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> Town centres are high pedestrian areas so should have lower speed limits. Agree with speed reductions but speed limits should be 40km/h. The city should be 30km/h everywhere, with wider footpaths and narrower streets to encourage slow speeds.

Other comments and concerns

Feedback Theme	Main points
<p>Concerns with the public engagement, and/or that AT won't listen to feedback</p> <p><i>Mentions: 10</i></p>	<ul style="list-style-type: none"> • AT will not listen to public feedback. • AT did not listen to feedback regarding last speed limit review in Hibiscus and Bays, it is now more dangerous. • AT needs to communicate their responses to feedback better. • There is very limited opportunity to provide feedback. • The outcomes have already been decided as you state, "no change is not an option". • AT only listens to vocal minority groups. • Sick of the government deciding things without consulting the ratepayers. • AT never propose increased speed limits. • AT need to release statistics to show proof of speed limit reduction requirements on each road. • Consultation website was poorly designed and difficult to navigate, meaning that an informed assessment cannot be made. • Concerns the map in the brochure drop is deceptive - the dots are incorrectly placed. • Had technical issues with the online survey and/or interactive map tool. • Concerns the leaflet is propaganda and doesn't contain accurate statistics. • Stop using Facebook groups for feedback. • Need an option for people to be added to the mailing list once feedback is gathered that doesn't require giving feedback. • Future proposals should be posted on local community boards. • AT should communicate directly with locals and drive the roads to better understand the problems.
<p>Other comments</p>	<ul style="list-style-type: none"> • People parking in unsuitable places causes congestion and is unsafe. • Slows down emergency response vehicles who are only allowed to travel 20km/h above limit. • Rules around the use of E-scooters and bikes need to be formalised. e.g. giving way, signalling, where to ride, interactions with pedestrians. • Speed reductions of 50% or more will not be tolerated by the community. • Bicycles and buses now have more road than cars. • Once implemented, will there be a grace period to allow motorists to adjust to new limits? • Bus drivers need bus monitors to assist with managing order on school buses as the drivers are distracted and this is a safety issue.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Speed limits around Marae should be reduced. • Stop people parking their cars on Galaxy Drive. • Should be using digital speed signs. • Too many speed bumps are bad for the environment (braking and acceleration around speed bumps consume more fuel). • Road 'calming' measures are not fair/appropriate. • Need to better synchronise traffic lights through Auckland. • Need strict legislation around liability for cyclists and motorists causing accidents. • Consider introducing parking restrictions in busy / bottleneck areas to ease congestion and safety issues. • Ensure there is space for Loading Zones and School Drop Off Zones in busy areas, such as school zones. • Doesn't agree with the use of Te Reo Māori in the brochure. • Speed bumps in some suburbs have pushed the speeding problem into other suburbs. • Electric vehicles need to make more noise so pedestrians can hear them. • Bus parking is an issue in the city. They do not indicate when they're pulling out. • Install more traffic lights at intersection of main roads/side streets to make it safer to turn right.



Safe Speeds Programme

Public feedback on proposed speed limit changes October/November 2021

Feedback related to Howick Local Board area



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Part A – Number of submitters from within the local board area

During October and November 2021, 280 people from within the Howick Local Board area submitted on the Safe Speeds Programme - proposed speed limit changes.



Part B – Feedback on roads within the local board area proposed for speed limit changes

In the first part of the feedback form, respondents were asked what they thought of the proposed speed limit changes for each road. Specifically they were asked:

- What do you think of the proposed speed limit change for this road? (*tick-box answers*)
- Why do you feel this way? (*open-ended answers*)

This section outlines:

- The sentiment expressed by respondents towards the proposed speed limit changes for each road within the Howick Local Board area ('What do you think of the proposed speed limit change for this road?')
- A summary of the open-ended feedback received for each road within the Howick Local Board area ('Why do you feel this way?').



Road name	Aviemoire Drive
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	9
I think the current speed limit on this road should be kept the same	24
I think the speed limit should be lower than what is proposed	2
Other	4

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 10</i>	<ul style="list-style-type: none"> Many accidents on this road, lower speed limit will be great. Should be 50kph or even lower due to amount of housing, retirement village, proximity to local park, shops, college. Support 50kph as many businesses and driveways on this road. There is a lot more traffic down this road and there are now three childcare centres and a rest home on this road. With the businesses parking exit entry etc - 50kph is long overdue for this road. Any road with houses, day care, shops etc should be 50kph. A lot of people coming and going both on foot and in cars. There are lots of points along this road where pedestrians cross but is not an actual crossing: One example is by the dairy at the intersection of Bradbury Rd and Aviemoire. The hill here makes it hard to see if there are cars coming so reducing the speed limit would help reduce the risk of pedestrians getting hit. There is a large retirement village here, elderly needing to cross the road safely etc, and students walking to shops and or home in this area. Safety is the priority.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> The traffic flows fine and a lower limit would make those trying to turn from side roads impatient with lengthy streams of cars possibly causing more accidents.



Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 14</i>	<ul style="list-style-type: none"> Traffic flow is good and it is a wide road. No schools on this road and current speed limit seems fine. Straight, wide road with good visibility - no need to reduce speed limit. Currently a safe environment at the existing speed limit. Have not witnessed any issues concerning the safety any other user - by foot, bicycle, or vehicle. No concern at all with safety at the current speed limit as a regular walker. It is safe enough the way it is. I think the current speed limit is fine - I regularly walk and drive on this road. Aviemoire Drive has been a 60kph zone for years – speed limit change is not warranted. It is a major thoroughfare connecting Bucklands Beach Road and Pakuranga Road to Cascades Road and further to the Botany area and gets congested already. Around the shops it's basically impossible to drive at 60kph due to traffic queues anyway. 60kph is the right speed for this road.
Reduced speed is not good as it will increase journey times <i>Mentions: 3</i>	<ul style="list-style-type: none"> The travel time is already unacceptable (reduced speed limits will make this worse). A lot of traffic passes through this area and reducing the speed limit would increase travel times and worsen the traffic on this road. This is a main road and should not have the speed limit reduced. Otherwise, traffic flow can turn to congestion during peak hours, having a knock-on effect on the traffic on Pakuranga Rd and Bucklands Beach Rd.
Too many changes in speed limits along the road (or in area) will be confusing <i>Mentions: 3</i>	<ul style="list-style-type: none"> Current speed is consistent with approaching roads from Botany and Papakura Highway (should stay consistent at 60kph). Current speed is fine and consistent with Cascades Rd and Pakuranga Rd.
The reduced speed limit is unsuitable for this road <i>Mentions: 5</i>	<ul style="list-style-type: none"> The current speed limit is adequate for the size of the road and given its significance linking populated suburbs of Pakuranga and Botany. It has been 60kph for decades. Aviemoire Dr is a main transit thoroughfare, connecting Botany Road/Te Irirangi Drive to Pakuranga Highway. It needs to be a consistent speed with both, but a school zone outside schools at appropriate hours. Having a 10kph change between these roads breaches AT general guidance of 20kph changes between connected roads, or is this only used when you try to justify changes? Aviemoire Drive has been a 60kph zone for years, and I don't think the change is warranted. It is a major thoroughfare connecting Bucklands Beach Road and Pakuranga Road to Cascades Road and further to the Botany area and gets jammed up enough as it is. This is a main road and should not have speed limit. Otherwise, traffic flow can turn to congestion during peak hours, having a knock-on effect on the traffic on Pakuranga Road and Bucklands Beach Road.

Why do you feel this way?	
Feedback Theme	Main points
Only support the proposed speed limit for a portion of the road <i>Mentions: 2</i>	<ul style="list-style-type: none"> Only the section between zebra crossing (near Metlife retirement village) to traffic light (junction Pakuranga Road) is slightly busy. At most, lowering the speed of this section to 50kph is reasonable. The remaining should remain at 60kph. Speed limit in areas near schools (only) should be reduced to 30kph (current speed limit should be kept the same).
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> With the proximity of Lloyd Elmore Park (and visiting families, children, and people exercising on foot or out for a bike ride, as well as shops), suggest an even lower limit. With cars parked on the street, it can be intimidating and potentially unsafe for those on bicycles to travel alongside high-speed cars, and for pedestrians to navigate road crossings (lower speed limit further for Aviemore Dr).
Other physical improvements suggested <i>Mentions: 3</i>	<ul style="list-style-type: none"> Suggest another pedestrian crossing - many students jay-walk because the traffic light takes too long at the intersection. Another crossing would better distribute the number of pedestrians and avoid big groups of students waiting a long time at the crossing (eventually jay-walking). Lowering the speed limits simply do not resolve the bottlenecks at the shopping end of Aviemore Dr. Traffic flow can only be improved with wider run-offs. Should be wider, when there are more people and more cars, the road should be wider. Suggest another pedestrian crossing - many students jay-walk because the traffic light takes too long at the intersection. Another crossing would better distribute the number of pedestrians and avoid big groups of students waiting a long time at the crossing (eventually jay-walking).
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> Policing the four derelict parked cars at this intersection would help with safety a lot more than changing speed limits. They have been there for years, obstructing visibility, and have no warrant or registration. Aviemore Drive is a main transit thoroughfare, connecting Botany Road/Te Irirangi to Pakuranga Highway. It needs to be a consistent speed with both, but a school zone outside schools at appropriate hours. Having a 10kmh change between these roads breaches AT general guidance of 20kmh changes between connected roads or is this only used when you try to justify changes?

AT recommended way forward
Implement safe and appropriate road speed limit as proposed.
Auckland Transport is also investigating other safety improvements along Aviemore Drive. The investigation is still in the early stage; Auckland Transport will carry out consultation on the safety improvements separately.

Road name	Dillimore Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	2
Other	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Lots of children walking to/from school.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Already heavy traffic at rush hour and at the end of the school day - lower limit will increase congestion.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Cars speed along this road.
Generally, the road condition needs improving <i>Mentions: 1</i>	<ul style="list-style-type: none"> Fix the road surface (instead of lowering limits) between Dillimore Avenue and Pakuranga Road.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Footpath should be extended in Dillimore Avenue to assist children safely walking to school as it is on their route.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Mill Road
Part of road	Between Redoubt Road and Polo Prince Drive

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same*	7
I think the speed limit should be lower than what is proposed	1

* Please note that 4 respondents recorded as "I think the current speed limit on this road should be kept the same" did not specify which section of Mill Road they were referring too.

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Dangerous for cyclists at current speeds, with buses, pinch points, deep ditches, and traffic is aggressive and doesn't/can't leave room for cyclists. The speed limit should be 80kph or lower.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Mill Road is a rural arterial with limited property accesses and should stay at 80kph.
The low quality of the road is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> The proposal does not focus on the major driver of crashes which is road quality - fix the road and busses/cyclists and cars can then share the road safely.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

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November 2021 – Safe Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ



Road name	Latham Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> Would like speed limit reduced for safety. Lots of children walking to/from school.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Cars speed along this road.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> Fix the road surface (instead of lowering limits) between Dillimore Avenue and Pakuranga Road.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

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November 2021 – Safe Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ



Road name	Millen Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	5
I think the current speed limit on this road should be kept the same	2
Other	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> • People speed along this road. • Road is an unusual shape and has lots of blind spots due to parked cars. • Many children walking and crossing at pick up/drop off times. • Millen Ave connects via a path to the intersection of Reeves Rd/Ti Rakau Dr. This is a great link to the Eastern Busway Path where Millen Ave comes out onto the Pakuranga Highway (safer for peds/cyclists).
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Current speed limit is a safe speed and shouldn't be changed. • Part of the road north of the SE Highway Bridge is not near the school, so 50kph is fine. Traffic is minimal on the school side of the bridge so suspect a lower limit is unnecessary there too.
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> • People speed along this road. • It seems people drive faster than is safe past the school at critical pick up/drop off times.
Only support the proposed speed limit for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Reduce speed limit only on the school side of the bridge but expect it unnecessary due to minimal traffic. • Part of the road north of the SE Highway Bridge is not near the school, so 50kph is fine. Lower speed limit on the school side of the bridge if you must.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Suggest speed bumps along Millen to slow drivers down by Riverina School.

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November 2021 – Safe Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ



Why do you feel this way?	
Feedback Theme	Main points
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Millen Avenue connects via a path to the intersection of Reeves Road/Ti Rakau Drive. This is a great link to the Eastern Busway Path where Millen Avenue comes out onto the Pakuranga Highway. The "black track" could be easily widened to make another shared path connecting the two areas.
Generally, the road condition needs improving <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Fix the road surface (instead of lowering limits) between Dillimore Avenue and Pakuranga Road.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	

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November 2021 – Safe Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ



Part C – Feedback on roads within the local board area NOT proposed for speed limit changes

Some respondents also identified roads that they thought needed changes, which were not proposed for speed limit reductions. Please note:

- To prevent having lots of themes that were only mentioned once or twice we grouped suggestions into suburbs and used the 'main points' for the themes to identify the roads being mentioned.
- Some suburbs are situated within more than one local board area, as such there may be some roads in this section which are not relevant to the Howick Local Board area. It saved a significant amount of time reporting in this way.



Suburb	Botany
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Install speed bump on both approaches to Mangemangeroa Bridge (Whitford Road).



Suburb	East Tamaki
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Feedback Theme	Main points
Suggestions for speed limit increases <i>Mentions: 2</i>	<ul style="list-style-type: none"> Highbrook Drive - Increase speed limit from 60kph to 70/80kph: Double carriageway each way, with consistent median barrier, lanes are wide, road is relatively flat grade. No need for 60kph, reinstate 70/80kph as before. Highbrook Drive - Increase speed limit from 60kph to 80kph: Too slow at 60kph, with double lanes, central median and traffic light-controlled intersections, no residential or business entrances (apart from petrol station), cycle paths are separate. Should be 60kph only after Business Pde as it carries on to a 60kph zone on Allens Road too.



Suburb	Howick
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 38</i>	<ul style="list-style-type: none"> Shelly Beach Parade - Lower speed limit (to 20kph) and enforcement: Speeding vehicles and near misses with small children going from their car to playground or beach - need lower limit and speed cameras. Pah Road - Lower speed limit (to 20kph) and enforcement: Speeding vehicles and near misses with small children going from their car to playground or beach - need lower limit and speed cameras. Picton Street - Lower speed limit to 30kph or 40kph: Road would be better with a lower limit. Shelly Beach Parade - Lower speed limit to 20kph: Popular beach with many amenities, pedestrians of all ages crossing everywhere, and high traffic speeds and dangerous driving. Suggest lower limit, improved lighting and signage, physical traffic calming, and camera surveillance with numberplate recognition. Many near misses. Wellington Street and surrounding streets - Lower speed limit. Between Te Puru bridge and Omana Esplanade - Lower speed limit to 50kph. Butley Drive - Lower vehicle speeds and install pedestrian crossing: Currently no pedestrian crossing for elderly, and there is a school as well. Suggest pedestrian crossing.
Other physical improvements suggested <i>Mentions: 25</i>	<ul style="list-style-type: none"> Install lights and signs on Shelley Beach Parade. Install cameras on Shelley Beach Parade to record speeding drivers. Install wheel stops on Shelley Beach Parade. Butley Drive - Lower vehicle speeds and install pedestrian crossing: Currently no pedestrian crossing for elderly, and there is a school as well. Suggest pedestrian crossing.



Suburb	Pakuranga
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Latham Avenue Ext - Do not lower speed limit: is not close to the school, has no school traffic, and students do not amass here.
Suggestions for speed limit increases <i>Mentions: 1</i>	<ul style="list-style-type: none"> Harris Road - increase speed limit: This road is in the factory area with almost no people walking on it, the speed limit should be increased to 80kph.



Suburb	Sunnyhills
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Stanniland Street - Lower vehicle speeds: Long and predominantly straight, and width and layout encourage many vehicles speeding. Children from two schools use it to walk/bike to/from school and often cross this road. Speed management necessary to keep children safe.

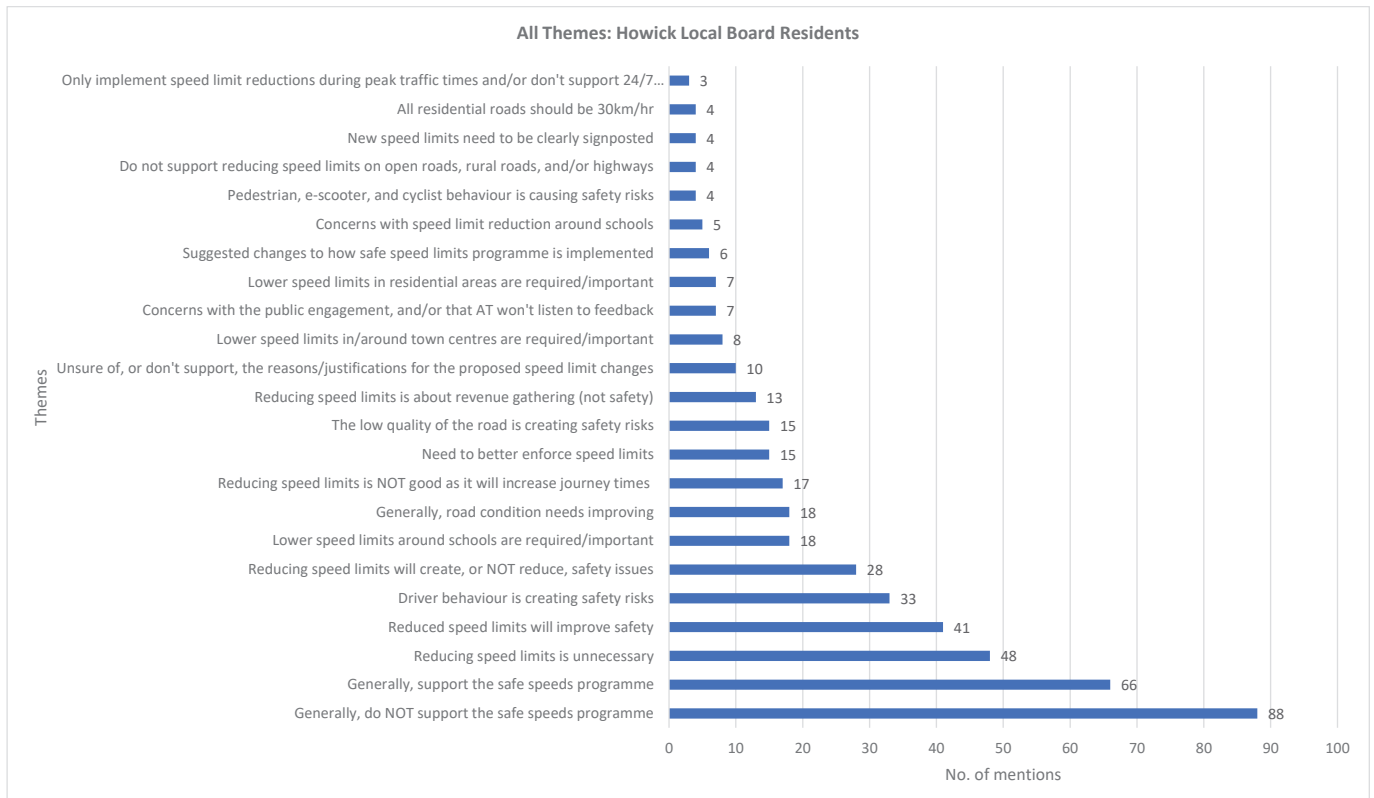
Part D – General themes from people who live within the local board area

The feedback form also provided the opportunity for respondents to provide general comments on the Safe Speed Programme. Most this feedback was general in nature and could not be attributed to a particular road.

This general feedback has been sorted into themes, and similar themes have been grouped together in topic areas. The feedback themes from respondents that said they live within the Howick Local Board area are outlined below.

Please note:

- The “Mentions” in the themes column of the tables indicates the number of times that theme was mentioned by people from the Howick Local Board area.
- It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Howick Local Board area, just themes.



Overall sentiment towards the Safe Speeds Programme

Feedback Theme	Main points
<p>Generally, support the Safe Speeds Programme Mentions: 66</p>	<ul style="list-style-type: none"> • Support reduced speed limits as they will reduce crashes. • Making streets safer for pedestrians and cyclists can only be a good thing. • Support changes in high incident areas. • Support for speed limit changes around schools. • Support for speed limit changes around schools but only during school hours not 24/7. • Support for changes in inner city suburbs. • Believe other roads should also have a speed reduction. • Support speed reductions but don't agree with proposed speeds: <ul style="list-style-type: none"> ○ There should be less speed levels e.g. 30km/h residential, 60km/h rural and 80km/h motorway. ○ Support speed limit reduction to 40km/h not 30km/h. ○ 100km/h to 40km/h is too large of a change. • Support speed limit changes but they should be targeted to the road and researched.
<p>Generally, do NOT support the Safe Speeds Programme Mentions: 88</p>	<ul style="list-style-type: none"> • Don't think speed is the issue, road maintenance is. • Don't think speed is the issue, poor driving is. • Don't think speed is the issue, poor enforcement is. • Drivers who decide to speed now will speed anyway. • Will make traffic congestion worse. • Previous programme to lower speed has not had an effect on accidents or deaths. • Current 30km/h hour speed limits are not working and will not work. • Speed limits below 40km/h are unrealistic. • Think speed limits should be raised. • Cars cannot travel faster than the speed limit in Metro Auckland anyway. • Do not support speed reductions on entire roads, rather just the stretch affected by accidents. • Do not support speed limit reductions, except around schools.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Don't support reducing speed on rural roads. • Programme with various speeds will cause confusion and people will be fined. • Put roads already lowered back to 100km/h, it causes dangerous driving with passing. • Howick community said don't change it. • Thinks programme is pointless. • Thinks programme is a guise to force people out of using private cars.

General comments and suggestions about the Safe Speeds Programme and road safety

Feedback Theme	Main points
<p>Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes</p> <p><i>Mentions: 10</i></p>	<ul style="list-style-type: none"> • Need to show why they justify the speed limit reductions. • AT need to show how many fatal crashes on the roads proposed justify the speed limit changes. • Show how many crashes were caused by speed and not due to other factors. • Howick roads do not have the accident statistics that are being claimed, would like to see the actual statistics. • Using reports of accidents to make decisions is flawed as not all accidents are reported. • Accidents caused by texting and alcohol should not impact speed decisions. • Using speed around school to justify these changes is wrong as there are already speed limits around schools and most of the proposed changes are not near schools. • Seems driven by ideology not practicality. <ul style="list-style-type: none"> ◦ Proposed changes are unrealistic. ◦ Model is flawed/decision is based on incomplete or incorrect data. • People are capable of driving to the conditions. • Congestions means speed self-limits where necessary. • Speed limit reductions are a guise to force people out of using private cars. • The increase in injuries is probably in correlation to Auckland's growth. • Reducing rural roads to 80km/h is an attempt to ensure roads last longer, not for safety. • Proposal is based not on reducing speed reducing harm, but on cost being a limiting factor in providing safe roads. • These changes are being made to hide how bad AT has made Auckland's traffic congestion. • What are the reasons for these changes? • The roads mentioned for speed changes are inconsistent. • Too many roads have been selected.
<p>Reducing speed limits is unnecessary</p> <p><i>Mentions: 48</i></p>	<ul style="list-style-type: none"> • There is no need to lower speed limits/existing speed limits are safe. <ul style="list-style-type: none"> ◦ Roads are safe for the current speed limits (flat, straight, visibility is good, very few hazards on the side of the road, no side roads). ◦ Suggested roads already have speed calming measures (speed bumps, chicanes).

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Proposed speed limits are slower than necessary. <ul style="list-style-type: none"> ◦ 50km/h is a safe speed limit, no need to reduce below that. ◦ 30km/h speed limits are ridiculous / too slow / unnecessary. • Speed limit reviews are a waste of time and money. • Many roads require maintenance/upgrading to improve safety, not speed limit reductions. • Due to congestion people already travel around the city at less than 50km/h. • Auckland speed limits are much lower than other parts of New Zealand. • Many of the proposed speed limit reductions don't make sense. • Enough roads have had speed lowered already. • Vehicles do not speed on this road(s). • There have been no, or very few, crashes on this road(s). • Cars are safer than ever. • Vehicles are of better quality now and can travel at faster speeds safely. • There are no proposed developments in this area that would make this road significantly busier. • The justification that this limit should be reduced to be in keeping with surrounding roads isn't a satisfactory justification. • There is already a variable speed limit for the dangerous part of the road. • Road will still be unsafe for walking at the reduced speed limit. • The changes are being made to slow journeys to get people to ride bikes. • Just use LSZ signs.
<p>Reducing speed limits will create, or NOT reduce, safety issues</p> <p><i>Mentions: 28</i></p>	<ul style="list-style-type: none"> • AT's speed limit reductions have so far caused increased crashes and deaths. • Reduced speed limits have increased incidences of dangerous driving. • Reduced speed limits have increased accidents. • There is no evidence that reducing speeds will reduce deaths, in fact, the opposite has occurred. Following a non-relevant Scottish example is senseless. • Reinstate the speed limits that were recently reduced by AT. • Driver behaviour is the problem, not the speed limits. • People who speed will still speed.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Lower speed limits (and slow drivers) create driver frustration and dangerous behaviour, such as risky overtaking. • Any motorist obeying a 50kmph limit who crashes and causes a fatality or serious injury is either elderly, pathetic, or on drugs/intoxicated. 30kmph speed limit won't change the cause of the accident. • Reduced speed limits will not reduce crashes in South Auckland, most people do not obey the current speed limits. • Reduced speed limit (to 30) will cause constant watching of speedometer instead of watching the road. • Slow traffic encourages phones use. • Variable speeds along same stretch of road causes driver distraction. • Need to also change the design speed of the road, or changes will be ineffective. • Proposal is about politicians being seen to do something, rather than actually improving safety. • AT need to research and focus on changes that will actually improve safety. • Why is AT not doing cost benefit analysis to justify these proposals? • AT need to do a full economic analysis of the impacts of reducing speed limits, such as time wasted, increased travel times for buses/delivery vehicles/taxis etc. • I work for insurance and monitor claims. 98% of our crash report claims are due to poor driver behaviour. 85% of faults causing death and serious injury are elderly. What is your strategy doing about the real cause for these areas?
Reduced speed limits will improve safety <i>Mentions: 41</i>	<ul style="list-style-type: none"> • Lower speed limits will make people less likely to crash. • Lower speed limits improve pedestrian safety. • Lower speed limits will make our streets safer for children, elderly, and those with mobility issues. • Limiting speed will make cycling safer. • Lower speed limits in areas with speed related incidents. • Lowering speed limit is the only option on some roads that cannot be improved in other ways. • Road conditions are not suitable for the current speed limits, lowering them will improve safety.
Reducing speed limits is NOT good as it will increase journey times <i>Mentions: 17</i>	<ul style="list-style-type: none"> • Reducing speed limits will increase journey times. • Reduced speed limits increases pollution. • Reduced speed will impact traffic flow. • Reduced speed will increase congestion. • Reduced speed limits will increase journey times for emergency services - they cannot exceed 30km/h over the limit.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Driving around rural roads in Howick will take too long at lower speeds. • Slower speeds, slows the economy. • Longer journey times mean increased risk of accidents. • Increased journey times will create risky, impatient drivers. • Reduced speed limits will negatively affect the public transport network. • Want to be compensated for wasted time. • Want to be compensated for wasted fuel.
Reducing speed limits is about revenue gathering (not safety) <i>Mentions: 13</i>	<ul style="list-style-type: none"> • Reducing speed limits is about revenue gathering. • Manurewa is being unfairly targeted to be fined and generate income. • South Auckland, and therefore Māori and Pacific communities, are being unfairly targeted. • Reduced speeds will lead to more petrol consumption and therefore are purely profit generation.
New speed limits need to be clearly signposted <i>Mentions: 4</i>	<ul style="list-style-type: none"> • New speed limits need to be clearly signposted. • New speed limits should be painted on the road as well as signposted.
Need to better enforce speed limits <i>Mentions: 15</i>	<ul style="list-style-type: none"> • Proposed changes will have minimal impact if not enforced. • General concerns about how speed limits will be enforced. • Better police roads with 50km/h speed limits. • Need more traffic cops. • Install speed cameras around schools. • Need more speed cameras can increase safety. • Need more random license and WOF checks. • Ensure courts enforce the law. • Need stronger penalties for breaking the road rules (one submitter suggested vehicles seized and if a repeat offender, crushed). • Need harsher penalties for those that speed past schools. • Make those caught speeding attend a course. • Need to police those driving too slow.

Feedback Theme	Main points
<p>Driver behaviour is creating safety risks Mentions: 33</p>	<ul style="list-style-type: none"> • Improve driver education to reduce crashes. • Drivers that should not have been given licenses is the issue. • Driver education should focus on more than speed, e.g. how to identify when it is safe to pull out, how to accelerate up to speed of other traffic. • Drivers should have to do a practical test every 10 years when they renew their licenses. • Better driver training/refresher courses. Use a hydraulic synaptic feedback chair to learn better risk assessment and understanding of poor driving decisions. • Require driver refresher courses that provide driver trainer in a hydraulic synaptic feedback chair. • Dangerous drivers are ruining it for the majority who drive within the current limits. • Driver education for teenagers in rural areas is required. • Bus drivers need more training as they create a risk. • Good driving should be rewarded to encourage better drivers. • Not fair to reduce speed limits and punish the vast majority of drivers who drive safely, for the minority that drive dangerously (who will drive dangerously anyway). • Drivers using mobile phones is causing crashes. • Cars that are poorly maintained or in poor condition are the cause of crashes, more than speed. • People are regularly running red lights which is dangerous. Install more red-light cameras. • Slow speed limits (and slow drivers) cause driver frustration and dangerous driving, such as risky overtaking. • Reduced speed limits have increased incidences of dangerous driving. • Removing passing lanes is resulting in risky overtaking. • Unless there is frequent signage drivers won't know what speed to go and will be distracted looking for signs. • Any motorist obeying a 50kmph limit who crashes and causes a fatality or serious injury is either elderly, pathic, or on drugs/intoxicated. 30kmph won't change the cause. • I work for insurance and monitor claims. 98% of our crash report claims are due to poor driver behaviour. 85% of faults causing death and serious injury are elderly. What is your strategy doing about the real cause for these areas?
<p>Pedestrian, e-scooter, and cyclist behaviour is causing safety risks Mentions: 4</p>	<ul style="list-style-type: none"> • Improve pedestrian education/road safety. • Children need to be taught road safety. • Pedestrians are distracted on their phones. • Pedestrians should be made responsible for their own actions.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Speed limits are fine; money would be better spent on teaching pedestrians/children to cross the road safely. • Children around schools running out on the road are unsafe. • Speed limits are fine, cyclists making risky decisions is the safety issue. • Cyclists should have registration numbers, some are dangerous. • Cyclists should be legally required to use cycle lanes where available and ride single file. • E-scooters on the road are a safety issue.
<p>The low quality of the road is creating safety risks Mentions: 15</p>	<ul style="list-style-type: none"> • Roads are dangerous due to lack of road maintenance. • Improve road quality with more crossings, stop signs, give ways etc. • Improve road signage and markings. • Various maintenance issues of concern, such as potholes, uneven surfaces, road slope, road surface, narrow roads, and subsidence. • Poor repairs and maintenance work that don't last or are in poor/uneven condition from the time of the repair are a problem. • More and more development is being permitted without improving road quality • Lack of passing zones encourages dangerous overtaking. • On street parking is causing safety issues - obscures vision on residential streets, and on major roads parked cars reduce lane widths leading to congestion.
<p>Generally, road condition needs improving Mentions: 18</p>	<ul style="list-style-type: none"> • Need to improve road maintenance and design. • Improving road condition/maintenance is more important than reducing speed limits. • Proposed speed limit reductions are to avoid necessary road maintenance. • Infrastructure suggestions to make the roads safer. <ul style="list-style-type: none"> ○ Speed tables. ○ Better quality maintenance. ○ Improve road signage, road markings, and lighting. ○ Speed limits should be painted on roads at regular intervals. ○ Need to make roads flow better. ○ Road calming suggestions. ○ More pedestrian crossings. • Improve road signage, road markings and lighting.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Need to make roads flow better. • Poor repairs and maintenance work that don't last or are in poor/uneven condition from the time of the repair are a problem. • Poor road condition is causing regular damage to vehicles. • Need to improve motorways and invest more time in them. • More and more development is being permitted without improving road quality.
<p>Suggested changes to how safer speed limits programme is implemented</p> <p><i>Mentions: 6</i></p>	<ul style="list-style-type: none"> • Define a low-speed limit across the area (e.g. 30 km/h in urban areas and 60 km/h in rural areas and 80 km/h on motorways) and only allow roads to be faster by exception. • Consider 10km/h speed reduction rather than 20km/h. • Rural roads should be 80km/h maximum. • 30km/h is too slow, should only consider implementing 40km/h limits. • Having 10km/hr speed increments is confusing. Stick with just odd numbers (i.e. 10, 30, 50, 70, 90, 110km/h). • Straight, long stretches of road should be 60km/h. • All South Auckland roads should be 50km/h. • In areas that have various speeds, stick with just 30km/h and 50km/h. • Reduce speed limits on all urban roads to reduce confusion. • The idea that speed limits should follow from design speeds is completely backwards. Lower the limit now and then design the street around that whenever it next comes to be rebuilt. • Ensure roads are designed/changed to reflect the speed limit for the road, so that people naturally travel the speed limit and feel uncomfortable travelling faster e.g. narrower roads, trees on alternating sides of the road, plant trees between the road and the footpath. • Low-cost, tactical changes need to be rolled out to support the reduced speed limits. • In urban/residential areas reduced speed areas ought to take the form of low traffic neighbourhoods. • Do not create traffic calming that is unsuitable for small vehicles. • Speed limits should be implemented with road calming measures. • Speed limits should be implemented with extra driver education. • Do not support speed reductions on entire roads, rather just the stretch affected by crashes. • AT should be proactively monitoring and reviewing all roads for speed limit changes. • On dangerous stretches of road, yellow speed warning signs (like on state highways, where a suggested speed for hazardous corners is used) is a better measure to take. Encourage drivers to adjust to the conditions rather than set a speed target.

Times of days and locations where speed limit reductions are NOT supported

Feedback Theme	Main points
<p>Only implement speed limit reductions during peak traffic times and/or don't support 24/7 implementation</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • Do not support 24/7 implementation of speed limits. • Only implement during peak traffic times. • Only implement during school hours, school pick-up and drop-off times, and/or during school terms. • Speed reductions should only be between 8am and 7pm. • Speed reductions should only be between 8am and 4pm. • Reducing speeds all day for a problem that only exists for a short period of time each day doesn't make sense. • Reducing speeds for 24 hours is impractical and impossible to police. • Speed limit signage around schools should be electronic so limits can be changed when necessary (increased in evenings and weekends).
<p>Do not support reducing speed limits on open roads, rural roads, and/or highways</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • Do not support reducing speed limits on open roads and/or highways. • Rural roads should have an open road speed limit so people can decide how fast they travel.
<p>Concerns with speed limit reduction around schools</p> <p><i>Mentions: 5</i></p>	<ul style="list-style-type: none"> • Schools are already speed limit zones, why add extra. • Limit should be 40km/h. • Should not be 24/7, and should be notified by illuminated, variable signs. • Different schools have different start times, so speed limits should be tailored to those times. • School zones should have more monitoring at peak times, not speed limit reductions. • Too many side roads around schools are included in low-speed limit. • Should only be 30km/h for a distance of 400m from each school. • Speed limits should be around primary schools only. • Only apply 30km/h speed limits to on schools that are not on main arterial roads. • It is not speed around schools that is the problem, it is parents dropping off and picking up dangerously, and buses. • People ignore low speed zones around schools anyway. • Is there a strategy to address school related traffic volume?

General locations where speed limit reductions are supported

Feedback Theme	Main points
Lower speed limits around schools are required/important <i>Mentions: 18</i>	<ul style="list-style-type: none"> All schools should be included. Makes it safer for children going to/from school. Change speed limit around schools 40km/h. Speed limits around schools need to be standard, not 40kph at some and 30kph at others. Reduced speed limits should be restricted to school zones. Leave other roads 50km. Don't support the speed reductions, except around schools. There should be traffic calming measures and safety improvements (pedestrian islands) as well as lower speed limits. All schools should have flashing 30kmh signs at their boundary.
Lower speed limits in residential areas are required/important <i>Mentions: 7</i>	<ul style="list-style-type: none"> All residential roads should be 30km/h. Lower speed limit is important, but it should be 35km/h or 40km/h. High density town roads should be 40km/h maximum. In a cul-de-sac or tight, narrow residential road, the limit should be lower than 30km/h. All minor side streets should be 30km/h. Need lower speed limits around parks, where children play. Residential roads have more potential for conflict (people turning out of driveways, pedestrians crossing the road, parked cars) and often have worse visibility. Modern cars are large and dangerous, lower speed limits in suburban roads would be safer for pedestrians.
All residential roads should be 30km/hr <i>Mentions: 4</i>	<ul style="list-style-type: none"> All residential roads should be 30km/h. Will enable vehicles and bikes to share the road. Should be supported by physical measures to reduce speeds.
Lower speed limits in/around town centres are required/important <i>Mentions: 8</i>	<ul style="list-style-type: none"> Town centres are high pedestrian areas so should have lower speed limits. Agree with speed reductions but speed limits should be 40km/h. The city should be 30km/h everywhere, with wider footpaths and narrower streets to encourage slow speeds.

Other comments and concerns

Feedback Theme	Main points
Concerns with the public engagement, and/or that AT won't listen to feedback <i>Mentions: 7</i>	<ul style="list-style-type: none"> AT will not listen to public feedback. AT did not listen to feedback regarding last speed limit review in Howick, it is now more dangerous. AT needs to communicate their responses to feedback better. There is very limited opportunity to provide feedback. The outcomes have already been decided as you state, "no change is not an option". AT only listens to vocal minority groups. Sick of the government deciding things without consulting the ratepayers. AT never propose increased speed limits. AT need to release statistics to show proof of speed limit reduction requirements on each road. Consultation website was poorly designed and difficult to navigate, meaning that an informed assessment cannot be made. Concerns the map in the brochure drop is deceptive - the dots are incorrectly placed. Had technical issues with the online survey and/or interactive map tool. Concerns the leaflet is propaganda and doesn't contain accurate statistics. Stop using Facebook groups for feedback. Need an option for people to be added to the mailing list once feedback is gathered that doesn't require giving feedback. Future proposals should be posted on local community boards. AT should communicate directly with locals and drive the roads to better understand the problems.
Other comments	<ul style="list-style-type: none"> People parking in unsuitable places causes congestion and is unsafe. Slows down emergency response vehicles who are only allowed to travel 20km/h above limit. Rules around the use of E-scooters and bikes need to be formalised. e.g. giving way, signalling, where to ride, interactions with pedestrians. Speed reductions of 50% or more will not be tolerated by the community. Bicycles and buses now have more road than cars. Once implemented, will there be a grace period to allow motorists to adjust to new limits? Bus drivers need bus monitors to assist with managing order on school buses as the drivers are distracted and this is a safety issue.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Speed limits around Marae should be reduced. • Stop people parking their cars on Galaxy Drive. • Should be using digital speed signs. • Too many speed bumps are bad for the environment (braking and acceleration around speed bumps consume more fuel). • Road 'calming' measures are not fair/appropriate. • Need to better synchronise traffic lights through Auckland. • Need strict legislation around liability for cyclists and motorists causing accidents. • Consider introducing parking restrictions in busy / bottleneck areas to ease congestion and safety issues. • Ensure there is space for Loading Zones and School Drop Off Zones in busy areas, such as school zones. • Doesn't agree with the use of Te Reo Māori in the brochure. • Speed bumps in some suburbs have pushed the speeding problem into other suburbs (like Manurewa). • Electric vehicles need to make more noise so pedestrians can hear them. • Bus parking is an issue in the city. They do not indicate when they're pulling out. • Install more traffic lights at intersection of main roads/side streets to make it safer to turn right.



Safe Speeds Programme
Public feedback on proposed speed limit changes October/November 2021
Feedback related to Kaipātiki Local Board area



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November 2021 – Safer Speeds Programme – Report on feedback by local board area
Independently prepared by Viewpoints NZ



Part A – Number of submitters from within the local board area

During October and November 2021, 159 people from within the Kaipātiki Local Board area submitted on the Safe Speeds Programme - proposed speed limit changes.

Part B – Feedback on roads within the local board area proposed for speed limit changes

In the first part of the feedback form, respondents were asked what they thought of the proposed speed limit changes for each road. Specifically they were asked:

- What do you think of the proposed speed limit change for this road? (*tick-box answers*)
- Why do you feel this way? (*open-ended answers*)

This section outlines:

- The sentiment expressed by respondents towards the proposed speed limit changes for each road within the Kaipātiki Local Board area ('What do you think of the proposed speed limit change for this road?')
- A summary of the open-ended feedback received for each road within the Kaipātiki Local Board area ('Why do you feel this way?').

Road name	Caram Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Small cul-de-sac on a slope with many children around - near impossible to drive at more than 30kph anyway.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Quiet road - no need to lower speed limit. • The roads are filled with street park vehicles that it is naturally reduced from a two-way road to single lane road, and vehicles cannot travel faster than 30kph anyway, so there is nothing to be gained from a lower speed limit. • Note: one of the respondents that contributed to this theme, do not complete the sentiment question for this road.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Verran Road
Part of road	between Waipa Street and the eastern end of Verran Road

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	13
I think the current speed limit on this road should be kept the same	11
Other	5

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 9</i>	<ul style="list-style-type: none"> There is a school on this road with a lot of pedestrian and vehicle traffic. Verran Road is steeply sloping and narrow, especially with cars parked on both sides, and the current speed limit is impractical. Lots of children and other pedestrians. Safer for pedestrians. Vehicles pick up speed down the hill, endangering children, pets, other pedestrians, and motorists. There have been incidents with cars hitting parked cars and fences. Speed limits around schools and low-key residential neighbourhoods need to be lowered to meet international best practice and make our neighbourhood safer to walk and cross the road, and cycle on the road. I think the reduced speed limit is a great idea, it would make the road safer for everyone walking and children at the school and even for cars. The road gets very busy, and cars get up high speeds on the downhill. 30 is plenty. You can't drive much faster anyway, and it is only a few metres before you're on the main road.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> Lowering the speed limit will not solve the issues, just cause more frustration. Slower traffic will cause congestion issues.
The reduced speed limit is unnecessary <i>Mentions: 10</i>	<ul style="list-style-type: none"> Vehicles do not speed on the road anyway. The parked cars naturally slow vehicles down. School is not located on this road, so speed limit reduction is unnecessary. Traffic is already slow.



Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> No information has been shown to demonstrate the current speed limits create a high risk to those attending Verran Primary school. When driving here in the morning and afternoon, the traffic is sufficiently heavy that speeds are already low. There are very few children, if any, walking to school along the footpath - parents usually pick up and drop off - and the street naturally slows traffic (lots of parked cars, steep gradient, and the school is right at the end of the cul de sac). No need to lower speed limit. I don't fully understand the rationale for change here - drive on this suburban road often and the limit works as it is. I live on Verran Rd and experienced no issues with the current speed limit.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> * Enforcement and change of signage is simply an increased cost to taxpayers, with little added value.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> Disagree with 24/7 proposed limit when the school pupils and related traffic are only using the road for a very limited time at each end of the school day - enforce 30kph electronically during school times as on Birkdale Road and keep speed limit as current the rest of the time.
Reduce the speed limit further than proposed for a section of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> All minor roads in Germany are speed limited by 30kph, especially around schools. It works very well, with less impact on the environment and fewer accidents. The current compromise of 40kph is not good enough.
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> Control the speed limit in the top third of Verran Rd as that is where the cars pick up speed... the road gradient becomes steeper as you go down the hill therefore becoming harder to slow down or stop in an emergency. The road is reduced to a two-way street down to single lane due to off street parking at the top that it causes congestion at school hours which causes cars to speed after getting through the bottle neck. Either address the off-street parking at the top and reduce the speed OR leave off street parking as is at the top and reduce the speed limit can be pass the turn to West Glade. Has anyone observed the street at the top, in the middle and at the bottom at different times?
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> Safety issues are due to narrow road with on-street parking: suggest broken yellow lines to assist residents pulling out of driveways. Cars park too close to driveways on this narrow street.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	West Glade Crescent
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	6

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> People who choose to speed will do so regardless.
The reduced speed limit is unnecessary <i>Mentions: 6</i>	<ul style="list-style-type: none"> Vehicles do not speed on the road. The parked cars naturally slow vehicles down. School is not located on this road, so speed limit reduction is unnecessary. 50kph is perfectly fine for these roads, and due to the road narrowed by cars parked on both sides, motorists go slower than this anyway - conscientious and aware locals drive correctly under the limit as it stands and people who choose to speed will do so regardless.
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> Install broken yellow 'no parking' restrictions so the road isn't reduced to one lane by parked cars.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Part C – Feedback on roads within the local board area NOT proposed for speed limit changes

Some respondents also identified roads that they thought needed changes, which were not proposed for speed limit reductions. Please note:

- To prevent having lots of themes that were only mentioned once or twice we grouped suggestions into suburbs and used the 'main points' for the themes to identify the roads being mentioned.
- Some suburbs are situated within more than one local board area, as such there may be some roads in this section which are not relevant to the Kaipātiki Local Board area. It saved a significant amount of time reporting in this way.



Suburb	Beach Haven
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Beach Haven Rd, Lancaster Rd, Tramway Rd - Lower speed limit to 30-40kph and suggest pedestrian crossing: Beach Haven shops, and Tramway Rd by Beach Haven School, to improve children safety walking/biking to/from school. Narrow footpaths, no grass berms separating cyclists/pedestrians from cars, parking on both sides, no cycling facilities, and hills creating high speeds on bikes.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Beach Haven Rd, Lancaster Rd, Tramway Rd - Lower speed limit to 30-40kph and suggest pedestrian crossing: Beach Haven shops, and Tramway Rd by Beach Haven School, to improve children safety walking/biking to/from school. Narrow footpaths, no grass berms separating cyclists/pedestrians from cars, parking on both sides, no cycling facilities, and hills creating high speeds on bikes.



Suburb	Birkdale
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 3</i>	<ul style="list-style-type: none"> Castleton St - Lower vehicle speeds: is a pickup/drop-off point for students at Verran Primary School (in a similar way to Verran Road) - it is steeply sloping, narrow, cars parked on both sides. Salisbury Rd - Lower speed limits: Lower speed around these schools to meet international best practice and make the neighbourhood safer to walk and cross the road. Stott Ave - Lower speed limit: Vehicles speed up and down the street, which is loud and dangerous - lower speed limit for the safety of families, pedestrians, cyclists, and children getting to school.



Suburb	Glenfield
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Moore St - Lower speed limit to 30kph: many young children walking and riding bikes - only serves local traffic and are bounded by higher traffic and wider roads as listed at the start of this comment.



Suburb	Hillcrest
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 3</i>	<ul style="list-style-type: none"> Velma Rd - Lower speed limit or install traffic calming: Between Philip Keith Rise and Alice Pl - numerous accidents due to speeding on this bend. Stanaway Rd - Lower speed limit: Lots of pedestrians and parked cars. Velma Rd - Lower speed limit: Cars drive too fast around the bend, and there have been accidents.
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> Coronation Rd - Ban parking opposite Stanaway Rd to make it safer to turn right. Hillcrest Ave - Suggest pedestrian crossing: Need a safe place to cross for children walking to TNIS to cross.



Suburb	Northcote
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Onewa Rd - Lower vehicle speeds: Three schools along this road, and high vehicle speeds (in excess of 70-80kph), often running red light after T3 lane, and no existing reduced speed around these schools. • Sylvia Rd - Lower speed limit: Dangerous S bend here - cars often travelling at speed around corner with limited visibility and parked cars. • Queen St, Rodney Rd, Council Tce, Maritime Tce - Lower speed limit to 30kph: Existing traffic calming measures do not slow traffic sufficiently - still much too fast with many children/families walking.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Stanaway St/Sylvia Rd - Suggest intersection improvements: The sight distance is really bad when turning out of Stanaway Rd onto Sylvia Rd. Suggest a mirror at this intersection.



Suburb	Totorā Vale
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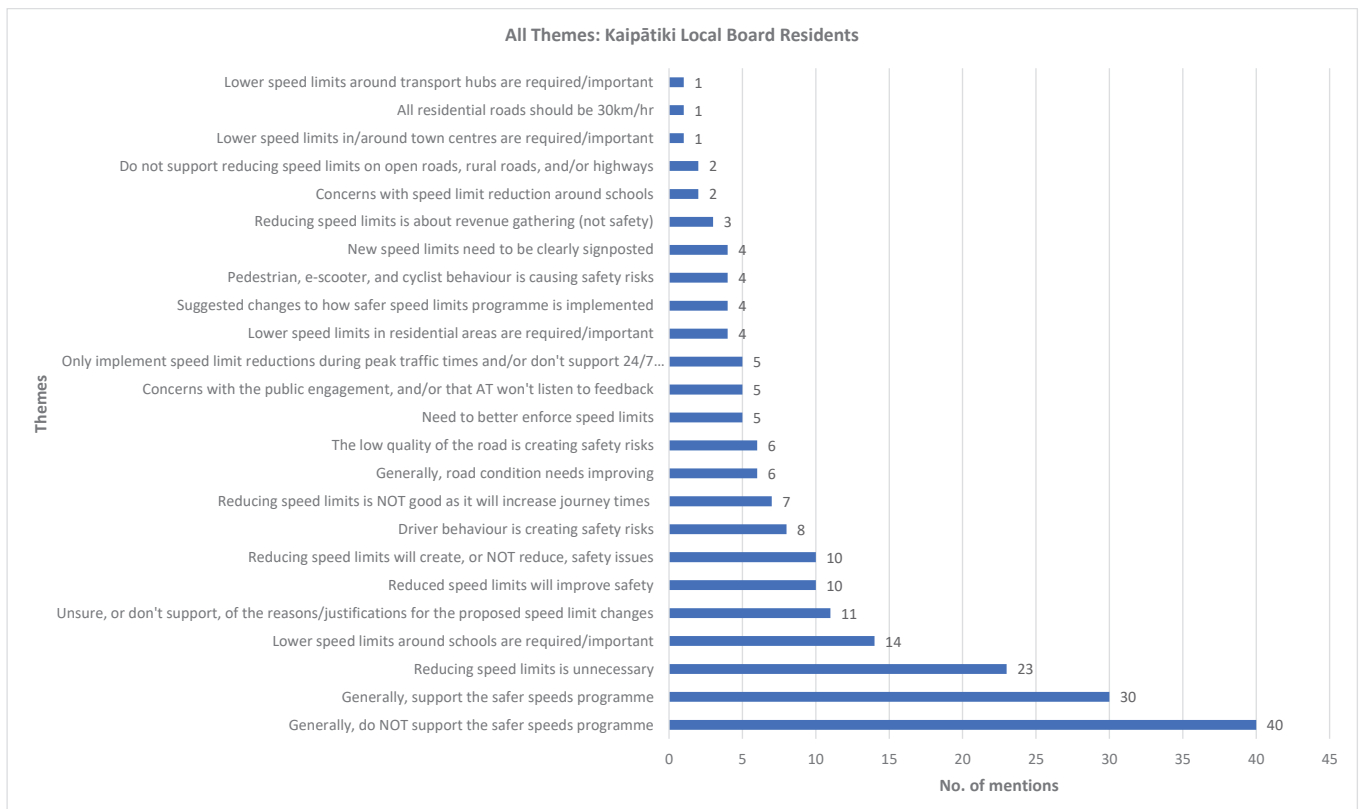
Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Target Rd - Lower speed limit to 30kph on the section adjacent to the Target Road Primary two school entrances: Chaotic during school peak times, lower speed would improve pedestrian safety, particularly for young children. • Sunnynook Rd - Lower speed limit to 30kph on the section adjacent to the Target Road Primary two school entrances: Chaotic during school peak times, lower speed would improve pedestrian safety, particularly for young children.

Part D – General themes from people who live within the local board area

The feedback form also provided the opportunity for respondents to provide general comments on the Safe Speed Programme. Most this feedback was general in nature and could not be attributed to a particular road.

This general feedback has been sorted into themes, and similar themes have been grouped together in topic areas. The feedback themes from respondents that said they live within the Kaipātiki Local Board area are outlined below. The “Mentions: number” in the table below indicates the number of times the theme was mentioned by people from the Kaipātiki Local Board area.

Please note: It is possible that some points listed in the themes below do not apply to this local board area, as we could only filter by area, not themes.



Overall sentiment towards the Safer Speeds Programme

Feedback Theme	Main points
<p>Generally, support the safer speeds programme</p> <p><i>Mentions: 30</i></p>	<ul style="list-style-type: none"> • Support reduced speed limits as they will reduce crashes. • Making streets safer for pedestrians and cyclists can only be a good thing. • Support changes in high incident areas. • Support for speed limit changes around schools. • Support for speed limit changes around schools but only during school hours not 24/7. • Support for changes in inner city suburbs. • Believe other roads should also have a speed reduction. • Support speed reductions but don't agree with proposed speeds: <ul style="list-style-type: none"> ○ There should be less speed levels e.g. 30km/h residential, 60km/h rural and 80km/h motorway. ○ Support speed limit reduction to 40km/h not 30km/h. ○ 100km/h to 40km/h is too large of a change. • Support speed limit changes but they should be targeted to the road and researched.
<p>Generally, do NOT support the safer speeds programme</p> <p><i>Mentions: 40</i></p>	<ul style="list-style-type: none"> • Don't think speed is the issue, road maintenance is. • Don't think speed is the issue, poor driving is. • Don't think speed is the issue, poor enforcement is. • Drivers who decide to speed now will speed anyway. • Will make traffic congestion worse. • Previous programme to lower speed has not had an effect on accidents or deaths. • Current 30km/h hour speed limits are not working and will not work. • Speed limits below 40km/h are unrealistic. • Think speed limits should be raised. • Cars cannot travel faster than the speed limit in Metro Auckland anyway. • Do not support speed reductions on entire roads, rather just the stretch affected by accidents. • Do not support speed limit reductions, except around schools.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Don't support reducing speed on rural roads. • Programme with various speeds will cause confusion and people will be fined. • Put roads already lowered back to 100km/h, it causes dangerous driving with passing. • Franklin community said don't change it. • Thinks programme is pointless. • Thinks programme is a guise to force people out of using private cars.

General comments and suggestions about the Safer Speeds Programme and road safety

Feedback Theme	Main points
<p>Unsure, or don't support, of the reasons/justifications for the proposed speed limit changes Mentions: 11</p>	<ul style="list-style-type: none"> • Need to show why they justify the speed limit reductions. • AT need to show how many fatal crashes on the roads proposed justify the speed limit changes. • AT need to show the number of fatal crashes on Queen Street, Quay Street, Tangihua Street, and Anzac Avenue. • Show how many crashes were caused by speed and not due to other factors. • Franklin roads do not have the accident statistics that are being claimed, would like to see the actual statistics. • Using reports of accidents to make decisions is flawed as not all accidents are reported. • Accidents caused by texting and alcohol should not impact speed decisions. • Using speed around school to justify these changes is wrong as there are already speed limits around schools and most of the proposed changes are not near schools. • Seems driven by ideology not practicality. <ul style="list-style-type: none"> ◦ Proposed changes are unrealistic. ◦ Model is flawed/decision is based on incomplete or incorrect data. • People are capable of driving to the conditions. • Congestions means speed self-limits where necessary. • Speed limit reductions are a guise to force people out of using private cars. • The increase in injuries is probably in correlation to Auckland's growth. • Reducing rural roads to 80km/h is an attempt to ensure roads last longer, not for safety. • Proposal is based not on reducing speed reducing harm, but on cost being a limiting factor in providing safe roads. • These changes are being made to hide how bad AT has made Auckland's traffic congestion. • What are the reasons for these changes? • The roads mentioned for speed changes are inconsistent. • Too many roads have been selected.
<p>Reducing speed limits is unnecessary Mentions: 23</p>	<ul style="list-style-type: none"> • There is no need to lower speed limits/existing speed limits are safe. <ul style="list-style-type: none"> ◦ Roads are safe for the current speed limits (flat, straight, visibility is good, very few hazards on the side of the road, no side roads).

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November 2021 – Safer Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ

Feedback Theme	Main points
	<ul style="list-style-type: none"> ◦ Suggested roads already have speed calming measures (speed bumps, chicanes). • Proposed speed limits are slower than necessary. <ul style="list-style-type: none"> ◦ 50km/h is a safe speed limit, no need to reduce below that. ◦ 30km/h speed limits are ridiculous / too slow / unnecessary. • Speed limit reviews are a waste of time and money. • Many roads require maintenance/upgrading to improve safety, not speed limit reductions. • Due to congestion people already travel around the city at less than 50km/h. • Auckland speed limits are much lower than other parts of New Zealand. • Many of the proposed speed limit reductions don't make sense. • Enough roads have had speed lowered already. • Vehicles do not speed on this road(s). • There have been no, or very few, crashes on this road(s). • Cars are safer than ever. • Vehicles are of better quality now and can travel at faster speeds safely. • Of the 206 rural roads in Franklin only 33 are high risk (serious injury or death), it unnecessary to reduce speeds on many of these roads. • There are no proposed developments in this area that would make this road significantly busier. • The justification that this limit should be reduced to be in keeping with surrounding roads isn't a satisfactory justification. • There is already a variable speed limit for the dangerous part of the road. • Road will still be unsafe for walking at the reduced speed limit. • The changes are being made to slow journeys to get people to ride bikes. • Just use LSZ signs.
<p>Reduced speed limits will improve safety Mentions: 10</p>	<ul style="list-style-type: none"> • Lower speed limits will make people less likely to crash. • Lower speed limits improve pedestrian safety. • Lower speed limits will make our streets safer for children, elderly, and those with mobility issues. • Limiting speed will make cycling safer. • Lower speed limits in areas with speed related incidents. • Lowering speed limit is the only option on some roads that cannot be improved in other ways.

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November 2021 – Safer Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ

Feedback Theme	Main points
	<ul style="list-style-type: none"> Road conditions are not suitable for the current speed limits, lowering them will improve safety.
Reducing speed limits is NOT good as it will increase journey times <i>Mentions: 7</i>	<ul style="list-style-type: none"> Reducing speed limits will increase journey times. Reduced speed limits increases pollution. Reduced speed will impact traffic flow. Reduced speed will increase congestion. Reduced speed limits will increase journey times for emergency services - they cannot exceed 30km/h over the limit. Reduced driving speeds is increasing journey times from Pukekohe to Auckland. Driving around rural roads in Franklin will take too long at lower speeds. Slower speeds, slows the economy. Longer journey times mean increased risk of accidents. Increased journey times will create risky, impatient drivers. Reduced speed limits will negatively affect the public transport network. Want to be compensated for wasted time. Want to be compensated for wasted fuel.
Reducing speed limits is about revenue gathering (not safety) <i>Mentions: 3</i>	<ul style="list-style-type: none"> Reducing speed limits is about revenue gathering. Manurewa is being unfairly targeted to be fined and generate income. South Auckland, and therefore Māori and Pacific communities, are being unfairly targeted. Reduced speeds will lead to more petrol consumption and therefore are purely profit generation.
New speed limits need to be clearly signposted <i>Mentions: 4</i>	<ul style="list-style-type: none"> New speed limits need to be clearly signposted. New speed limits should be painted on the road as well as signposted.
Need to better enforce speed limits <i>Mentions: 5</i>	<ul style="list-style-type: none"> Proposed changes will have minimal impact if not enforced. General concerns about how speed limits will be enforced. Better police roads with 50km/h speed limits. Need more traffic cops. Install speed cameras around schools.

Feedback Theme	Main points
	<ul style="list-style-type: none"> Need more speed cameras can increase safety. Need more random license and WOF checks. Ensure courts enforce the law. Need stronger penalties for breaking the road rules (one submitter suggested vehicles seized and if a repeat offender, crushed). Need harsher penalties for those that speed past schools. Make those caught speeding attend a course. Need to police those driving too slow. Great South Road between Drury and Papakura is never policed.
Driver behaviour is creating safety risks <i>Mentions: 8</i>	<ul style="list-style-type: none"> Improve driver education to reduce crashes. Drivers that should not have been given licenses is the issue. Driver education should focus on more than speed, e.g. how to identify when it is safe to pull out, how to accelerate up to speed of other traffic. Drivers should have to do a practical test every 10 years when they renew their licenses. Better driver training/refresher courses. Use a hydraulic synaptic feedback chair to learn better risk assessment and understanding of poor driving decisions. Require driver refresher courses that provide driver trainer in a hydraulic synaptic feedback chair. Dangerous drivers are ruining it for the majority who drive within the current limits. Driver education for teenagers in rural areas is required. Bus drivers need more training as they create a risk. Good driving should be rewarded to encourage better drivers. Not fair to reduce speed limits and punish the vast majority of drivers who drive safely, for the minority that drive dangerously (who will drive dangerously anyway). Drivers using mobile phones is causing crashes. Cars that are poorly maintained or in poor condition are the cause of crashes, more than speed. People are regularly running red lights which is dangerous. Install more red-light cameras. Slow speed limits (and slow drivers) cause driver frustration and dangerous driving, such as risky overtaking. Reduced speed limits have increased incidences of dangerous driving. Removing passing lanes is resulting in risky overtaking.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Unless there is frequent signage drivers won't know what speed to go and will be distracted looking for signs. • Any motorist obeying a 50kmph limit who crashes and causes a fatality or serious injury is either elderly, pathic, or on drugs/intoxicated. 30kmph won't change the cause. • I work for insurance and monitor claims. 98% of our crash report claims are due to poor driver behaviour. 85% of faults causing death and serious injury are elderly. What is your strategy doing about the real cause for these areas?
Pedestrian, e-scooter, and cyclist behaviour is causing safety risks <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Improve pedestrian education/road safety. • Children need to be taught road safety. • Pedestrians are distracted on their phones. • Pedestrians should be made responsible for their own actions. • Speed limits are fine; money would be better spent on teaching pedestrians/children to cross the road safely. • Children around schools running out on the road are unsafe. • Speed limits are fine, cyclists making risky decisions is the safety issue. • Cyclists should have registration numbers, some are dangerous. • Cyclists should be legally required to use cycle lanes where available and ride single file. • E-scooters on the road are a safety issue.
The low quality of the road is creating safety risks <i>Mentions: 6</i>	<ul style="list-style-type: none"> • Roads are dangerous due to lack of road maintenance. • Improve road quality with more crossings, stop signs, give ways etc. • Improve road signage and markings. • Various maintenance issues of concern, such as potholes, uneven surfaces, road slope, road surface, narrow roads, and subsidence. • Poor repairs and maintenance work that don't last or are in poor/uneven condition from the time of the repair are a problem. • More and more development is being permitted without improving road quality • Lack of passing zones encourages dangerous overtaking. • On street parking is causing safety issues - obscures vision on residential streets, and on major roads parked cars reduce lane widths leading to congestion.
Generally, road condition needs improving <i>Mentions: 6</i>	<ul style="list-style-type: none"> • Need to improve road maintenance and design. • Improving road condition/maintenance is more important than reducing speed limits. • Proposed speed limit reductions are to avoid necessary road maintenance.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Infrastructure suggestions to make the roads safer. <ul style="list-style-type: none"> ○ Speed tables. ○ Better quality maintenance. ○ Improve road signage, road markings, and lighting. ○ Speed limits should be painted on roads at regular intervals. ○ Need to make roads flow better. ○ Road calming suggestions. ○ More pedestrian crossings. • Improve road signage, road markings and lighting. • Need to make roads flow better. • Poor repairs and maintenance work that don't last or are in poor/uneven condition from the time of the repair are a problem. • Poor road condition is causing regular damage to vehicles. • Need to improve motorways and invest more time in them. • More and more development is being permitted without improving road quality.
Suggested changes to how safer speed limits programme is implemented <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Define a low-speed limit across the area (e.g. 30 km/h in urban areas and 60 km/h in rural areas and 80 km/h on motorways) and only allow roads to be faster by exception. • Consider 10km/h speed reduction rather than 20km/h. • Rural roads should be 80km/h maximum. • 30km/h is too slow, should only consider implementing 40km/h limits. • Having 10km/hr speed increments is confusing. Stick with just odd numbers (i.e. 10, 30, 50, 70, 90, 110km/h). • Straight, long stretches of road should be 60km/h. • All South Auckland roads should be 50km/h. • In areas that have various speeds, stick with just 30km/h and 50km/h. • Reduce speed limits on all urban roads to reduce confusion. • The idea that speed limits should follow from design speeds is completely backwards. Lower the limit now and then design the street around that whenever it next comes to be rebuilt. • Ensure roads are designed/changed to reflect the speed limit for the road, so that people naturally travel the speed limit and feel uncomfortable travelling faster e.g. narrower roads, trees on alternating sides of the road, plant trees between the road and the footpath.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Low-cost, tactical changes need to be rolled out to support the reduced speed limits. • In urban/residential areas reduced speed areas ought to take the form of low traffic neighbourhoods. • Do not create traffic calming that is unsuitable for small vehicles. • Speed limits should be implemented with road calming measures. • Speed limits should be implemented with extra driver education. • Do not support speed reductions on entire roads, rather just the stretch affected by crashes. • AT should be proactively monitoring and reviewing all roads for speed limit changes. • On dangerous stretches of road, yellow speed warning signs (like on state highways, where a suggested speed for hazardous corners is used) is a better measure to take. Encourage drivers to adjust to the conditions rather than set a speed target.

Times of days and locations where speed limit reductions are NOT supported

Feedback Theme	Main points
<p>Only implement speed limit reductions during peak traffic times and/or don't support 24/7 implementation</p> <p><i>Mentions: 5</i></p>	<ul style="list-style-type: none"> • Do not support 24/7 implementation of speed limits. • Only implement during peak traffic times. • Only implement during school hours, school pick-up and drop-off times, and/or during school terms. • Speed reductions should only be between 8am and 7pm. • Speed reductions should only be between 8am and 4pm. • Reducing speeds all day for a problem that only exists for a short period of time each day doesn't make sense. • Reducing speeds for 24 hours is impractical and impossible to police. • Speed limit signage around schools should be electronic so limits can be changed when necessary (increased in evenings and weekends).
<p>Do not support reducing speed limits on open roads, rural roads, and/or highways</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Do not support reducing speed limits on open roads and/or highways. • Rural roads should have an open road speed limit so people can decide how fast they travel.
<p>Concerns with speed limit reduction around schools</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Schools are already speed limit zones, why add extra. • Limit should be 40km/h. • Should not be 24/7, and should be notified by illuminated, variable signs. • Different schools have different start times, so speed limits should be tailored to those times. • School zones should have more monitoring at peak times, not speed limit reductions. • Too many side roads around schools are included in low-speed limit. • Should only be 30km/h for a distance of 400m from each school. • Speed limits should be around primary schools only. • Only apply 30km/h speed limits to on schools that are not on main arterial roads. • It is not speed around schools that is the problem, it is parents dropping off and picking up dangerously, and buses. • People ignore low speed zones around schools anyway. • Is there a strategy to address school related traffic volume?

General locations where speed limit reductions are supported

Feedback Theme	Main points
<p>Lower speed limits around schools are required/important <i>Mentions: 14</i></p>	<ul style="list-style-type: none"> All schools should be included. Makes it safer for children going to/from school. Change speed limit around schools 40km/h. Speed limits around schools need to be standard, not 40kph at some and 30kph at others. Reduced speed limits should be restricted to school zones. Leave other roads 50km. Don't support the speed reductions, except around schools. There should be traffic calming measures and safety improvements (pedestrian islands) as well as lower speed limits. All schools should have flashing 30kmh signs at their boundary.
<p>Lower speed limits in residential areas are required/important <i>Mentions: 4</i></p>	<ul style="list-style-type: none"> All residential roads should be 30km/h. Lower speed limit is important, but it should be 35km/h or 40km/h. High density town roads should be 40km/h maximum. In a cul-de-sac or tight, narrow residential road, the limit should be lower than 30km/h. All minor side streets should be 30km/h. Need lower speed limits around parks, where children play. Residential roads have more potential for conflict (people turning out of driveways, pedestrians crossing the road, parked cars) and often have worse visibility. Modern cars are large and dangerous, lower speed limits in suburban roads would be safer for pedestrians.
<p>All residential roads should be 30km/hr <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> All residential roads should be 30km/h. Will enable vehicles and bikes to share the road. Should be supported by physical measures to reduce speeds.
<p>Lower speed limits around transport hubs are required/important <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> Transport hubs are high pedestrian areas so should have lower speed limits.

Feedback Theme	Main points
<p>Lower speed limits in/around town centres are required/important <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> Town centres are high pedestrian areas so should have lower speed limits. Agree with speed reductions but speed limits should be 40km/h. The city should be 30km/h everywhere, with wider footpaths and narrower streets to encourage slow speeds.

Other comments and concerns

Feedback Theme	Main points
<p>Concerns with the public engagement, and/or that AT won't listen to feedback</p> <p><i>Mentions: 5</i></p>	<ul style="list-style-type: none"> • AT will not listen to public feedback. • AT did not listen to feedback regarding last speed limit review in Franklin, it is now more dangerous. • AT needs to communicate their responses to feedback better. • There is very limited opportunity to provide feedback. • The outcomes have already been decided as you state, "no change is not an option". • AT only listens to vocal minority groups. • Sick of the government deciding things without consulting the ratepayers. • AT never propose increased speed limits. • AT need to release statistics to show proof of speed limit reduction requirements on each road. • Consultation website was poorly designed and difficult to navigate, meaning that an informed assessment cannot be made. • Concerns the map in the brochure drop is deceptive - the dots are incorrectly placed. • Had technical issues with the online survey and/or interactive map tool. • Concerns the leaflet is propaganda and doesn't contain accurate statistics. • Concern that there is a discrepancy between the online information when giving feedback and the leaflet drop:- D'Oyly Drive included in the leaflet but not the online 'Have your say'. • Stop using Facebook groups for feedback. • Need an option for people to be added to the mailing list once feedback is gathered that doesn't require giving feedback. • Future proposals should be posted on local community boards. • AT should communicate directly with locals and drive the roads to better understand the problems.
Other comments	<ul style="list-style-type: none"> • People parking in unsuitable places causes congestion and is unsafe. • Slows down emergency response vehicles who are only allowed to travel 20km/h above limit. • Rules around the use of E-scooters and bikes need to be formalised. e.g. giving way, signalling, where to ride, interactions with pedestrians. • Speed reductions of 50% or more will not be tolerated by the community. • Bicycles and buses now have more road than cars.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Once implemented, will there be a grace period to allow motorists to adjust to new limits? • Road and street section selection is confusing - some cul de sacs around Great North Road (Avondale) are 30km/h but not all. • Accidents around Mt Eden, Truro Road, caused not by speed but by poor traffic management on game days. • Bus drivers need bus monitors to assist with managing order on school buses as the drivers are distracted and this is a safety issue. • Speed limits around Marae should be reduced. • Stop people parking their cars on Galaxy Drive. • Should be using digital speed signs. • Too many speed bumps are bad for the environment (braking and acceleration around speed bumps consume more fuel). • Road 'calming' measures are not fair/appropriate. • Proposed changes seem to unfairly target South Auckland • Need to better synchronise traffic lights through Auckland. • Need strict legislation around liability for cyclists and motorists causing accidents. • Consider introducing parking restrictions in busy / bottleneck areas to ease congestion and safety issues. • Ensure there is space for Loading Zones and School Drop Off Zones in busy areas, such as school zones. • Doesn't agree with the use of Te Reo Māori in the brochure. • Speed bumps in some suburbs have pushed the speeding problem into other suburbs (like Manurewa). • Electric vehicles need to make more noise so pedestrians can hear them. • Bus parking is an issue in the city. They do not indicate when they're pulling out. • Install more traffic lights at intersection of main roads/side streets to make it safer to turn right.



Safe Speeds Programme

Public feedback on proposed speed limit changes October/November 2021

Feedback related to Māngere-Ōtāhuhu Local Board area



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Part A – Number of submitters from within the local board area

During October and November 2021, 311 people from within the Māngere-Ōtāhuhu Local Board area submitted on the Safe Speeds Programme - proposed speed limit changes.



Part B – Feedback on roads within the local board area proposed for speed limit changes

In the first part of the feedback form, respondents were asked what they thought of the proposed speed limit changes for each road. Specifically they were asked:

- What do you think of the proposed speed limit change for this road? (*tick-box answers*)
- Why do you feel this way? (*open-ended answers*)

This section outlines:

- The sentiment expressed by respondents towards the proposed speed limit changes for each road within the Māngere-Ōtāhuhu Local Board area ('What do you think of the proposed speed limit change for this road?')
- A summary of the open-ended feedback received for each road within the Māngere-Ōtāhuhu Local Board area ('Why do you feel this way?').



Road name	Agar Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Albert Street
Part of road	between Luke Street and Princes Street

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	18
I think the current speed limit on this road should be kept the same	10

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 10</i>	<ul style="list-style-type: none"> High density of traffic due to housing developments, and young families and elderly struggle to cross the road safely. On-street parking issues. Will be safer for everyone. Drivers that have come straight off the motorway like to gun it down Albert Street. It's unsafe for anyone when they're about. Proposed speed limit change points north of signalised intersections at Princes Street do not comply with clause 3.3(3). Recommend infrastructure/threshold treatments at intersections to introduce 30km/h limit.
The reduced speed limit is unnecessary <i>Mentions: 8</i>	<ul style="list-style-type: none"> There are already speed controls in place.
Reduced speed limit is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Traffic moves smoothly at the current speed - a lower speed limit will cause problems.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Trucks and buses drive here at over 60kph.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Suggest physical traffic calming measures (speed rises) to slow trucks and buses that exceed 60kph - resident elderly and young families struggle to cross over safely currently.



Why do you feel this way?	
Feedback Theme	Main points
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Improve parking controls: Has been an increase of residents with multiple vehicles on-street parking, causing narrowing issues.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Alderson Lane
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Austin Brave Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Awhina Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> There are children on the road (suggested lower speed limit than proposed).

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Bingara Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Speed limit should be 20kph due to being a small cul-de-sac with a special school, and trucks and cars driving way too fast.
Other suggestions for reduced vehicle speed <i>Mentions: 1</i>	<ul style="list-style-type: none"> Speed limit should be 20kph due to being a small cul-de-sac with a special school, and trucks and cars driving way too fast.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Calthorp Close
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on the road should be kept the same	1

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Chaplin Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	3
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> Safety comes first and to reduce accidents on road. This is a residential street. Mainly houses and homes to families in Mangere. Having a speed limit of 30kph will ensure the safety and wellbeing of the residents. Street too short to maintain current speed limit.
Driver behaviour is creating safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Speed limit should be lower - people will still drive fast despite speed limit.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Cheviot Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	2
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Because it'll decrease the risk of accidents occurring in our neighbourhoods.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> There is no problem with the current speed limit. The current speed limit is fine.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> This street has a few bends, the public transport travels along this road (suggest 40kph instead).

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Chine Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Church Street
Part of road	between Princes Street and the northern end of Church Street

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2
I think the current speed limit on this road should be kept the same	2
Other	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Proposed speed limit change points north of signalised intersections at Princes Street do not comply with clause 3.3(3). Recommend infrastructure/threshold treatments at intersections to introduce 30kph limit.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> Create: The existing speed limit is correct - lowering it will cause more traffic problems. Create: There is already so much congestion and the reduced speed limit will cause more.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> The existing speed limit is correct.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> People speed on this street.
Extend the reduced speed limit to cover more of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Extend proposed 30kph for the full length. This would also stop it being used as a route to avoid congestion and traffic lights on Great South Rd.



Why do you feel this way?	
Feedback Theme	Main points
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Suggest a longer light for right-turning traffic Church St into Princes St: this movement is already a slow process, with traffic coming from the Luke St end and continuing up Church St. At 30kph, it could easily take 3 light changes to make the right turn.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Court Town Close
Part of road	full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	41
I think the current speed limit on this road should be kept the same	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 25</i>	<ul style="list-style-type: none"> Streets are congested with parked cars after school. Two schools - Rise Up Academy and Sir Douglas Bader Intermediate. Reduced speed limit will be safer for children and public. It's for everyone's safety. Public park. For safety. Closed streets should be reduced to 30kph in this way residents or families and visitors know to drive safely. The area is also close and roads aren't as spacious. So it should require a safe speed limit. This street is a round street, so unless you are residence there you would probably use this road to short cut or do a ride around. It's pretty busy being near not only schools but 4 main fast-food restaurants and then near two of nz leading supermarkets. The roads are always busy. This will help to prevent accidents. Too many people are speeding on the roads in Māngere.
Driver behaviour is creating safety risks <i>Mentions: 8</i>	<ul style="list-style-type: none"> Too many speeding cars, it's not safe.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Courtenay Crescent
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	5

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 4</i>	<ul style="list-style-type: none"> Reduced speed limit will make this a safer environment - feels unsafe currently. It is a small narrow street in a heavy residential area so it is appropriate to reduce the speed limit
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Feel unsafe with cars speeding most of the time.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Curlew Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Donnell Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Will be safer for the community (at proposed lower speed limit).
Reduced speed limit is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Reducing speed by 30kph will create even more congestion than currently.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Fatafehi Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Short, dead-end street, speed limit is fine at current speed limit.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Haddon Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	19
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	2
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 15</i>	<ul style="list-style-type: none"> It's a school area. This street is mostly full of vehicles and residents who live around the area. Haddon Street is a short distance street if you are not a resident on this street then you would obviously use it to short cut to the other side. Having a safe and low risk speed limit will help develop a safe neighbourhood. Because it's getting harder to get out of the driveway when cars are speeding and turning into my street. It is now often dangerous to now pull out of our drive to get on the road due to high-speed cars are traveling down our street. Because everyone needs to slow down on this road at all times. High traffic area. It is the good gradual speed keeping the flow of traffic. Proposal is a safe speed to drive on this road.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Because it's getting harder to get out of the driveway when cars are speeding and turning into my street.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Hall Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	3
I think the current speed limit on this road should be kept the same	4

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> Seen lots of cars speeding here, and a lot of school children walking on this road. Too many blind spots to be safe at current speeds. Will be safer for the community (at proposed lower speed limit).
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> Road is wide enough to safely travel at current 50kph. Any slower than 50kph and drivers will avoid the road - safe at current limit.
Reduced speed is not good as it will increase journey times <i>Mentions: 2</i>	<ul style="list-style-type: none"> Keep traffic flowing - do not reduce speed limits. Any slower than 50kph and drivers will avoid the road - safe at current limit.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Seen lots of cars speeding here, and a lot of school children walking on this road.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Harriet Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	3

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> • There is a lot of multi-housing and a lot of cars parked on it, with many young families with young children. • Slower traffic speeds will be safer for pedestrians.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Small street but too many cars speed on this road.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Hutton Street
Part of road	between Luke Street and Princes Street

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	19
I think the current speed limit on this road should be kept the same	9
I think the speed limit should be lower than what is proposed	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 9</i>	<ul style="list-style-type: none"> • For the safety of everyone.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Speeding vehicles causing accidents is not the fault of the posted speed limit and lowering it will not change this - stop them speeding instead.
The reduced speed limit is unnecessary <i>Mentions: 5</i>	<ul style="list-style-type: none"> • No justification for changes to speed limit in this area. • Request justification for lowering limits here: this school; such a large area; the issues involved and how many of these apply during school time; how many deaths and injuries to school children by cars travelling under 40 or 50kph - cars travelling faster than this is not a fault of the current speed limit and will still go faster no matter what the limit. That's the problem that should be addressed - not further restrictions. • If this is a school related issue, why is it proposed to make it 24/7 when students are only on the street from say 8-9am and 3-4pm. • There are already speed bumps on this street which helps reduce speed and guarantees safety.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Speeding vehicles causing accidents is not the fault of the posted speed limit and lowering it will not change this - stop them speeding instead.



Why do you feel this way?	
Feedback Theme	Main points
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> Only have a reduced speed immediately before and after school - why make it 24/7 when students are only on the street from say 8-9am and 3-4pm.
Extend the reduced speed limit to cover more of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Extend proposed 30kph for the full length.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Kairanga Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	5
I think the speed limit should be lower than what is proposed	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 4</i>	<ul style="list-style-type: none"> Reduced speed limit will be safer due to the school on this road. Speed should be reduced to reduce cars in residential areas. Too many cars speed down this road.
Driver behaviour is creating safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> Cars often speed up and down Kairanga street exceeding 70/80kph. Too many cars speed down this road.
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> Should be even lower 40kph - due to the back gate to Kingsford Primary School. It's a tight residential street (should be slower than proposed).

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Luke Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	16
I think the current speed limit on this road should be kept the same	4
I think the speed limit should be lower than what is proposed	1
Other	4

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 11</i>	<ul style="list-style-type: none"> Is a rat-run route for many to avoid the Princes St lights, so can be busy at certain times of day and a lot of people speed. It's near a school zone. For the safety of everyone.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Luke St is always busy but is also residential: if speed limits increase, it will be dangerous, but if they reduce there will be serious traffic issues with flow-on effects. It already has a pedestrian crossing and a speed bump that slows traffic.
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> It already has a pedestrian crossing and a speed bump that slows traffic. This section of the road is quite a distance from the school. Current speed does not compromise student safety.
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> People speed on this street. People drive like crazy: please reduce the speed for the safety of the pedestrians.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> Without enforcement, it won't do anything to just put signs up.



Why do you feel this way?	
Feedback Theme	Main points
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> Speed limit change justified during usual school hours, but not 24/7 on all roads mentioned in Otahuhu.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Suggest, to accompany the proposed lower limit, some streetscape improvements with raised crossings etc to physically slow traffic, and enforcement of the new speed limit (or it won't be followed).
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> This street already has a pedestrian crossing and a speed bump - suggest a light to Atkinson Road.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Masters Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Residents with young children - will be safer at lower speed limit.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	May Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> This road is a no exit street so reducing the speed is the right thing to do.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Mayflower Close
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> This is a close street meaning a round street like a circle. Mostly residential so reducing the speed limit is efficient and safe.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Mikasa Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	19
I think the current speed limit on this road should be kept the same	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 4</i>	<ul style="list-style-type: none"> No need for high-speed limit. The new speed limit for Mikasa Road is right. Too many people are speeding on the roads in Māngere.
Driver behaviour is creating safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> Too many people are speeding on the roads in Māngere.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Morewood Lane
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Pate Crescent
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be lower than what is proposed	1

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Raglan Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	17
I think the current speed limit on the road should be kept the same	9
I think the speed limit should be lower than what is proposed	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 16</i>	<ul style="list-style-type: none"> • Currently too many speeding vehicles. • Reduced speeds will be safer as it's a very long street and can be busy at times (shops, laundromat, school, church etc). • One of the longest streets in Mangere, with lots of school children using the street. • Reduced speed limit will be safer for children and public. • Proposal is a good speed to travel on a busy street.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Drivers speeding and being unsafe will also ignore any lower speed limit if set. • Reduced speed limit will not stop people from speeding.
The reduced speed limit is unnecessary <i>Mentions: 6</i>	<ul style="list-style-type: none"> • Street works fine as current - have never noticed any problems. • Safe at current speed limit. • No need for changes.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> • This can cause traffic congestion.
Driver behaviour is creating safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Too many speeding vehicles, there are shops, school, churches, lots of children, and lots of pedestrians.

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Why do you feel this way?	
Feedback Theme	Main points
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Drivers speeding and being unsafe will also ignore any lower speed limit if set. If speeding cars are the cause of injury on Raglan or Winthrop, suggest speed humps instead.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

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Road name	Rehua Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Rod Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> No need for high-speed limit. Reduce speed limit as it is a no exit/dead end street.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Rosella Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	10
I think the current speed limit on this road should be kept the same	4
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 7</i>	<ul style="list-style-type: none"> Residential area with lots of children, and road unsuitable for high speeds. Narrow road with high number of visitors/employees parking for Middlemore Hospital. Many pedestrians, students from nearby De La Salle College. Trucks and trailers, and container trucks driving through to get to warehouse on Savill Road. Many students use this road during the week - it is not a long street but has curves, but people still don't slow down. Often cars drive too fast when passing cyclists in this area. Many people speed around the curves on Rosella - unsafe for pedestrians and children playing outside.
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> No justification for proposed changed beyond revenue collection. Vehicles are capable of stopping more effectively at speed, so lower speed limits not required. Parked vehicles are the issue, not the speed limit - existing traffic calming slows traffic here. The current speed limit is fine the way it is.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Reducing speed will cost businesses thousands of dollars in wages.
Driver behaviour is creating safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Many people speed around the curves on Rosella - unsafe for pedestrians and children playing outside.

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Why do you feel this way?	
Feedback Theme	Main points
Change the speed limit asap/sooner than planned <i>Mentions: 1</i>	<ul style="list-style-type: none"> The sooner the better, for the safety of everyone.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Recommend more speed bumps close to dairies/takeaways, as motorists tend to drive faster here and there are many pedestrians. Much more useful would be a no-parking rule on one side of the road at least near the last bend before Gray Ave. Those parking on-street and using shared (public) space for their own private parking upset the normal flow of all other road users. They also greatly endanger cyclists, who use Rosella to avoid Massey Rd and other main arteries. The parked cars are the problem, not speed.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Make one side of the road 'no parking' at least near the last bend before Gray Ave. Those parking on-street and using shared (public) space for their own private parking upset the normal flow of all other road users. They also greatly endanger cyclists, who use Rosella to avoid Massey Rd and other main arteries. The parked cars are the problem, not speed.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

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Road name	Shayla Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Stardon Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Thompson Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	3

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> The speed should be reduced because of its distance and location.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> Street is fine at current speed limit - people go through to park and it is a dead-end street and feels safe walking. Current speed is fine but suggest light at the intersection with Massey Road. This is a short, safe, dead-end street.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Suggest traffic light at the intersection with Massey Road as traffic is bad trying to get back to Massey Road by 3pm (instead of reducing the speed limit).
Concerns with the public engagement, and/or that AT won't listen to feedback <i>Mentions: 1</i>	<ul style="list-style-type: none"> Survey should have gone directly to the residents on this street.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Tiari Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	6
I think the current speed limit on this road should be kept the same	1
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 5</i>	<ul style="list-style-type: none"> School kids and church use this street a lot but it's not too busy - lowered speed limits will protect our community. Very suburban area with many children, who deserve a safe place to walk and cycle. Very populated place especially it being near main roads and community places/schools. Is it right to change the speed limit. This street is a very short street.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> This is a short, dead-end street, with only residents on this road. A lot of children walking and using the park - residential areas should all be 20kph.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Tilberg Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	3
I think the speed limit should be lower than what is proposed	2

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> One side is residential, and the other side is owned by the Mormon Church - is a short and safe street - other streets need lower speed limits (but not this one). Short and safe residential street, no issues here, no need to change speed limit.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Many people speeding currently, there should be a lower speed limit (lower than proposed) and speed cameras, to protect pedestrians going to church.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> Should have cameras on this street to stop/catch people speeding.
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> Residents with young children - suggest even lower speed limit. Recommend even lower speed limit - church is on this street and many people go in groups and people are still speeding.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Winthrop Way
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	3
I think the current speed limit on this road should be kept the same	5
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 4</i>	<ul style="list-style-type: none"> Lower speed limit will be safer for children and pedestrians. This is good for the residents and vehicles who pass by. It is a busy bypass to use from Henwood to Raglan St. It is the most used road.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Drivers speeding and being unsafe will also ignore any lower speed limit if set.
The reduced speed limit is unnecessary <i>Mentions: 5</i>	<ul style="list-style-type: none"> No issues with current speed limit.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Too many vehicles speed down here on daily basis.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Suggest traffic calming - Drivers speeding and being unsafe will also ignore any lower speed limit if set. If speeding cars are the cause of injury on Raglan or Winthrop, suggest speed humps instead.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Part C – Feedback on roads within the local board area NOT proposed for speed limit changes

Some respondents also identified roads that they thought needed changes, which were not proposed for speed limit reductions. Please note:

- To prevent having lots of themes that were only mentioned once or twice we grouped suggestions into suburbs and used the 'main points' for the themes to identify the roads being mentioned.
- Some suburbs are situated within more than one local board area, as such there may be some roads in this section which are not relevant to the Māngere-Ōtāhuhu Local Board area. It saved a significant amount of time reporting in this way.

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Suburb	Favona
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Favona Rd - Lower speed limit from 60kph to 50kph: is now a very built-up area with new warehouses and can be difficult for trucks to turn in and out of properties, and dangerous for cyclists. It is also very hard to cross this road in many places.

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Suburb	Māngere
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Bader Dr - Lower speed limit: Large college on this road, and will be significant housing increase, meaning more children in the area. Road is a thoroughfare with cars speeding, and no traffic calming.

Suburb	Māngere East
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 7</i>	<ul style="list-style-type: none"> Henwood Rd needs a lower speed limit (30kph), and traffic humps. George St, John St, Walter St, Lavinia Cres, Geoffrey Pl: suggest speed reduction to 30kph. Skipton St: suggest speed limit reduction to 30kph - while it does have speed humps, people still fly through from Henwood (which has no traffic calming). Graeme Ave, Earlsworth Rd and Hain Ave - Lower vehicle speeds: This area is regularly the choice for police chases and speeding cars and motorbikes. In addition, the blind corner at this T-intersection is dangerous with drivers unsure who gives way, that it is actually a give-way, and you can't see oncoming traffic turning right from Hain Ave on to Graeme Ave. Gray Ave: De La Salle on this road with lots of students so the speed limit should be reduced. Gray Ave - Install traffic calming: De La Salle on this road, suggest speed bumps. Tennessee Ave - Lower speed limit: Consistently used as a race track with excessive vehicle speeds - has been numerous accidents. * Wickman Way - Lower vehicle speeds: Too many cars speeding around the corner.
Other physical improvements suggested <i>Mentions: 3</i>	<ul style="list-style-type: none"> Massey Rd: suggest possibly closing 2 or all 3 off at Massey Road entrance to stop rat race motorway traffic, creating fast traffic, or creating gridlock through our small residential streets. Earlsworth Drive: Changing the speed limit on Earlsworth Road and near this intersection won't help (drivers speeding over existing limit will speed over a lower one). Suggest moving the Give Way sign to drivers coming from Graeme Ave instead of where is currently is (i.e. on Hain Ave). Drivers from Earlsworth Rd could possibly also be given a Give Way sign to help reduce speeding. Graeme Ave, Earlsworth Rd, Hain Ave: Suggest lowered speed, clarify priority at intersection, and speed bumps or an island or roundabout at the intersection: many vehicles speeding, and the blind corner at this T-intersection is dangerous - drivers are unsure who gives way, there are visibility issues of oncoming traffic turning right from Hain Ave on to Graeme Ave. Make it safer for children and pedestrians to cross at this intersection with roundabout/ islands/ traffic calming (many pedestrians due to school and train).

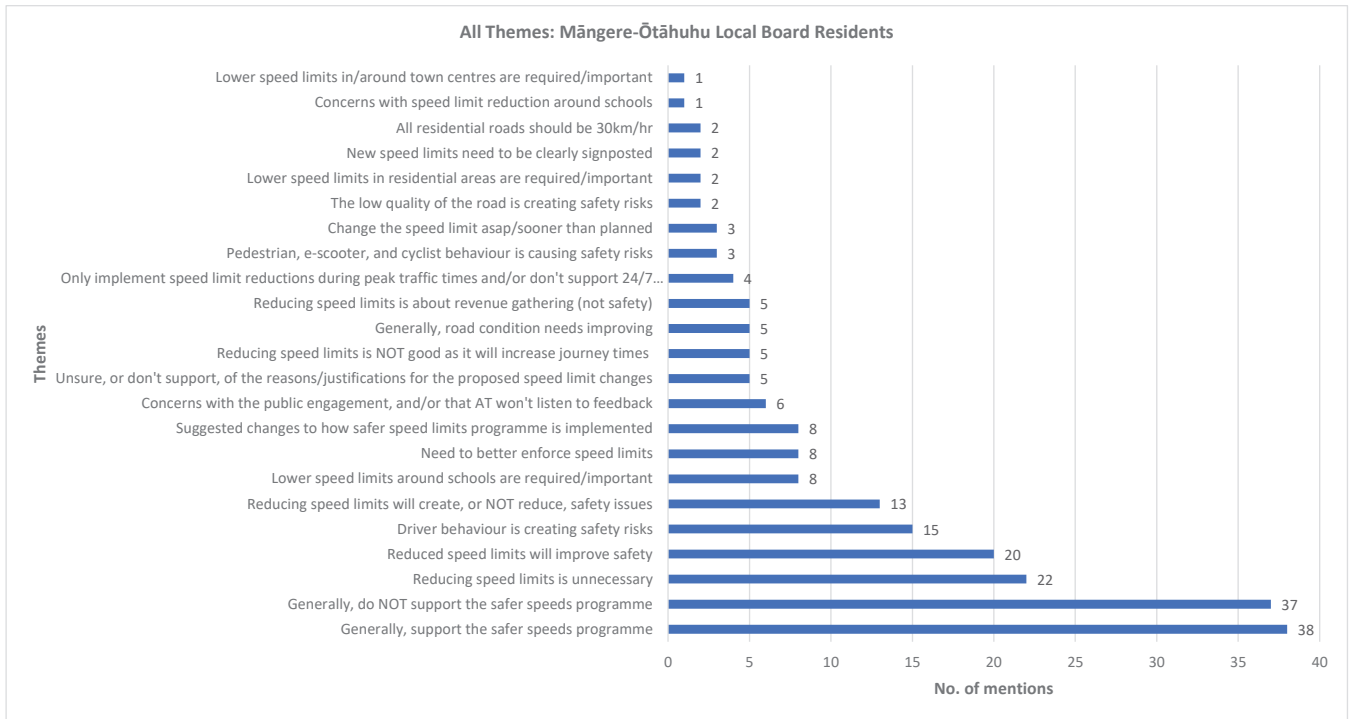
Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 4</i>	<ul style="list-style-type: none"> Mangere Rd, Golf Ave - Lower vehicle speeds and change road design: Most dangerous roads, two major schools - end of Mangere Rd towards hospital needs to go back to single lane each way as there are alternative routes (like Kaka St, Savil Dr) for heavy vehicles. Vast amount of housing being built, but no car parks, forcing people (many families with young children) onto public transport, but roads are unsafe, with bad footpaths and vehicle speeds in excess of 65kph. Mangere Rd - lower speed limit to 40kph: two schools and history of incidents - needs lower limit and wider footpaths. "AT proposes to reduce the speed on roads near schools to keep everyone, especially school kids, safe", then the speed limits near St Joseph's School/McCauley High School and Fairburn School should also be reduced, now, even if additional engineering is required. Other streets need speed limit reduced to 30kph: High St (between Hutton St and Great South Rd); Fairburn Rd (entire street); Pukeora Rd (entire street); Ronaki Rd (entire street).
Other suggested physical improvements <i>Mentions: 3</i>	<ul style="list-style-type: none"> * Mangere Rd - install wider footpaths two schools and history of incidents - should be 40kph and wider footpaths. * Golf Ave - new pedestrian crossing and heavy vehicle deterrents: currently dangerous for school children, as heavy vehicles drive fast and the one crossing at the intersection is causing issues (impatient jaywalking children). * Princes St and Atkinson Ave: Need more safety solutions during school hours. * Station Rd: Concerns with cars driving on footpath and cycleway. Signage for parking on footpath does not stop people.

Part D – General themes from people who live within the local board area

The feedback form also provided the opportunity for respondents to provide general comments on the Safe Speed Programme. Most this feedback was general in nature and could not be attributed to a particular road.

This general feedback has been sorted into themes, and similar themes have been grouped together in topic areas. The feedback themes from respondents that said they live within the Māngere-Ōtāhuhu Local Board area are outlined below. The "*Mentions: number*" in the table below indicates the number of times the theme was mentioned by people from the Māngere-Ōtāhuhu Local Board area.

Please note: It is possible that some points listed in the themes below do not apply to this local board area, as we could only filter by area, not themes.



Overall sentiment towards the Safer Speeds Programme

Feedback Theme	Main points
<p>Generally, support the safer speeds programme <i>Mentions: 38</i></p>	<ul style="list-style-type: none"> • Support reduced speed limits as they will reduce crashes. • Making streets safer for pedestrians and cyclists can only be a good thing. • Support changes in high incident areas. • Support for speed limit changes around schools. • Support for speed limit changes around schools but only during school hours not 24/7. • Support for changes in inner city suburbs. • Believe other roads should also have a speed reduction. • Support speed reductions but don't agree with proposed speeds: <ul style="list-style-type: none"> ○ There should be less speed levels e.g. 30km/h residential, 60km/h rural and 80km/h motorway. ○ Support speed limit reduction to 40km/h not 30km/h. ○ 100km/h to 40km/h is too large of a change. • Support speed limit changes but they should be targeted to the road and researched.
<p>Generally, do NOT support the safer speeds programme <i>Mentions: 37</i></p>	<ul style="list-style-type: none"> • Don't think speed is the issue, road maintenance is. • Don't think speed is the issue, poor driving is. • Don't think speed is the issue, poor enforcement is. • Drivers who decide to speed now will speed anyway. • Will make traffic congestion worse. • Previous programme to lower speed has not had an effect on accidents or deaths. • Current 30km/h hour speed limits are not working and will not work. • Speed limits below 40km/h are unrealistic. • Think speed limits should be raised. • Cars cannot travel faster than the speed limit in Metro Auckland anyway. • Do not support speed reductions on entire roads, rather just the stretch affected by accidents. • Do not support speed limit reductions, except around schools.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Don't support reducing speed on rural roads. • Programme with various speeds will cause confusion and people will be fined. • Put roads already lowered back to 100km/h, it causes dangerous driving with passing. • Franklin community said don't change it. • Thinks programme is pointless. • Thinks programme is a guise to force people out of using private cars.

General comments and suggestions about the Safer Speeds Programme and road safety

Feedback Theme	Main points
<p>Unsure, or don't support, of the reasons/justifications for the proposed speed limit changes Mentions: 5</p>	<ul style="list-style-type: none"> • Need to show why they justify the speed limit reductions. • AT need to show how many fatal crashes on the roads proposed justify the speed limit changes. • AT need to show the number of fatal crashes on Queen Street, Quay Street, Tangihua Street, and Anzac Avenue. • Show how many crashes were caused by speed and not due to other factors. • Franklin roads do not have the accident statistics that are being claimed, would like to see the actual statistics. • Using reports of accidents to make decisions is flawed as not all accidents are reported. • Accidents caused by texting and alcohol should not impact speed decisions. • Using speed around school to justify these changes is wrong as there are already speed limits around schools and most of the proposed changes are not near schools. • Seems driven by ideology not practicality. <ul style="list-style-type: none"> ○ Proposed changes are unrealistic. ○ Model is flawed/decision is based on incomplete or incorrect data. • People are capable of driving to the conditions. • Congestions means speed self-limits where necessary. • Speed limit reductions are a guise to force people out of using private cars. • The increase in injuries is probably in correlation to Auckland's growth. • Reducing rural roads to 80km/h is an attempt to ensure roads last longer, not for safety. • Proposal is based not on reducing speed reducing harm, but on cost being a limiting factor in providing safe roads. • These changes are being made to hide how bad AT has made Auckland's traffic congestion. • What are the reasons for these changes? • The roads mentioned for speed changes are inconsistent. • Too many roads have been selected.
<p>Reducing speed limits is unnecessary Mentions: 22</p>	<ul style="list-style-type: none"> • There is no need to lower speed limits/existing speed limits are safe. <ul style="list-style-type: none"> ○ Roads are safe for the current speed limits (flat, straight, visibility is good, very few hazards on the side of the road, no side roads).

Feedback Theme	Main points
	<ul style="list-style-type: none"> o Suggested roads already have speed calming measures (speed bumps, chicanes). • Proposed speed limits are slower than necessary. <ul style="list-style-type: none"> o 50km/h is a safe speed limit, no need to reduce below that. o 30km/h speed limits are ridiculous / too slow / unnecessary. • Speed limit reviews are a waste of time and money. • Many roads require maintenance/upgrading to improve safety, not speed limit reductions. • Due to congestion people already travel around the city at less than 50km/h. • Auckland speed limits are much lower than other parts of New Zealand. • Many of the proposed speed limit reductions don't make sense. • Enough roads have had speed lowered already. • Vehicles do not speed on this road(s). • There have been no, or very few, crashes on this road(s). • Cars are safer than ever. • Vehicles are of better quality now and can travel at faster speeds safely. • Of the 206 rural roads in Franklin only 33 are high risk (serious injury or death), it unnecessary to reduce speeds on many of these roads. • There are no proposed developments in this area that would make this road significantly busier. • The justification that this limit should be reduced to be in keeping with surrounding roads isn't a satisfactory justification. • There is already a variable speed limit for the dangerous part of the road. • Road will still be unsafe for walking at the reduced speed limit. • The changes are being made to slow journeys to get people to ride bikes. • Just use LSZ signs.
Reducing speed limits will create, or NOT reduce, safety issues <i>Mentions: 13</i>	<ul style="list-style-type: none"> • AT's speed limit reductions have so far caused increased crashes and deaths. • Reduced speed limits have increased incidences of dangerous driving. • Reduced speed limits have increased accidents. • There is no evidence that reducing speeds will reduce deaths, in fact, the opposite has occurred. Following a non-relevant Scottish example is senseless. • Reinstate the speed limits that were recently reduced by AT.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Driver behaviour is the problem, not the speed limits. • People who speed will still speed. • Lower speed limits (and slow drivers) create driver frustration and dangerous behaviour, such as risky overtaking. • Any motorist obeying a 50kmph limit who crashes and causes a fatality or serious injury is either elderly, pathetic, or on drugs/intoxicated. 30kmph speed limit won't change the cause of the accident. • Reduced speed limits will not reduce crashes in South Auckland, most people do not obey the current speed limits. • Reduced speed limit (to 30) will cause constant watching of speedometer instead of watching the road. • Slow traffic encourages phones use. • Variable speeds along same stretch of road causes driver distraction. • Need to also change the design speed of the road, or changes will be ineffective. • Proposal is about politicians being seen to do something, rather than actually improving safety. • AT need to research and focus on changes that will actually improve safety. • Why is AT not doing cost benefit analysis to justify these proposals? • AT need to do a full economic analysis of the impacts of reducing speed limits, such as time wasted, increased travel times for buses/delivery vehicles/taxis etc. • I work for insurance and monitor claims. 98% of our crash report claims are due to poor driver behaviour. 85% of faults causing death and serious injury are elderly. What is your strategy doing about the real cause for these areas?
Reduced speed limits will improve safety <i>Mentions: 20</i>	<ul style="list-style-type: none"> • Lower speed limits will make people less likely to crash. • Lower speed limits improve pedestrian safety. • Lower speed limits will make our streets safer for children, elderly, and those with mobility issues. • Limiting speed will make cycling safer. • Lower speed limits in areas with speed related incidents. • Lowering speed limit is the only option on some roads that cannot be improved in other ways. • Road conditions are not suitable for the current speed limits, lowering them will improve safety.
Reducing speed limits is NOT good as it will increase journey times <i>Mentions: 5</i>	<ul style="list-style-type: none"> • Reducing speed limits will increase journey times. • Reduced speed limits increases pollution. • Reduced speed will impact traffic flow.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Reduced speed will increase congestion. • Reduced speed limits will increase journey times for emergency services - they cannot exceed 30km/h over the limit. • Reduced driving speeds is increasing journey times from Pukekohe to Auckland. • Driving around rural roads in Franklin will take too long at lower speeds. • Slower speeds, slows the economy. • Longer journey times mean increased risk of accidents. • Increased journey times will create risky, impatient drivers. • Reduced speed limits will negatively affect the public transport network. • Want to be compensated for wasted time. • Want to be compensated for wasted fuel.
Reducing speed limits is about revenue gathering (not safety) <i>Mentions: 5</i>	<ul style="list-style-type: none"> • Reducing speed limits is about revenue gathering. • Manurewa is being unfairly targeted to be fined and generate income. • South Auckland, and therefore Māori and Pacific communities, are being unfairly targeted. • Reduced speeds will lead to more petrol consumption and therefore are purely profit generation.
New speed limits need to be clearly signposted <i>Mentions: 2</i>	<ul style="list-style-type: none"> • New speed limits need to be clearly signposted. • New speed limits should be painted on the road as well as signposted.
Need to better enforce speed limits <i>Mentions: 8</i>	<ul style="list-style-type: none"> • Proposed changes will have minimal impact if not enforced. • General concerns about how speed limits will be enforced. • Better police roads with 50km/h speed limits. • Need more traffic cops. • Install speed cameras around schools. • Need more speed cameras can increase safety. • Need more random license and WOF checks. • Ensure courts enforce the law. • Need stronger penalties for breaking the road rules (one submitter suggested vehicles seized and if a repeat offender, crushed). • Need harsher penalties for those that speed past schools.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Make those caught speeding attend a course. • Need to police those driving too slow. • Great South Road between Drury and Papakura is never policed.
Driver behaviour is creating safety risks <i>Mentions: 15</i>	<ul style="list-style-type: none"> • Improve driver education to reduce crashes. • Drivers that should not have been given licenses is the issue. • Driver education should focus on more than speed, e.g. how to identify when it is safe to pull out, how to accelerate up to speed of other traffic. • Drivers should have to do a practical test every 10 years when they renew their licenses. • Better driver training/refresher courses. Use a hydraulic synaptic feedback chair to learn better risk assessment and understanding of poor driving decisions. • Require driver refresher courses that provide driver trainer in a hydraulic synaptic feedback chair. • Dangerous drivers are ruining it for the majority who drive within the current limits. • Driver education for teenagers in rural areas is required. • Bus drivers need more training as they create a risk. • Good driving should be rewarded to encourage better drivers. • Not fair to reduce speed limits and punish the vast majority of drivers who drive safely, for the minority that drive dangerously (who will drive dangerously anyway). • Drivers using mobile phones is causing crashes. • Cars that are poorly maintained or in poor condition are the cause of crashes, more than speed. • People are regularly running red lights which is dangerous. Install more red-light cameras. • Slow speed limits (and slow drivers) cause driver frustration and dangerous driving, such as risky overtaking. • Reduced speed limits have increased incidences of dangerous driving. • Removing passing lanes is resulting in risky overtaking. • Unless there is frequent signage drivers won't know what speed to go and will be distracted looking for signs. • Any motorist obeying a 50kmph limit who crashes and causes a fatality or serious injury is either elderly, pathic, or on drugs/intoxicated. 30kmph won't change the cause. • I work for insurance and monitor claims. 98% of our crash report claims are due to poor driver behaviour. 85% of faults causing death and serious injury are elderly. What is your strategy doing about the real cause for these areas?

Feedback Theme	Main points
<p>Pedestrian, e-scooter, and cyclist behaviour is causing safety risks</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • Improve pedestrian education/road safety. • Children need to be taught road safety. • Pedestrians are distracted on their phones. • Pedestrians should be made responsible for their own actions. • Speed limits are fine; money would be better spent on teaching pedestrians/children to cross the road safely. • Children around schools running out on the road are unsafe. • Speed limits are fine, cyclists making risky decisions is the safety issue. • Cyclists should have registration numbers, some are dangerous. • Cyclists should be legally required to use cycle lanes where available and ride single file. • E-scooters on the road are a safety issue.
<p>The low quality of the road is creating safety risks</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Roads are dangerous due to lack of road maintenance. • Improve road quality with more crossings, stop signs, give ways etc. • Improve road signage and markings. • Various maintenance issues of concern, such as potholes, uneven surfaces, road slope, road surface, narrow roads, and subsidence. • Poor repairs and maintenance work that don't last or are in poor/uneven condition from the time of the repair are a problem. • More and more development is being permitted without improving road quality • Lack of passing zones encourages dangerous overtaking. • On street parking is causing safety issues - obscures vision on residential streets, and on major roads parked cars reduce lane widths leading to congestion.
<p>Generally, road condition needs improving</p> <p><i>Mentions: 5</i></p>	<ul style="list-style-type: none"> • Need to improve road maintenance and design. • Improving road condition/maintenance is more important than reducing speed limits. • Proposed speed limit reductions are to avoid necessary road maintenance. • Infrastructure suggestions to make the roads safer. <ul style="list-style-type: none"> ○ Speed tables. ○ Better quality maintenance. ○ Improve road signage, road markings, and lighting. ○ Speed limits should be painted on roads at regular intervals.

Feedback Theme	Main points
	<ul style="list-style-type: none"> ○ Need to make roads flow better. ○ Road calming suggestions. ○ More pedestrian crossings. • Improve road signage, road markings and lighting. • Need to make roads flow better. • Poor repairs and maintenance work that don't last or are in poor/uneven condition from the time of the repair are a problem. • Poor road condition is causing regular damage to vehicles. • Need to improve motorways and invest more time in them. • More and more development is being permitted without improving road quality.
<p>Change the speed limit asap/sooner than planned</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • Implement speed limit reductions sooner. • Trial temporary speed limit reductions until new limits come into effect. • AT should take a bolder approach, introduce wider speed zones at a faster pace.
<p>Suggested changes to how safer speed limits programme is implemented</p> <p><i>Mentions: 8</i></p>	<ul style="list-style-type: none"> • Define a low-speed limit across the area (e.g. 30 km/h in urban areas and 60 km/h in rural areas and 80 km/h on motorways) and only allow roads to be faster by exception. • Consider 10km/h speed reduction rather than 20km/h. • Rural roads should be 80km/h maximum. • 30km/h is too slow, should only consider implementing 40km/h limits. • Having 10km/hr speed increments is confusing. Stick with just odd numbers (i.e. 10, 30, 50, 70, 90, 110km/h). • Straight, long stretches of road should be 60km/h. • All South Auckland roads should be 50km/h. • In areas that have various speeds, stick with just 30km/h and 50km/h. • Reduce speed limits on all urban roads to reduce confusion. • The idea that speed limits should follow from design speeds is completely backwards. Lower the limit now and then design the street around that whenever it next comes to be rebuilt. • Ensure roads are designed/changed to reflect the speed limit for the road, so that people naturally travel the speed limit and feel uncomfortable travelling faster e.g. narrower roads, trees on alternating sides of the road, plant trees between the road and the footpath. • Low-cost, tactical changes need to be rolled out to support the reduced speed limits. • In urban/residential areas reduced speed areas ought to take the form of low traffic neighbourhoods.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Do not create traffic calming that is unsuitable for small vehicles. • Speed limits should be implemented with road calming measures. • Speed limits should be implemented with extra driver education. • Do not support speed reductions on entire roads, rather just the stretch affected by crashes. • AT should be proactively monitoring and reviewing all roads for speed limit changes. • On dangerous stretches of road, yellow speed warning signs (like on state highways, where a suggested speed for hazardous corners is used) is a better measure to take. Encourage drivers to adjust to the conditions rather than set a speed target.

Times of days and locations where speed limit reductions are NOT supported

Feedback Theme	Main points
<p>Only implement speed limit reductions during peak traffic times and/or don't support 24/7 implementation</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • Do not support 24/7 implementation of speed limits. • Only implement during peak traffic times. • Only implement during school hours, school pick-up and drop-off times, and/or during school terms. • Speed reductions should only be between 8am and 7pm. • Speed reductions should only be between 8am and 4pm. • Reducing speeds all day for a problem that only exists for a short period of time each day doesn't make sense. • Reducing speeds for 24 hours is impractical and impossible to police. • Speed limit signage around schools should be electronic so limits can be changed when necessary (increased in evenings and weekends).
<p>Concerns with speed limit reduction around schools</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Schools are already speed limit zones, why add extra. • Limit should be 40km/h. • Should not be 24/7, and should be notified by illuminated, variable signs. • Different schools have different start times, so speed limits should be tailored to those times. • School zones should have more monitoring at peak times, not speed limit reductions. • Too many side roads around schools are included in low-speed limit. • Should only be 30km/h for a distance of 400m from each school. • Speed limits should be around primary schools only. • Only apply 30km/h speed limits to on schools that are not on main arterial roads. • It is not speed around schools that is the problem, it is parents dropping off and picking up dangerously, and buses. • People ignore low speed zones around schools anyway. • Is there a strategy to address school related traffic volume? • Council should not approve situating schools and ECE's on main routes.

General locations where speed limit reductions are supported

Feedback Theme	Main points
<p>Lower speed limits around schools are required/important</p> <p><i>Mentions: 8</i></p>	<ul style="list-style-type: none"> All schools should be included. Makes it safer for children going to/from school. Change speed limit around schools 40km/h. Speed limits around schools need to be standard, not 40kph at some and 30kph at others. Reduced speed limits should be restricted to school zones. Leave other roads 50km. Don't support the speed reductions, except around schools. There should be traffic calming measures and safety improvements (pedestrian islands) as well as lower speed limits. All schools should have flashing 30kmh signs at their boundary.
<p>Lower speed limits in residential areas are required/important</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> All residential roads should be 30km/h. Lower speed limit is important, but it should be 35km/h or 40km/h. High density town roads should be 40km/h maximum. In a cul-de-sac or tight, narrow residential road, the limit should be lower than 30km/h. All minor side streets should be 30km/h. Need lower speed limits around parks, where children play. Residential roads have more potential for conflict (people turning out of driveways, pedestrians crossing the road, parked cars) and often have worse visibility. Modern cars are large and dangerous, lower speed limits in suburban roads would be safer for pedestrians.
<p>All residential roads should be 30km/hr</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> All residential roads should be 30km/h. Will enable vehicles and bikes to share the road. Should be supported by physical measures to reduce speeds.
<p>Lower speed limits in/around town centres are required/important</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> Town centres are high pedestrian areas so should have lower speed limits. Agree with speed reductions but speed limits should be 40km/h. The city should be 30km/h everywhere, with wider footpaths and narrower streets to encourage slow speeds.

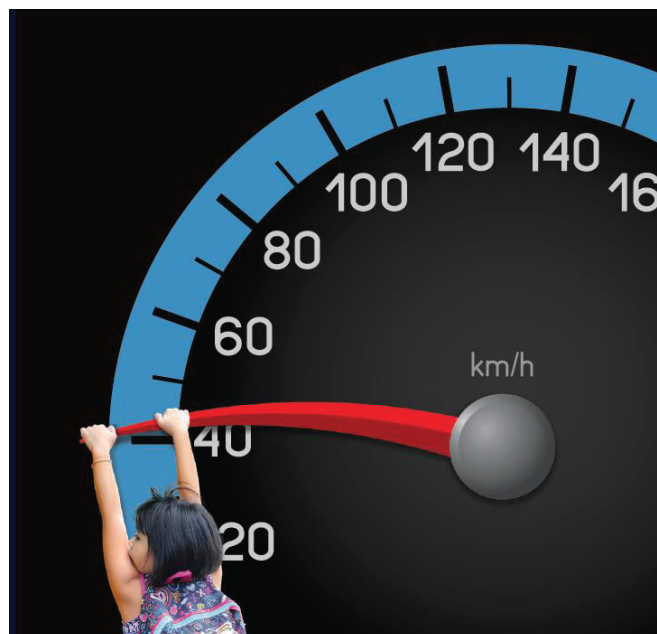
Other comments and concerns

Feedback Theme	Main points
<p>Concerns with the public engagement, and/or that AT won't listen to feedback</p> <p><i>Mentions: 6</i></p>	<ul style="list-style-type: none"> AT will not listen to public feedback. AT did not listen to feedback regarding last speed limit review in Franklin, it is now more dangerous. AT needs to communicate their responses to feedback better. There is very limited opportunity to provide feedback. The outcomes have already been decided as you state, "no change is not an option". AT only listens to vocal minority groups. Sick of the government deciding things without consulting the ratepayers. AT never propose increased speed limits. AT need to release statistics to show proof of speed limit reduction requirements on each road. Consultation website was poorly designed and difficult to navigate, meaning that an informed assessment cannot be made. Concerns the map in the brochure drop is deceptive - the dots are incorrectly placed. Had technical issues with the online survey and/or interactive map tool. Concerns the leaflet is propaganda and doesn't contain accurate statistics. Concern that there is a discrepancy between the online information when giving feedback and the leaflet drop:- D'Oyly Drive included in the leaflet but not the online 'Have your say'. Stop using Facebook groups for feedback. Need an option for people to be added to the mailing list once feedback is gathered that doesn't require giving feedback. Future proposals should be posted on local community boards. AT should communicate directly with locals and drive the roads to better understand the problems.
<p>Other comments</p>	<ul style="list-style-type: none"> People parking in unsuitable places causes congestion and is unsafe. Slows down emergency response vehicles who are only allowed to travel 20km/h above limit. Rules around the use of E-scooters and bikes need to be formalised. e.g. giving way, signalling, where to ride, interactions with pedestrians. Speed reductions of 50% or more will not be tolerated by the community. Bicycles and buses now have more road than cars.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Once implemented, will there be a grace period to allow motorists to adjust to new limits? • Road and street section selection is confusing - some cul de sacs around Great North Road (Avondale) are 30km/h but not all. • Accidents around Mt Eden, Truro Road, caused not by speed but by poor traffic management on game days. • Bus drivers need bus monitors to assist with managing order on school buses as the drivers are distracted and this is a safety issue. • Speed limits around Marae should be reduced. • Stop people parking their cars on Galaxy Drive. • Should be using digital speed signs. • Too many speed bumps are bad for the environment (braking and acceleration around speed bumps consume more fuel). • Road 'calming' measures are not fair/appropriate. • Proposed changes seem to unfairly target South Auckland • Need to better synchronise traffic lights through Auckland. • Need strict legislation around liability for cyclists and motorists causing accidents. • Consider introducing parking restrictions in busy / bottleneck areas to ease congestion and safety issues. • Ensure there is space for Loading Zones and School Drop Off Zones in busy areas, such as school zones. • Doesn't agree with the use of Te Reo Māori in the brochure. • Speed bumps in some suburbs have pushed the speeding problem into other suburbs (like Manurewa). • Electric vehicles need to make more noise so pedestrians can hear them. • Bus parking is an issue in the city. They do not indicate when they're pulling out. • Install more traffic lights at intersection of main roads/side streets to make it safer to turn right.



Safer Speeds Programme
Public feedback on proposed speed limit changes October/November 2021
Feedback related to Manurewa Local Board area



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November 2021 – Safer Speeds Programme – Report on feedback by local board area
Independently prepared by Viewpoints NZ



Part A – Number of submitters from within the local board area

During October and November 2021, 190 people from within the Manurewa Local Board area submitted on the Safer Speeds Programme - proposed speed limit changes.



Part B – Feedback on roads within the local board area proposed for speed limit changes

In the first part of the feedback form, respondents were asked what they thought of the proposed speed limit changes for each road. Specifically they were asked:

- What do you think of the proposed speed limit change for this road? (*tick-box answers*)
- Why do you feel this way? (*open-ended answers*)

This section outlines:

- The sentiment expressed by respondents towards the proposed speed limit changes for each road within the Manurewa Local Board area ('What do you think of the proposed speed limit change for this road?')
- A summary of the open-ended feedback received for each road within the Manurewa Local Board area ('Why do you feel this way?').



Road name	Aarts Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> • There is a primary school and kindergarten on this road, and it bends. • Agree with proposed speed limit for safety.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Aberdeen Crescent
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	2

Why do you feel this way?	
Feedback Theme	Main points
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> The issue is people speeding recklessly at night, not law-abiding citizens.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Addington Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Aden Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Ainsdale Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Allerton Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Antalya Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> There's a lot of industrial businesses on this road with a lot of truck movements, so it would be safer for everyone. <p><i>Please note that this comment would usually be themed under 'Reduced speed limit will be safer', but given the respondent selected the tick box option that they wanted to keep the speed limit the same, this theme would conflict with their sentiment towards the proposal. As such it has been recorded as 'other comments'.</i></p>

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Arbor Close
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Arnwood street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Awakino Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Beddington Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Beeston Crescent
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Speed bumps already ensure you can't drive fast on this road.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Belfry Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Bellshill Close
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Benmore Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Benton Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Bettina Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Blantyre Court
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Brechin Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Brent Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Brentford Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Burbank Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	10
I think the current speed limit on this road should be kept the same	4

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 11</i>	<ul style="list-style-type: none"> * These roads are closer to the school, so a lower limit will be safer for children crossing, as well as other people. * I have personally experienced cars speeding and crashing into our gate, so I feel our children are at risk daily if nothing is changed. * For safety. * Safest speed for everyone. * The current speed and speed bumps don't even slow the cars down - one speed bump in right in front of our house, and most of the time we hear a loud bang from cars just speeding over it. Reducing the speed will hopefully show them down. * The current speed does not slow the drivers down - the speed bump in front of our house doesn't even do the trick most of the time either.
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> * Seems to be no reason to change the speed limit. * Plenty of speed bumps already to slow traffic. * It is fine the way it is.
Driver behaviour is causing safety risks <i>Mentions: 3</i>	<ul style="list-style-type: none"> * Cars speed and crash into gates, and children are at risk if this is not changed. * The current speed does not slow the drivers down - the speed bump doesn't slow them down either, they just speed over it.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Burlington Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Burndale Terrace
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Will improve safety.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Carbery Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Carter Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Clendon Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	26
I think the current speed limit on this road should be kept the same	3

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 26</i>	<ul style="list-style-type: none"> • Submitter's father was killed on the corner of Weymouth and Clendon PI in 2021. • For safety of children and public. • Lower speed limits is better to avoid car accidents. • For safety. • For the safety of the pedestrians especially the school kids walking home.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> • The speed limit should stay the same as current, for safety.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Mostly because there are a lot of people and young families living in this area and sometimes people speed. If everyone drove to the speed limit it would be fine, but I think bringing it down a notch would be helpful.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Crampton Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Creda Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Dagenham Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Many children walking in the area - lower limit will encourage safer driving for child safety.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> It's fine how it is, there is crossing and speed bumps there for safety.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Dalmahoy Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Disley Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Dorendia Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Dreadon Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Elie Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Elmwood Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Ewbank Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Fairlight Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Feasegate Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Even though there's already speed bump, drivers don't usually slow down.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Fellbrook Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	3
I think the current speed limit on this road should be kept the same	3

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> Will improve safety.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> Current speed limit is OK here. It is a short road with existing speed humps (no need to change limit).

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Frobisher Way
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> By lowering the limit you cannot guarantee this will be effective. However, the addition of speed bumps are a necessity on this street as driver consistently hit above the current speed limit. I have lived on this street since I was 10 years old. I am now 25 and the risk without speed bumps is high. There are many children and elderly who walk up and down every day. So please add speed bumps to help reduce the risk.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Add speed humps to guarantee lower speed limits will be followed.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Funnell Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Gainsborough Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> 40kph would be enough - current speed is OK.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> 40kph would be enough - current speed is OK.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Garth Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Girvan Terrace
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Glennis Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Hadley Wood Drive
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	1
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Lots of children crossing and pick up/drop offs near day care.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Road has wide berth, good visibility. 50kph is more than adequate.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> There should be a crossing on Hadley Wood Dr near the day care before a school child gets hurt.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Harrow Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Healy Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Helms Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Heybridge Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> 40kph would be enough - current speed is OK.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> 40kph would be enough - current speed is OK.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Hobman Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Hoturoa Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Hywell Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Long overdue: children play on the street, and motorists speed and cut the corner towards Swallow Dr.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Long overdue: children play on the street, and motorists speed and cut the corner towards Swallow Dr.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> The new speed limits will need to be properly policed.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Iris Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Iwinuku Crescent
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	John Walker Drive
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	3
I think the current speed limit on this road should be kept the same	3

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> • There's a park and a school, so it's high traffic area for primary aged school kids. • The cars drive really recklessly on this road and no care after school they just zoom off. Very dangerous seen many near misses involving other vehicles and children. • Cars are very dangerous on this road and need it for the safety of the children.
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> • The bumps are already in most of the streets anyway so it's slow enough.
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> • The cars drive really recklessly on this road and no care after school they just zoom off. Very dangerous seen many near misses involving other vehicles and children. • Cars are very dangerous on this road and need it for the safety of the children.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Kay Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Kern Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Kirkaldy Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Landette Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Maida Vale
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> It is a small street that doesn't have any problems.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Malmo Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	6

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 6</i>	<ul style="list-style-type: none"> Dead-end street, so many kids playing on their bikes and in the street sometimes, and some residents speed.
Driver behaviour is causing safety risks <i>Mentions: 6</i>	<ul style="list-style-type: none"> Dead-end street, so many kids playing on their bikes and in the street sometimes, and some residents speed.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Manene Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	McKean Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	15
I think the current speed limit on this road should be kept the same	1
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 15</i>	<ul style="list-style-type: none"> Safety for children and families. Safety. Safety of school children. I want to feel safe going to/from school.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> There are already speed bumps down these roads this is nothing more than revenue collecting.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Because 30kph is too slow and would cause traffic.
Speed limit reductions are about revenue gathering (not safety) <i>Mentions: 1</i>	<ul style="list-style-type: none"> There are already speed bumps down these roads this is nothing more than revenue collecting
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> We will need a grace period to adjust to these new speeds instead of tickets right away.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	McVilly Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> It's a school zone full of children. Reduced speed limit will be safer for all pedestrians accessing the train station including blind and low vision and school children.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Minton Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> It's a school zone full of children.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Moncrieff Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> Lower speed limit will help to stop speeding vehicles.
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> Motorists speed down the straight every day.
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> Suggest more speed bumps on Moncrieff Avenue as people speed here every day.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Mon Desir Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	18
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 18</i>	<ul style="list-style-type: none"> For safety of children and public. Too many speeding vehicles with kids walking to school. To be safe.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Montilla Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Naomi Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Will make road safer.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Neems Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	22
I think the current speed limit on this road should be kept the same	9
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 22</i>	<ul style="list-style-type: none"> • There are many children around our small area, they normally play either close to the road or right in the middle of the road sometimes. • Good proposal. • Because I want to be safe in our community. • For safety. • Safe for people. • I want to feel safe. • So that are young ones also pedestrians on road are much safer to walk any time. • Because it's for the safety of children and everyone and especially to prevent car crashes around this area. • For children's safety.
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> • The traffic already drives slower than the posted speed. • Current speed limit is good enough.
Reduced speed is not good as it will increase journey times <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Too slow. • Changing the speed limit will slow the cars.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> • 40kph is ok for the street.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

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November 2021 – Safer Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ



Road name	Nina Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	8

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 8</i>	<ul style="list-style-type: none"> • Will make people safer.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

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November 2021 – Safer Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ



Road name	Oratu Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Pallant Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	6
I think the current speed limit on this road should be kept the same	4

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 6</i>	<ul style="list-style-type: none"> Will make road safer.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Ok as it is.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Pawa Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Poutini Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Primrose Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Pushon Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Rako Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Rangataua Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Ririno Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Romney Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Even if we put down the speed people still go over, people never complied with the speed limit already in place.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Current speed limit is safe.
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> People will exceed the new speed limit the way they exceed the current one.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Ronald Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> No incidents due to speed in the last ten years.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Rondorlyn Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Rowandale Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	36
I think the current speed limit on this road should be kept the same	13
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 36</i>	<ul style="list-style-type: none"> Many children cross these roads to school, and people are not keeping to the speed limit. For safety of children and public. Many children, and also schools nearby. Think of health and safe for people especially children. For safety.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 3</i>	<ul style="list-style-type: none"> A lot of people still speed and drive recklessly even with speed bumps. Lowering speed limit will probably just make drivers angrier. If speed is lowered to 30kph, it won't make a difference - people will still drive at 50kph, and they know to drive slowly around schools already. Will cause frustration, road rage, etc. The speedbumps are enough. All that's going to happen is more road rage. Already people go nuts and overtake if you take too long going over the bumps.
The reduced speed limit is unnecessary <i>Mentions: 11</i>	<ul style="list-style-type: none"> Because there are already multiple speed bumps, there really is no need now to reduce speeds to 30kph. There are speed bumps already around the area and lowering the speed limit just affects those that already drive safely (not those who speed). It's already slow enough as we have so many speed bumps that there's no need to drop the speed limit down further. Current speed limit is safe.
Driver behaviour is causing safety risks <i>Mentions: 4</i>	<ul style="list-style-type: none"> Many children cross these roads to school, and people are not keeping to the speed limit. A lot of people still speed and drive recklessly even with speed bumps. Lowering speed limit will probably just make drivers angrier.

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November 2021 – Safer Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ



Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> If speed is lowered to 30kph, it won't make a difference - people will still drive at 50kph, and they know to drive slowly around schools already. Will cause frustration, road rage, etc. The speedbumps are enough. All that's going to happen is more road rage. Already people go nuts and overtake if you take too long going over the bumps.
Only support the proposed speed limit for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Perhaps only reducing these speeds in schools zones for school hours only.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> Perhaps only reducing these speeds in schools zones for school hours only.
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> Between Browns Rd and Wordsworth Rd: High mean speeds so not self-explaining at 30kph and will not comply with 4.4(2)(c) - recommend speed management infrastructure. Too many speed bumps are causing vehicle damage. Prefer to use the money to make more street lights or more public benches at bus stops like on Alfriston Rd.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

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November 2021 – Safer Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ



Road name	Scotsmoor Drive
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Sealord Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> There are schools, shops, and a retirement village - the speed limit should be even lower than proposed.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Selago Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Selsey Lane
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Sharland Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	5
I think the current speed limit on this road should be kept the same	5

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 5</i>	<ul style="list-style-type: none"> For the safety of children and public.
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> The bumps are already in most of the streets anyway so it's slow enough. 30kms is too slow, and I believe you can maintain the same safe level of driving that you would at 30kms if you practice safe methods of driving.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Slim Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Smedley Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Drivers are already impatient when someone is driving slowly, and a 30kph speed limit will lead to road rage and dangerous manoeuvres.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Stella Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Stranraer Crescent
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Strathaven Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> There have been no issues with speed in this area so a change in speed limits is unwarranted. Any accidents at excessive speed would not have been prevented by lower limits, so this is unjustified.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Sunlands Drive
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Sunningdale Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> 50kph is more than sufficient. There is no reason that this small part of Wattle Downs should be signalled out to drive at 30kph.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Swallow Drive
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Agree with proposed speed limit for safety REASONS
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> The bumps are already in most of the streets anyway, so it's slow enough.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Tamworth Close
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Trounson Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> All residential streets, often used as a short cut to the reserves and schools - will keep families safe.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Tuna Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Turnberry Drive
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Residential area with roundabout at both ends - lower speed will be safer.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> There has been no accidents or incidents relating to the school in this street.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Watts Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> It's a dead-end street but is all residential: it's not a busy road, not near any bus routes or traffic streets (no need to drive faster).

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Wenlock Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	White Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> If posted speed limit is as proposed, drivers will treat it as a target, which will actually increase average speeds, and resulting driver frustration and accidents.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Wick Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> It's a short street and safe community - reduced speed limit unnecessary.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Winsford Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

Road name	Wordsworth Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	15
I think the current speed limit on this road should be kept the same	16
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 13</i>	<ul style="list-style-type: none"> • Many children cross these roads to school, and people are not keeping to the speed limit. • It's a very long road - reduced speed limit will keep residents safe. • Most of the children are crossing this streets to school and people are not keeping to the speed limit, and that is a concern. • Lots of new housing, and many children around. • Safety for families, especially children. • For the safety of everyone. • Would be good for road users as well as pedestrians.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> • If I have to keep my eyes on the speedometer instead of the road, it's not improving safety. I'd rather drive according to the conditions and most of the time, 45-50kph is fine. • Current speed limit will be safer for the public.
The reduced speed limit is unnecessary <i>Mentions: 13</i>	<ul style="list-style-type: none"> • Due to existing speed humps along the road anyway, most cars already travel slower than 50kph. • Cycle along here and never feel unsafe due to cars driving current speed limit. • Existing speed humps slow people down, or catches them off guard, and it is slower for the school pick up/drop offs. • As it is a cul-de-sac the speed limits stay low in that area. • There seems to be no reason to change the speed limits. • There are already speed bumps along this road that slow down traffic.

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed is not good as it will increase journey times <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Manurewa is already gridlocked. • It will slow down traffic and further contribute to already heavily congested main roads Wordsworth is connected to during traffic peak hours, such as Roscommon Rd and Friedlanders Rd.
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Wordsworth Road is notorious for speeding and lots of young families live in this street. • Many children cross these roads to school, and people are not keeping to the speed limit.
Only support the proposed speed limit for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Perhaps only reduce the speed limits in schools zones for school hours only.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Perhaps only reduce the speed limits in schools zones for school hours only.
Other physical improvements suggested <i>Mentions:</i>	<ul style="list-style-type: none"> • If anything this road needs more 'no parking' zones to make it safer for kids after school. • Between Rowandale Ave and Weymouth Rd, and between Roscommon Rd and Rowandale Ave: High mean speeds so not self-explaining at 30kph and will not comply with 4.4(2)(c) - recommend speed management infrastructure.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Yearsley Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> It's a dead-end street, and it is not long, and has been working fine - no need to change. <p><i>Please note the submitter did select the sentiment above, they may have ticked the wrong box by accident.</i></p>

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Part C – Feedback on roads within the local board area NOT proposed for speed limit changes

Some respondents also identified roads that they thought needed changes, which were not proposed for speed limit reductions. Please note:

- To prevent having lots of themes that were only mentioned once or twice we grouped suggestions into suburbs and used the 'main points' for the themes to identify the roads being mentioned.
- Some suburbs are situated within more than one local board area, as such there may be some roads in this section which are not relevant to the Manurewa Local Board area. It saved a significant amount of time reporting in this way.

Suburb	Clendon Park
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds – Shelly Beach Parade <i>Mentions: 5</i>	<ul style="list-style-type: none"> Lower speed limit to 20kph: A cul-de-sac running parallel to Cockle Bay beach, with parking on both sides, a children’s playground and daily used Boy Scouts Den, public toilets, a pentaquin court, and a restaurant, boat ramp, and a kindergarten nearby. High pedestrian volumes of all ages, walking and crossing, and have been accidents. Lower speed limit to 20kph and install other measures: dangerous driving risking many pedestrians - existing traffic calming is not working: suggest lower limit and include improved signage, lighting, and, most importantly, camera surveillance with number plate recognition to enable offenders to be prosecuted, wheel stops to keep people from parking over footpaths.
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Robert Skelton Rd - Lower speed limit to 30kph: Too many people racing/speeding on this road, and it is unsafe. Granger Rd - Lower speed limits: Should be included in proposal. Road goes past the beach - many elderly, children, families crossing to the beach or to the opposite side as footpath ends. Bus stop on both sides, and multiple accidents.
Other physical improvements suggested <i>Mentions: 3</i>	<ul style="list-style-type: none"> Shelly Beach Parade - Lower speed limit to 20kph and install other measures: dangerous driving risking many pedestrians - existing traffic calming is not working: suggest lower limit and include improved signage, lighting, and, most importantly, camera surveillance with number plate recognition to enable offenders to be prosecuted, wheel stops to keep people from parking over footpaths.

Suburb	Manurewa
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 9</i>	<ul style="list-style-type: none"> Russell Rd, Gloucester, and Maich speed limit should be lowered, not Hywell Pl. Gloucester Rd - Lower speed limit: If any road needs to be looked at, it should be Gloucester Rd for the number of cars speeding over 80kph through a residential area. Churchill Ave has a major problem with speeding cars and motorbikes. Even with young kids driving on motorbikes with no helmets on sometimes on the footpath. Puriri Rd, Rimu Rd: Honestly, there is way too many cars speeding up and down this street which is very unsafe and especially dangerous for the driver themselves. There’s people including children, that play around the neighbourhood. Suggest 40kph. Russell Rd: Suggest 30kph - have been incidents of people speeding (hitting parked car) and is a nearby school (Manurewa West) and a day-care (Beststart) nearby. Jellicoe Rd: Suggest 30kph - often used as an arterial road when the southern motorway is delayed, and cars overtake dangerously. School children and people using the park and sports fields use this road. Weymouth Rd - Lower speed limit: my father was killed in an accident on this road by a driver. Russell Rd - Lower speed limit: multitude of crashes, including with pedestrians.
Other physical improvements suggested <i>Mentions: 3</i>	<ul style="list-style-type: none"> If the data shows that reducing speed by 10kph will help reduce accidents then by all means you have my support. Can we have some more street lights while you’re at it? Install a pedestrian crossing on Hadley Wood Drive near the day care. Install median strip at intersection of Alfriston/Brookby & Alfriston-Ardmore Roads.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> Burbank Ave, Rowandale Ave: Why we were not consulted regarding the speed bumps? They are more of a nuisance and damage our vehicles. Re consultation: it would be a good idea to mail all the neighbour’s where you proposed to make changes now and in the future (for those without computers or cell phones like elderly).



Suburb	Radwick Park
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Shifnal Ave Manurewa - Lower speed limit: Many speeding vehicles and families and children are at risk.



Suburb	Wattle Downs
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> Hobart Cres and roads around Clayton Park School - Lower speed limit and install traffic calming: Hobart does not have speed bumps to slow traffic and people use it as a rat-run, with a lot of on-street parking obstructing visibility. Need judder bars here and lower speed limits on streets around the school. Carnoustie Dr - Lower speed limit to 30kph or install traffic calming: Currently 50kph but vehicles drive at 70-100kph - need to lower limit or speed bumps.



Suburb	Weymouth
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> Waimahia Ave - Lower vehicle speeds: Lots of people speed/race on this road frequently, consider speed humps. Gibbons Rd - Suggest traffic calming: needs speed bumps. Motorbikes and cars speed along this road all the time. It's dangerous as its a walking route to the primary school.



Suburb	Wiri
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Feedback Theme	Main points
Suggestions for speed limit increases <i>Mentions: 2</i>	<ul style="list-style-type: none"> Campana Rd - Increase speed limit from 50-60kph to 80kph: Straight road, no hazards, with traffic lights, and recently lowered speed limit has extended journey times and created congestion. 80kph will improve traffic flow and commute times, and is fine for this safe road. Orrs Rd - Increase speed limit from 60kph to 80kph: The current speed limit is way too slow for a State Highway - 80kph will keep the traffic flowing and still be safe as road is straight.

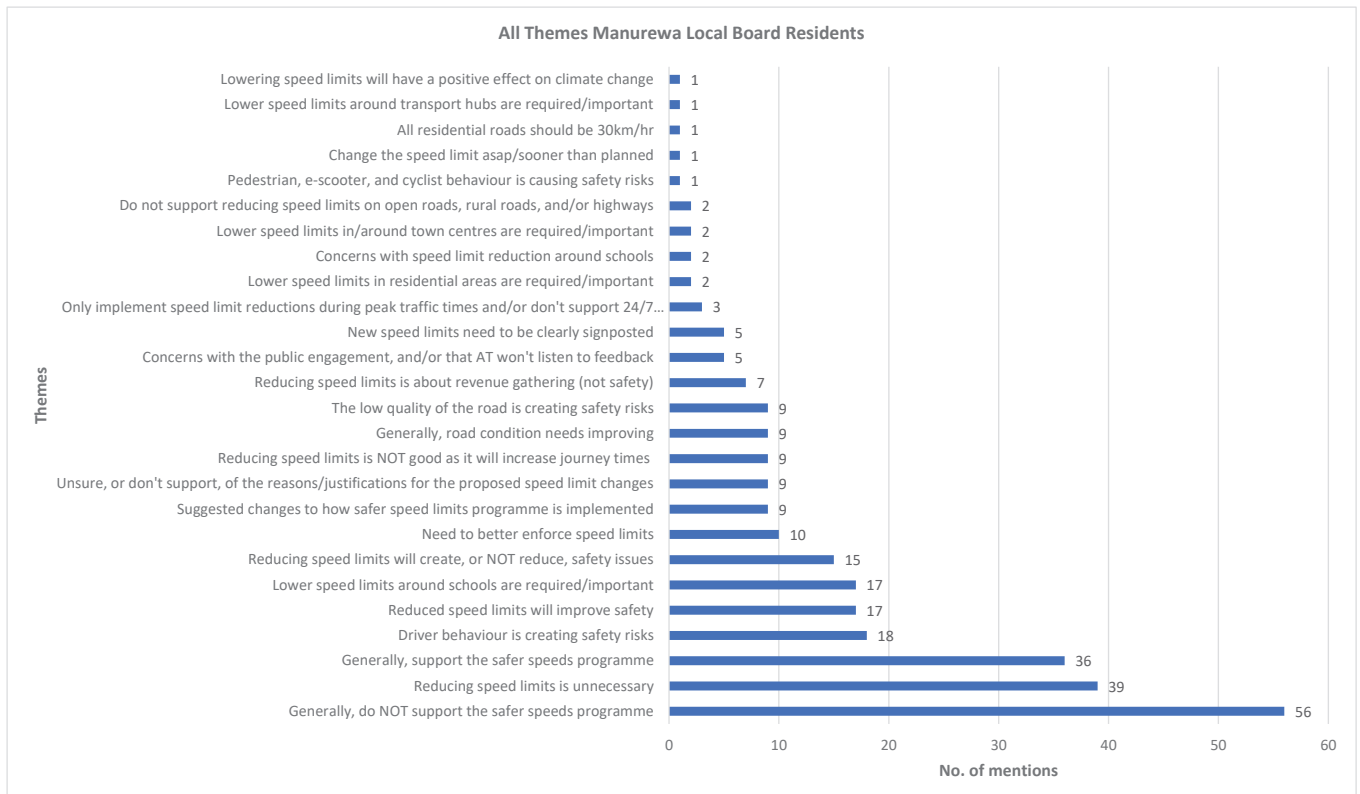
Part D – General themes from people who live within the local board area

The feedback form also provided the opportunity for respondents to provide general comments on the Safe Speed Programme. Most this feedback was general in nature and could not be attributed to a particular road.

This general feedback has been sorted into themes, and similar themes have been grouped together in topic areas. The feedback themes from respondents that said they live within the Manurewa Local Board area are outlined below.

Please note:

- The “Mentions” in the themes column of the tables indicates the number of times that theme was mentioned by people from the Manurewa Local Board area.
- It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Manurewa Local Board area, just themes.



Overall sentiment towards the Safer Speeds Programme

Feedback Theme	Main points
<p>Generally, support the safer speeds programme</p> <p><i>Mentions: 36</i></p>	<ul style="list-style-type: none"> • Support reduced speed limits as they will reduce crashes. • Making streets safer for pedestrians and cyclists can only be a good thing. • Support changes in high incident areas. • Support for speed limit changes around schools. • Support for speed limit changes around schools but only during school hours not 24/7. • Support for changes in inner city suburbs. • Believe other roads should also have a speed reduction. • Support speed reductions but don't agree with proposed speeds: <ul style="list-style-type: none"> ○ There should be less speed levels e.g. 30km/h residential, 60km/h rural and 80km/h motorway. ○ Support speed limit reduction to 40km/h not 30km/h. ○ 100km/h to 40km/h is too large of a change. • Support speed limit changes but they should be targeted to the road and researched.
<p>Generally, do NOT support the safer speeds programme</p> <p><i>Mentions: 56</i></p>	<ul style="list-style-type: none"> • Don't think speed is the issue, road maintenance is. • Don't think speed is the issue, poor driving is. • Don't think speed is the issue, poor enforcement is. • Drivers who decide to speed now will speed anyway. • Will make traffic congestion worse. • Previous programme to lower speed has not had an effect on accidents or deaths. • Current 30km/h hour speed limits are not working and will not work. • Speed limits below 40km/h are unrealistic. • Think speed limits should be raised. • Cars cannot travel faster than the speed limit in Metro Auckland anyway. • Do not support speed reductions on entire roads, rather just the stretch affected by accidents. • Do not support speed limit reductions, except around schools.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Don't support reducing speed on rural roads. • Programme with various speeds will cause confusion and people will be fined. • Put roads already lowered back to 100km/h, it causes dangerous driving with passing. • Thinks programme is pointless. • Thinks programme is a guise to force people out of using private cars.

General comments and suggestions about the Safer Speeds Programme and road safety

Feedback Theme	Main points
<p>Unsure, or don't support, of the reasons/justifications for the proposed speed limit changes Mentions: 9</p>	<ul style="list-style-type: none"> • Need to show why they justify the speed limit reductions. • AT need to show how many fatal crashes on the roads proposed justify the speed limit changes. • AT need to show the number of fatal crashes on Queen Street, Quay Street, Tangihua Street, and Anzac Avenue. • Show how many crashes were caused by speed and not due to other factors. • Using reports of accidents to make decisions is flawed as not all accidents are reported. • Accidents caused by texting and alcohol should not impact speed decisions. • Using speed around school to justify these changes is wrong as there are already speed limits around schools and most of the proposed changes are not near schools. • Seems driven by ideology not practicality. <ul style="list-style-type: none"> ◦ Proposed changes are unrealistic. ◦ Model is flawed/decision is based on incomplete or incorrect data. • People are capable of driving to the conditions. • Congestions means speed self-limits where necessary. • Speed limit reductions are a guise to force people out of using private cars. • The increase in injuries is probably in correlation to Auckland's growth. • Reducing rural roads to 80km/h is an attempt to ensure roads last longer, not for safety. • Proposal is based not on reducing speed reducing harm, but on cost being a limiting factor in providing safe roads. • These changes are being made to hide how bad AT has made Auckland's traffic congestion. • What are the reasons for these changes? • The roads mentioned for speed changes are inconsistent. • Too many roads have been selected.
<p>Reducing speed limits is unnecessary Mentions: 39</p>	<ul style="list-style-type: none"> • There is no need to lower speed limits/existing speed limits are safe. <ul style="list-style-type: none"> ◦ Roads are safe for the current speed limits (flat, straight, visibility is good, very few hazards on the side of the road, no side roads). ◦ Suggested roads already have speed calming measures (speed bumps, chicanes).

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Proposed speed limits are slower than necessary. <ul style="list-style-type: none"> ◦ 50km/h is a safe speed limit, no need to reduce below that. ◦ 30km/h speed limits are ridiculous / too slow / unnecessary. • Speed limit reviews are a waste of time and money. • Many roads require maintenance/upgrading to improve safety, not speed limit reductions. • Due to congestion people already travel around the city at less than 50km/h. • Auckland speed limits are much lower than other parts of New Zealand. • Many of the proposed speed limit reductions don't make sense. • Enough roads have had speed lowered already. • Vehicles do not speed on this road(s). • There have been no, or very few, crashes on this road(s). • Cars are safer than ever. • Vehicles are of better quality now and can travel at faster speeds safely. • There are no proposed developments in this area that would make this road significantly busier. • The justification that this limit should be reduced to be in keeping with surrounding roads isn't a satisfactory justification. • There is already a variable speed limit for the dangerous part of the road. • Road will still be unsafe for walking at the reduced speed limit. • The changes are being made to slow journeys to get people to ride bikes. • Just use LSZ signs.
<p>Reducing speed limits will create, or NOT reduce, safety issues Mentions: 15</p>	<ul style="list-style-type: none"> • AT's speed limit reductions have so far caused increased crashes and deaths. • Reduced speed limits have increased incidences of dangerous driving. • Reduced speed limits have increased accidents. • There is no evidence that reducing speeds will reduce deaths, in fact, the opposite has occurred. Following a non-relevant Scottish example is senseless. • Reinstate the speed limits that were recently reduced by AT. • Driver behaviour is the problem, not the speed limits. • People who speed will still speed.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Lower speed limits (and slow drivers) create driver frustration and dangerous behaviour, such as risky overtaking. • Any motorist obeying a 50kmph limit who crashes and causes a fatality or serious injury is either elderly, pathetic, or on drugs/intoxicated. 30kmph speed limit won't change the cause of the accident. • Reduced speed limits will not reduce crashes in South Auckland, most people do not obey the current speed limits. • Reduced speed limit (to 30) will cause constant watching of speedometer instead of watching the road. • Slow traffic encourages phones use. • Variable speeds along same stretch of road causes driver distraction. • Need to also change the design speed of the road, or changes will be ineffective. • Proposal is about politicians being seen to do something, rather than actually improving safety. • AT need to research and focus on changes that will actually improve safety. • Why is AT not doing cost benefit analysis to justify these proposals? • AT need to do a full economic analysis of the impacts of reducing speed limits, such as time wasted, increased travel times for buses/delivery vehicles/taxis etc. • I work for insurance and monitor claims. 98% of our crash report claims are due to poor driver behaviour. 85% of faults causing death and serious injury are elderly. What is your strategy doing about the real cause for these areas?
Reduced speed limits will improve safety <i>Mentions: 17</i>	<ul style="list-style-type: none"> • Lower speed limits will make people less likely to crash. • Lower speed limits improve pedestrian safety. • Lower speed limits will make our streets safer for children, elderly, and those with mobility issues. • Limiting speed will make cycling safer. • Lower speed limits in areas with speed related incidents. • Lowering speed limit is the only option on some roads that cannot be improved in other ways. • Road conditions are not suitable for the current speed limits, lowering them will improve safety.
Reducing speed limits is NOT good as it will increase journey times <i>Mentions: 9</i>	<ul style="list-style-type: none"> • Reducing speed limits will increase journey times. • Reduced speed limits increases pollution. • Reduced speed will impact traffic flow. • Reduced speed will increase congestion. • Reduced speed limits will increase journey times for emergency services - they cannot exceed 30km/h over the limit.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Reduced driving speeds is increasing journey times from Pukekohe to Auckland. • Slower speeds, slows the economy. • Longer journey times mean increased risk of accidents. • Increased journey times will create risky, impatient drivers. • Reduced speed limits will negatively affect the public transport network. • Want to be compensated for wasted time. • Want to be compensated for wasted fuel.
Reducing speed limits is about revenue gathering (not safety) <i>Mentions: 7</i>	<ul style="list-style-type: none"> • Reducing speed limits is about revenue gathering. • Manurewa is being unfairly targeted to be fined and generate income. • South Auckland, and therefore Māori and Pacific communities, are being unfairly targeted. • Reduced speeds will lead to more petrol consumption and therefore are purely profit generation.
New speed limits need to be clearly signposted <i>Mentions: 5</i>	<ul style="list-style-type: none"> • New speed limits need to be clearly signposted. • New speed limits should be painted on the road as well as signposted.
Need to better enforce speed limits <i>Mentions: 10</i>	<ul style="list-style-type: none"> • Proposed changes will have minimal impact if not enforced. • General concerns about how speed limits will be enforced. • Better police roads with 50km/h speed limits. • Need more traffic cops. • Install speed cameras around schools. • Need more speed cameras can increase safety. • Need more random license and WOF checks. • Ensure courts enforce the law. • Need stronger penalties for breaking the road rules (one submitter suggested vehicles seized and if a repeat offender, crushed). • Need harsher penalties for those that speed past schools. • Make those caught speeding attend a course. • Need to police those driving too slow. • Great South Road between Drury and Papakura is never policed.

Feedback Theme	Main points
<p>Driver behaviour is creating safety risks <i>Mentions: 18</i></p>	<ul style="list-style-type: none"> • Improve driver education to reduce crashes. • Drivers that should not have been given licenses is the issue. • Driver education should focus on more than speed, e.g. how to identify when it is safe to pull out, how to accelerate up to speed of other traffic. • Drivers should have to do a practical test every 10 years when they renew their licenses. • Better driver training/refresher courses. Use a hydraulic synaptic feedback chair to learn better risk assessment and understanding of poor driving decisions. • Require driver refresher courses that provide driver trainer in a hydraulic synaptic feedback chair. • Dangerous drivers are ruining it for the majority who drive within the current limits. • Driver education for teenagers in rural areas is required. • Bus drivers need more training as they create a risk. • Good driving should be rewarded to encourage better drivers. • Not fair to reduce speed limits and punish the vast majority of drivers who drive safely, for the minority that drive dangerously (who will drive dangerously anyway). • Drivers using mobile phones is causing crashes. • Cars that are poorly maintained or in poor condition are the cause of crashes, more than speed. • People are regularly running red lights which is dangerous. Install more red-light cameras. • Slow speed limits (and slow drivers) cause driver frustration and dangerous driving, such as risky overtaking. • Reduced speed limits have increased incidences of dangerous driving. • Removing passing lanes is resulting in risky overtaking. • Unless there is frequent signage drivers won't know what speed to go and will be distracted looking for signs. • Any motorist obeying a 50kmph limit who crashes and causes a fatality or serious injury is either elderly, pathic, or on drugs/intoxicated. 30kmph won't change the cause. • I work for insurance and monitor claims. 98% of our crash report claims are due to poor driver behaviour. 85% of faults causing death and serious injury are elderly. What is your strategy doing about the real cause for these areas?
<p>Pedestrian, e-scooter, and cyclist behaviour is causing safety risks <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Improve pedestrian education/road safety. • Children need to be taught road safety. • Pedestrians are distracted on their phones. • Pedestrians should be made responsible for their own actions.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Speed limits are fine; money would be better spent on teaching pedestrians/children to cross the road safely. • Children around schools running out on the road are unsafe. • Speed limits are fine, cyclists making risky decisions is the safety issue. • Cyclists should have registration numbers, some are dangerous. • Cyclists should be legally required to use cycle lanes where available and ride single file. • E-scooters on the road are a safety issue.
<p>The low quality of the road is creating safety risks <i>Mentions: 9</i></p>	<ul style="list-style-type: none"> • Roads are dangerous due to lack of road maintenance. • Improve road quality with more crossings, stop signs, give ways etc. • Improve road signage and markings. • Various maintenance issues of concern, such as potholes, uneven surfaces, road slope, road surface, narrow roads, and subsidence. • Poor repairs and maintenance work that don't last or are in poor/uneven condition from the time of the repair are a problem. • More and more development is being permitted without improving road quality • Lack of passing zones encourages dangerous overtaking. • On street parking is causing safety issues - obscures vision on residential streets, and on major roads parked cars reduce lane widths leading to congestion.
<p>Generally, road condition needs improving <i>Mentions: 9</i></p>	<ul style="list-style-type: none"> • Need to improve road maintenance and design. • Improving road condition/maintenance is more important than reducing speed limits. • Proposed speed limit reductions are to avoid necessary road maintenance. • Infrastructure suggestions to make the roads safer. <ul style="list-style-type: none"> ○ Speed tables. ○ Better quality maintenance. ○ Improve road signage, road markings, and lighting. ○ Speed limits should be painted on roads at regular intervals. ○ Need to make roads flow better. ○ Road calming suggestions. ○ More pedestrian crossings. • Improve road signage, road markings and lighting.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Need to make roads flow better. • Poor repairs and maintenance work that don't last or are in poor/uneven condition from the time of the repair are a problem. • Poor road condition is causing regular damage to vehicles. • Need to improve motorways and invest more time in them. • More and more development is being permitted without improving road quality.
Change the speed limit asap/sooner than planned <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Implement speed limit reductions sooner. • Trial temporary speed limit reductions until new limits come into effect. • AT should take a bolder approach, introduce wider speed zones at a faster pace.
Lowering speed limits will have a positive effect on climate change <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Reducing speed limits will reduce emissions. • Reducing speed limits will help to meet climate change goals. • Reducing speed limits encourages non-vehicle travel and therefore reduces emissions. • Reducing speed limits will reduce pollution.
Suggested changes to how safe speed limits programme is implemented <i>Mentions: 9</i>	<ul style="list-style-type: none"> • Define a low-speed limit across the area (e.g. 30 km/h in urban areas and 60 km/h in rural areas and 80 km/h on motorways) and only allow roads to be faster by exception. • Consider 10km/h speed reduction rather than 20km/h. • Rural roads should be 80km/h maximum. • 30km/h is too slow, should only consider implementing 40km/h limits. • Having 10km/hr speed increments is confusing. Stick with just odd numbers (i.e. 10, 30, 50, 70, 90, 110km/h). • Straight, long stretches of road should be 60km/h. • All South Auckland roads should be 50km/h. • In areas that have various speeds, stick with just 30km/h and 50km/h. • Reduce speed limits on all urban roads to reduce confusion. • The idea that speed limits should follow from design speeds is completely backwards. Lower the limit now and then design the street around that whenever it next comes to be rebuilt. • Ensure roads are designed/changed to reflect the speed limit for the road, so that people naturally travel the speed limit and feel uncomfortable travelling faster e.g. narrower roads, trees on alternating sides of the road, plant trees between the road and the footpath. • Low-cost, tactical changes need to be rolled out to support the reduced speed limits.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • In urban/residential areas reduced speed areas ought to take the form of low traffic neighbourhoods. • Do not create traffic calming that is unsuitable for small vehicles. • Speed limits should be implemented with road calming measures. • Speed limits should be implemented with extra driver education. • Do not support speed reductions on entire roads, rather just the stretch affected by crashes. • AT should be proactively monitoring and reviewing all roads for speed limit changes. • On dangerous stretches of road, yellow speed warning signs (like on state highways, where a suggested speed for hazardous corners is used) is a better measure to take. Encourage drivers to adjust to the conditions rather than set a speed target.

Times of days and locations where speed limit reductions are NOT supported

Feedback Theme	Main points
<p>Only implement speed limit reductions during peak traffic times and/or don't support 24/7 implementation</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> Do not support 24/7 implementation of speed limits. Only implement during peak traffic times. Only implement during school hours, school pick-up and drop-off times, and/or during school terms. Speed reductions should only be between 8am and 7pm. Speed reductions should only be between 8am and 4pm. Reducing speeds all day for a problem that only exists for a short period of time each day doesn't make sense. Reducing speeds for 24 hours is impractical and impossible to police. Speed limit signage around schools should be electronic so limits can be changed when necessary (increased in evenings and weekends).
<p>Do not support reducing speed limits on open roads, rural roads, and/or highways</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> Do not support reducing speed limits on open roads and/or highways. Rural roads should have an open road speed limit so people can decide how fast they travel.
<p>Concerns with speed limit reduction around schools</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> Schools are already speed limit zones, why add extra. Limit should be 40km/h. Should not be 24/7, and should be notified by illuminated, variable signs. Different schools have different start times, so speed limits should be tailored to those times. School zones should have more monitoring at peak times, not speed limit reductions. Too many side roads around schools are included in low-speed limit. Should only be 30km/h for a distance of 400m from each school. Speed limits should be around primary schools only. Only apply 30km/h speed limits to on schools that are not on main arterial roads. It is not speed around schools that is the problem, it is parents dropping off and picking up dangerously, and buses. People ignore low speed zones around schools anyway. Is there a strategy to address school related traffic volume?

General locations where speed limit reductions are supported

Feedback Theme	Main points
<p>Lower speed limits around schools are required/important</p> <p><i>Mentions: 17</i></p>	<ul style="list-style-type: none"> All schools should be included. Makes it safer for children going to/from school. Change speed limit around schools 40km/h. Speed limits around schools need to be standard, not 40kph at some and 30kph at others. Reduced speed limits should be restricted to school zones. Leave other roads 50km. Don't support the speed reductions, except around schools. There should be traffic calming measures and safety improvements (pedestrian islands) as well as lower speed limits. All schools should have flashing 30kmh signs at their boundary.
<p>Lower speed limits in residential areas are required/important</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> All residential roads should be 30km/h. Lower speed limit is important, but it should be 35km/h or 40km/h. High density town roads should be 40km/h maximum. In a cul-de-sac or tight, narrow residential road, the limit should be lower than 30km/h. All minor side streets should be 30km/h. Need lower speed limits around parks, where children play. Residential roads have more potential for conflict (people turning out of driveways, pedestrians crossing the road, parked cars) and often have worse visibility. Modern cars are large and dangerous, lower speed limits in suburban roads would be safer for pedestrians.
<p>All residential roads should be 30km/hr</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> All residential roads should be 30km/h. Will enable vehicles and bikes to share the road. Should be supported by physical measures to reduce speeds.
<p>Lower speed limits around transport hubs are required/important</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> Transport hubs are high pedestrian areas so should have lower speed limits.

Feedback Theme	Main points
Lower speed limits in/around town centres are required/important <i>Mentions: 2</i>	<ul style="list-style-type: none"> Town centres are high pedestrian areas so should have lower speed limits. Agree with speed reductions but speed limits should be 40km/h. The city should be 30km/h everywhere, with wider footpaths and narrower streets to encourage slow speeds.

Other comments and concerns

Feedback Theme	Main points
Concerns with the public engagement, and/or that AT won't listen to feedback <i>Mentions: 5</i>	<ul style="list-style-type: none"> AT will not listen to public feedback. AT needs to communicate their responses to feedback better. There is very limited opportunity to provide feedback. The outcomes have already been decided as you state, "no change is not an option". AT only listens to vocal minority groups. Sick of the government deciding things without consulting the ratepayers. AT never propose increased speed limits. AT need to release statistics to show proof of speed limit reduction requirements on each road. Consultation website was poorly designed and difficult to navigate, meaning that an informed assessment cannot be made. Concerns the map in the brochure drop is deceptive - the dots are incorrectly placed. Had technical issues with the online survey and/or interactive map tool. Concerns the leaflet is propaganda and doesn't contain accurate statistics. Concern that there is a discrepancy between the online information when giving feedback and the leaflet drop:- D'Oyly Drive included in the leaflet but not the online 'Have your say'. Stop using Facebook groups for feedback. Need an option for people to be added to the mailing list once feedback is gathered that doesn't require giving feedback. Future proposals should be posted on local community boards. AT should communicate directly with locals and drive the roads to better understand the problems.
Other comments	<ul style="list-style-type: none"> People parking in unsuitable places causes congestion and is unsafe. Slows down emergency response vehicles who are only allowed to travel 20km/h above limit. Rules around the use of E-scooters and bikes need to be formalised. e.g. giving way, signalling, where to ride, interactions with pedestrians. Speed reductions of 50% or more will not be tolerated by the community. Bicycles and buses now have more road than cars. Once implemented, will there be a grace period to allow motorists to adjust to new limits?

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Road and street section selection is confusing - some cul de sacs around Great North Road (Avondale) are 30km/h but not all. • Accidents around Mt Eden, Truro Road, caused not by speed but by poor traffic management on game days. • Bus drivers need bus monitors to assist with managing order on school buses as the drivers are distracted and this is a safety issue. • Speed limits around Marae should be reduced. • Stop people parking their cars on Galaxy Drive. • Should be using digital speed signs. • Too many speed bumps are bad for the environment (braking and acceleration around speed bumps consume more fuel). • Road 'calming' measures are not fair/appropriate. • Proposed changes seem to unfairly target South Auckland • Need to better synchronise traffic lights through Auckland. • Need strict legislation around liability for cyclists and motorists causing accidents. • Consider introducing parking restrictions in busy / bottleneck areas to ease congestion and safety issues. • Ensure there is space for Loading Zones and School Drop Off Zones in busy areas, such as school zones. • Doesn't agree with the use of Te Reo Māori in the brochure. • Speed bumps in some suburbs have pushed the speeding problem into other suburbs (like Manurewa). • Electric vehicles need to make more noise so pedestrians can hear them. • Bus parking is an issue in the city. They do not indicate when they're pulling out. • Install more traffic lights at intersection of main roads/side streets to make it safer to turn right.



Safe Speeds Programme

Public feedback on proposed speed limit changes October/November 2021

Feedback related to Maungakiekie-Tāmaki Local Board area



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November 2021 – Safe Speeds Programme – Report on feedback by local board area
Independently prepared by Viewpoints NZ



Part A – Number of submitters from within the local board area

During October and November 2021, 251 people from within the Maungakiekie-Tāmaki Local Board area submitted on the Safe Speeds Programme - proposed speed limit changes.



Part B – Feedback on roads within the local board area proposed for speed limit changes

In the first part of the feedback form, respondents were asked what they thought of the proposed speed limit changes for each road. Specifically they were asked:

- What do you think of the proposed speed limit change for this road? (*tick-box answers*)
- Why do you feel this way? (*open-ended answers*)

This section outlines:

- The sentiment expressed by respondents towards the proposed speed limit changes for each road within the Maungakiekie-Tāmaki Local Board area ('What do you think of the proposed speed limit change for this road?')
- A summary of the open-ended feedback received for each road within the Maungakiekie-Tāmaki Local Board area ('Why do you feel this way?').



Road name	Aveline Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> • The area is already congested with parked cars (lower limit will be safer).
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Have witnessed some dangerous driving around this area.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Bromley Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Chiltern Crescent
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Proposed speed limit will be safer for the community.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Colegrave Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Courtland Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Delemere Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Epping Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Ev Perry Way
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Evandale Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Farringdon Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> There is a local school on the street, and I've seen a lot of children walking around this area. It also links onto Heatherbank Street and Line Road which are busy roads as well.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> 30kph is too slow - start with 40kph to prove it works and keep traffic moving.
Other suggestions for reduced vehicle speeds <i>Mentions:</i>	<ul style="list-style-type: none"> 30kph is too slow - start with 40kph to prove it works and keep traffic moving.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Fenchurch Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	10
I think the current speed limit on this road should be kept the same	1
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 11</i>	<ul style="list-style-type: none"> Proximity of Glenbrae School and Tamaki College - there a lot of vulnerable road users in this area. Busy roads with lots of parked cars, near a school. There are more cars on this street now due to all the new housing, all the cars parked on the street make it hard to see kids crossing the road. Safety. Too crowded - traffic needs to go slow. Very narrow and when cars are parked on both sides the two-way traffic becomes a one-way lane - reducing the speed is vital for safety.
Other suggestions for reduced vehicle speeds <i>Mentions: 3</i>	<ul style="list-style-type: none"> Suggest speed humps or similar speed calming measures to encourage adherence to the lower speed limit. Suggest mild speed bumps would be great (not so steep that they cause issues for those driving at the speed limit) Suggest also passive forms of speed management (i.e. innovative road markings).
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> Many motorists drive faster than current speed limit. A lowered speed limit would help to reflect the conditions.
Need to better enforce speed limits <i>Mentions:</i>	<ul style="list-style-type: none"> How will reduced speed limit be monitored?
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> This is a through road and carries traffic from around the neighborhood. It's not simply a residential cul de sac. Leave the limit at 50kph.



Road name	Greenway Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Guildford Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Harlow Crescent
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Heatherbank Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> Lots of children walking to/from school without their parents. Big, straight road encourages high vehicle speeds.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Henslowe Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Huxley Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
Other	2

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Lanark Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Leaside Lane
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Leybourne Circle
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	11
I think the current speed limit on this road should be kept the same	2
I think the speed limit should be lower than what is proposed	1
Other	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 11</i>	<ul style="list-style-type: none"> Not a through road or useful for journeys, and vehicles travel too fast along here. Busy road, many children and young families crossing to Pt England Reserve, and no traffic lights. There is a school and an ECE on this road. Many kids play in this area and, due to increased housing density, the number of people now living and using this street has increased 100%. There is a local school and many children walking in this area - The local primary and Glenbrae KIDS Early Learning Centre are located on this road. Proposed speed limit will be safer for children. With the intensification of housing in this area, more vehicles, more families (which is great to see!), the limit on these roads should be 30kph, to help protect pedestrians, cyclists, and children getting to and from the school. Cars speed through here every day. Lots of children walking to school (school and Early childhood centre on this road) - proposed speed limit will ensure community are safe whilst walking in this area (and many walk for exercise here and walk their dogs). Many cars speed on this street - when sign says 50kph, people drive 70kph. Fines should be increased for speeding through school zone. Install electronic '30kph' blinking signs around school areas during start/finish times.
Driver behaviour is causing safety risks <i>Mentions: 4</i>	<ul style="list-style-type: none"> Although it is a school zone many cars exceed the speed limit. Cars speed through here every day. 20kph would keep our tamariki safe if people stuck to the speed limits, but there will always be those speeding when they know they shouldn't. The goons who speed at a 50kph limit, will speed at 30kph limit. There are too many dirt bikers ripping up the Glen Innes and Pt England Streets.



Why do you feel this way?	
Feedback Theme	Main points
Need to better enforce speed limits <i>Mentions: 2</i>	<ul style="list-style-type: none"> Reduced speed limit is only helpful if it is enforced - those who go faster than current speed limit will speed over new reduced speed limit. 20kph would keep our tamariki safe if people stuck to the speed limits, but there will always be those speeding when they know they shouldn't.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Sufficient safety measures are currently in place here and in outer roads such as West Tamaki (speed humps).
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> My childcare provides a van service for the tamariki in the community. I believe reducing the speed limit would cause delays.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Suggest even lower - 20kph - to ensure our tamariki are safe.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Many cars speed on this street - when sign says 50kph, people drive 70kph. Fines should be increased for speeding through school zone, and install electronic '30kph' blinking signs around school areas during start/finish times.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Linthorpe Crescent
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Lyndale Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Mansfield Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Overlea Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Used as a rat-run between Leybourne and Elstree because it is wide - people travel too quickly here.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Paddington Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Proposed speed limit will be safer for children.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Raamuri Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Reg Pearce Way
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Ridgeway Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Roseway Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Sloane Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	3

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Proposed speed limit will be safer for children.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Sunnymead Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> Residential area with small children and many parked cars. The number of houses and people now living on this street has increased. There are many new families and many of them have you children. There is a new walkway and green space that many children and families use to get to the new walkway along the Pt England waterfront. Crossing the road on Sunnymead can be dangerous as the cars park on the street and kids can dash out quickly when crossing the road.
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> Need a crossing between the laneway from Sunnymead Road/Marsics Street where it crosses Taniwha Street to Kaino Place - the improved coastal path to Point England comes out here but there are no appropriate crossing facilities across Taniwha Street. A new crossing on Sunnymead would improve safe access to this great public space. Crossing the road on Sunnymead can be dangerous as the cars park on the street and kids can dash out quickly when crossing the road.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Weybridge Crescent
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Wimbledon Crescent
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Part C – Feedback on roads within the local board area NOT proposed for speed limit changes

Some respondents also identified roads that they thought needed changes, which were not proposed for speed limit reductions. Please note:

- To prevent having lots of themes that were only mentioned once or twice we grouped suggestions into suburbs and used the 'main points' for the themes to identify the roads being mentioned.
- Some suburbs are situated within more than one local board area, as such there may be some roads in this section which are not relevant to the Maungakiekie-Tāmaki Local Board area. It saved a significant amount of time reporting in this way.

Feedback Theme	Main points
<p>Other roads/suggestions for reduced vehicle speeds</p> <p><i>Mentions: 11</i></p>	<ul style="list-style-type: none"> Fenchurch Street nearby area - Lower speed limit and speed bumps suggested for whole suburb around Fenchurch Street (new build area). Most streets around Glenbrae School need lower speed limit. Main roads - Lower speed limit: not just residential, i.e. Apirana Ave past train station. Tamaki area (incl Glen Innes, Pt England, Panmure) - Lower speed limit and install other traffic management: Expect population growth over next decade, and already has high traffic volumes - almost entirely residential or town centres, does not include major arterial roads, has many schools and early childcare. Currently used as a rat-run to avoid traffic on arterial routes - whole area would benefit from lower speed limits and improved compliance on roads which currently experience dangerous vehicle speeds (e.g. Kings Road, Dunkirk Road, Tripoli Road, all of which have schools and early childhood centres). West Tamaki Road - Lower speed limit: Multiple schools and childcare centres and feeds into other roads with similar - if streets below/near it qualify for lower limits, this road does too. The road is also treated like a racetrack. Please do not install speed humps due to expense, upkeep, noise, and cause damage to vehicles. Taniwha Street, Elstree Avenue - lower speed limit to 30kph: Taniwha and Elstree border the largest school in the area. This community could be a great place for bicycle access, considering the local paths and planned GI cycling links. Elstree Avenue - lower speed limit: used as a race track up and down the hill, there is a crossing near Ev Perry Way with limited visibility due to the bend, and cars do not stop for it. School children walk/to from school here - agree with proposed 30kph zones but suggest extended reduction to 40kph along Elstree or speed camera. Multiple crashes and near misses. Elstree Avenue, Taniwha Street - Lower vehicle speeds and install electronic signage: Many cars speed on this street - when sign says 50kph, people drive 70kph. Fines should be increased for speeding through school zone. Kepa Road - Lower speed limit: People have died - there are so many trucks and cars travelling at high speed with children trying to cross the road and with cars trying to exit the side streets safely.
<p>Other physical improvements suggested</p> <p><i>Mentions: 8</i></p>	<ul style="list-style-type: none"> Taniwha Street, Elstree Avenue - consider bicycle access due to local paths and planned GI cycling links, and lower speed limit to 30kph - Taniwha and Elstree border the largest school in the area. Elstree Avenue - Lower speed limits further around the area and install speed cameras: A lot of speeding, and there is a crossing (near Ev Perry Way) with limited visibility due to the bend, and many school children walk here. Glen Innes and Pt England streets: Many dirt bikers speeding up these streets - need better enforcement/cameras. Taniwha Street - Pedestrian crossing: Cars routinely speed on Taniwha Street, which makes the crossing here dangerous with large traffic volumes. Suggest new crossing between the laneway from Sunnymead Road/Marsics Street where it crosses Taniwha Street to Kaino Place, as an alternative.

Feedback Theme	Main points
	<ul style="list-style-type: none"> Elstree Avenue, Taniwha Street - Lower vehicle speeds and install electronic signage: Many cars speed on this street - when sign says 50kph, people drive 70kph. Fines should be increased for speeding through school zone. Install electronic '30kph' blinking signs around school areas during start/finish times. Tamaki area (incl Glen Innes, Pt England, Panmure) - Lower speed limit and install other traffic management: Expect population growth over next decade, and already has high traffic volumes - almost entirely residential or town centres, does not include major arterial roads, has many schools and early childcare. Currently used as a rat-run to avoid traffic on arterial routes - whole area would benefit from lower speed limits and improved compliance on roads which currently experience dangerous vehicle speeds (e.g. Kings Road, Dunkirk Road, Tripoli Road, all of which have schools and early childhood centres). Lower speed limit, speed bumps, and road markings suggested for whole suburb around Fenchurch Street (new build area). Elstree Avenue: consider planting trees onto the road alternatively on either side. This will slow drivers down as they have to drive slalom. Also, it will reduce air and noise pollution and add some beauty to the road. Fenchurch Street nearby area - Lower speed limit and speed bumps suggested for whole suburb around Fenchurch Street (new build area).



Suburb	Mount Wellington
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Panorama Road - Lower speed limit or install traffic calming: Lots of rat-running at speed through residential streets - suggest lower limits/speed bumps on residential streets which are not main roads to help prevent this. • Barrack Road - Lower speed limit from 50kph to 40kph: residential road. • Barrack Road - Lower vehicle speeds: busy road due to rat-running from Mt Wellington Highway/Penrose Road, many speeding from the roundabout to the end, and more people walking/cycling now - Suggest speed bumps or similar. • Ellerslie Panmure Highway - Need to better enforce speed limits: Drivers hardly ever comply with posted limit (driving 60kph+) - 50kph is suitable if adhered to, so need better enforcement or other traffic management.



Suburb	One Tree Hill
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Paihia Road - Lower speed limit to 30kph: Street is narrow, unpainted street, and 50kph is unsafe, especially on the downhill. People park cars on footpath (for fear of being hit), which increased risk for pedestrians. 30kph is safe, especially with children and dogs around. • Campbell Road/Onehunga Mall - Limit Cornwall Park access to disabled only - High traffic and commuter volumes of traffic cutting through park, and current traffic management is not working.

Suburb	Onehunga
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Feedback Theme	Main points
<p>Other roads/suggestions for reduced vehicle speeds</p> <p><i>Mentions: 11</i></p>	<ul style="list-style-type: none"> • Moana Avenue - Lower vehicle speeds: Current speed is 50kph, but the steep hill encourages 60-70kph+ speeds, and trucks use this to avoid the main roads. Road is narrowed by cars parked on both sides, and many young families. • Tawa Road - Lower vehicle speeds: Used as a rat-run to avoid congestion on Campbell Rd, often exceeding the 50kph speed limit, making this residential street unsafe for pedestrians and cyclists, especially children, elderly, and less abled people. • Tawa Road, Athens Road - Lower vehicle speeds: Discourage rat running here and improve pedestrian/bike safety. • Mays Road - Lower vehicle speeds: Cars and trucks speed on the section between Captain Springs and Mt Smart, with dangerous evasive manoeuvres required, and low visibility towards Mt Smart makes it unsafe for pedestrians and residents when speed is mixed in. • Mays Road - Lower speed limit and suggest traffic calming: motorists speed, and trucks use it as a thoroughfare, with many accidents at the Curson/Grey/Mays Road intersection, and speed on Mays Road is the cause. Lower the speed limit and introduce speed bumps to discourage speeding/rat-running and make it safer for families. • Mays Road - Lower speed limit and suggest traffic calming: cars speed and slam their brakes at the intersection with Mt Smart Road, and in the other direction, speed through the dangerous intersection with Curzon. Road is full of families with children and speeding cars and trucks can be scary. Traffic calming and lower speed limit would improve the safety here. • Cameron Street - Lower speed limit (to 30kph) and traffic calming: Lower speed limit, with additional traffic calming measures. • Grey Street - Lower speed limit (to 30kph): Lower speed limit - Many pedestrians and traffic volume is high for a residential road. • Taiere Terrace - Lower speed limit and suggest road markings and traffic calming: Blind crest here and vehicles rat-run at speed, cars parked on both sides of the road, and there is no centreline or intersection markings - unsafe for all road users, especially children on bikes at 50kph, should be lower, and have intersection markings and speed deterrents. • Heretaunga Avenue - Lower speed limit to 40kph: Ridge and dip limits visibility but vehicles speed here, and sunstrike is an issue. It is dangerous to exit driveways, and people ignore the Stop controls on the eastern end - need to enforce this, and lower speed limit here.
<p>Other physical improvements suggested</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Taiere Terrace - Lower speed limit and suggest road markings and traffic calming: Blind crest here and vehicles rat-run at speed, cars parked on both sides of the road, and there is no centreline or intersection markings - unsafe for all road users, especially children on bikes at 50kph, should be lower, and have intersection markings and speed deterrents. • Moana Avenue - Ban heavy vehicles: Trucks heading to refuse stations on south side of Neilson Street use Campbell, Moana, Mt Smart, Victoria at high frequency. They cannot slow on Moana when travelling +50kph. Suggest a different designated route, e.g. Great South, Sth Eastern, Church, Neilson? These roads are designed for heavy vehicles.

Suburb	Panmure
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Feedback Theme	Main points
<p>Other roads/suggestions for reduced vehicle speeds</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • Kings Road - Lower speed limit from 50kph to 30kph: Street is straight, long, downhill, and many vehicles exceed speed limit (even 80-100kph at night) - smashed wing mirrors and damaged parked cars. Local streets providing access to residents should have 30kph to allow crossing for all ages and abilities, reduced noise, and cycling. • Dunkirk Road - Install traffic calming: High vehicle speeds often - should be access only road for cars and continuous safe link for walking/cycling. Shared path not wide enough to accommodate faster cyclists with pedestrians - faster cyclists should have to use road. Suggest modal filters eg bollards along this road at several places which could also double as safe crossing points to access the river and reserve. • Church Street - Lower speed limit: busy road with vehicles exceeding 50kph limit, with multiple crashes. Childcare centre and a school, no speed bumps or radar speed lights - should be included in proposal. • Tamaki area (incl Glen Innes, Pt England, Panmure) - Lower speed limit and install other traffic management: Expect population growth over next decade, and already has high traffic volumes - almost entirely residential or town centres, does not include major arterial roads, has many schools and early childcare. Currently used as a rat-run to avoid traffic on arterial routes - whole area would benefit from lower speed limits and improved compliance on roads which currently experience dangerous vehicle speeds (e.g. Kings Road, Dunkirk Road, Tripoli Road, all of which have schools and early childhood centres).

Suburb	Point England
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 3</i>	<ul style="list-style-type: none"> Tataroa Street; Torino Street - Lower speed limit to 30kph: Streets next to Ruapotaka Primary School should be included in proposal - Taratoa and Torino have many rat-runners from Tripoli and Pilkington. Pt England Road - Lower speed limit to 30kph: Street very busy/congested before/after school, creating an unsafe environment for anyone not in a car. Lower speed limit and suggest a large section of this road be closed - before and after school to enable kids to safely come and go from school. Cars parked over driveways force people on bikes and pedestrians onto the road. Tamaki area (incl Glen Innes, Pt England, Panmure) - Lower speed limit and install other traffic management: Expect population growth over next decade, and already has high traffic volumes - almost entirely residential or town centres, does not include major arterial roads, has many schools and early childcare. Currently used as a rat-run to avoid traffic on arterial routes - whole area would benefit from lower speed limits and improved compliance on roads which currently experience dangerous vehicle speeds (e.g. Kings Road, Dunkirk Road, Tripoli Road, all of which have schools and early childhood centres).

Suburb	Royal Oak
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 4</i>	<ul style="list-style-type: none"> Turama Road - Lower speed limit: Discourage rat running here and improve pedestrian/bike safety. Manukau Road - Lower speed limit to 30kph: For safety of children going to/from school, ideally along the entirety of Manukau - many people walk along Manukau Road to access shops, work and education. Manukau Road - Limit vehicle access to Cornwall Park - High traffic volumes with commuters cutting through - should be limited to the disabled only. Current traffic management is not working. Chandler Avenue - Lower speed limit: Royal Oak Primary is on Manukau Road and Chandler Avenue, with high traffic volumes past both entrances to school, and no reduced school speed limit here. Protect the children.
Other physical improvements suggested <i>Mentions: 3</i>	<ul style="list-style-type: none"> Manukau Rd - Improve roundabout: This roundabout is dangerous - needs considerable work done to improve safety for all.

Suburb	Wai O Taiki Bay
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> Inglewood Street - Lower speed limit to 30kph: Intensification of housing and increase in people and vehicles.
Other suggested physical improvements <i>Mentions: 1</i>	<ul style="list-style-type: none"> Taniwha Street - Suggest pedestrian crossings: busy road with increased housing and more vehicle/pedestrian traffic including children walking to/from the schools, families going to the kindergartens, people crossing for bus stops, and cyclists. The only proper pedestrian crossing is down by Tamaki College - need others, or at least refuges e.g. near Fenchurch shops and near the kindergartens and bus stops.

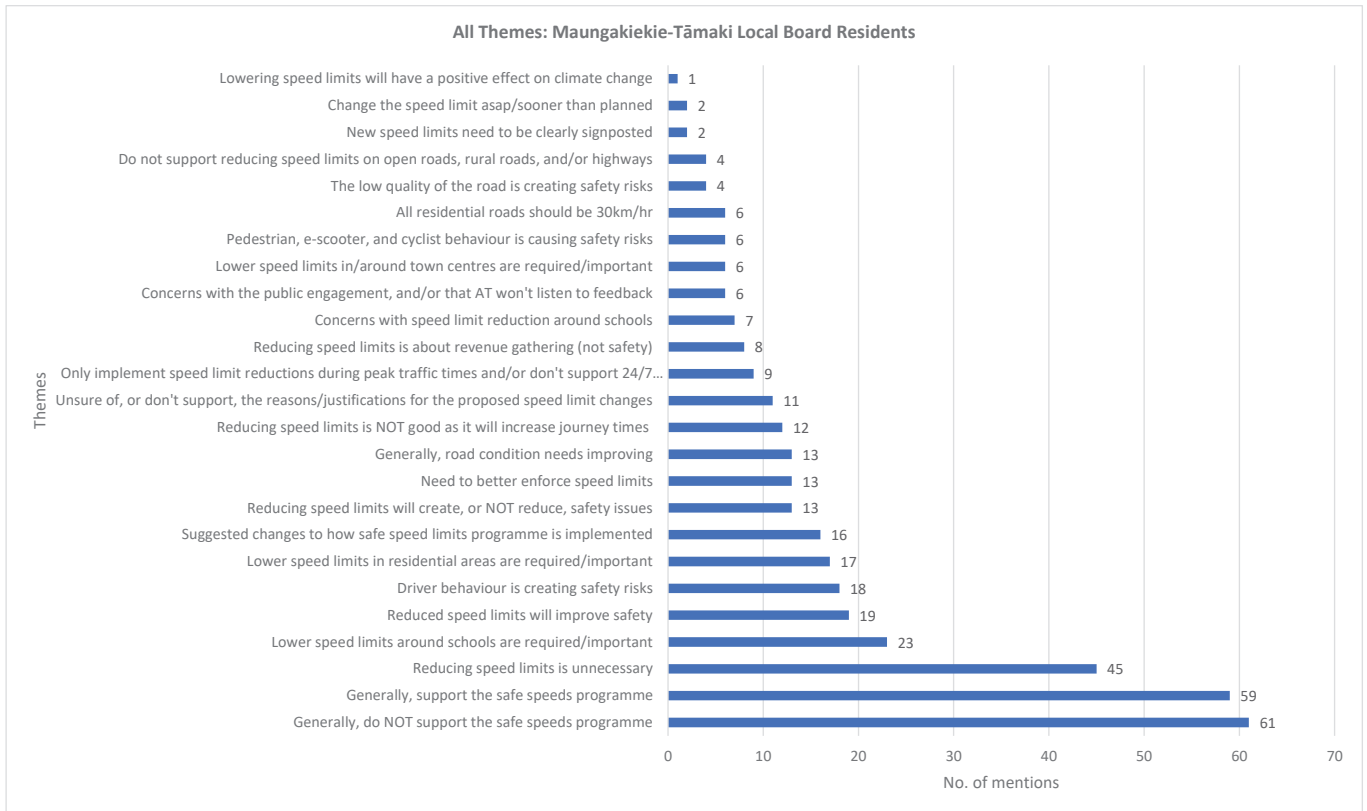
Part D – General themes from people who live within the local board area

The feedback form also provided the opportunity for respondents to provide general comments on the Safe Speed Programme. Most this feedback was general in nature and could not be attributed to a particular road.

This general feedback has been sorted into themes, and similar themes have been grouped together in topic areas. The feedback themes from respondents that said they live within the Maungakiekie-Tāmaki Local Board area are outlined below.

Please note:

- The “Mentions” in the themes column of the tables indicates the number of times that theme was mentioned by people from the Maungakiekie-Tāmaki Local Board area.
- It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Maungakiekie-Tāmaki Local Board area, just themes.



Overall sentiment towards the Safe Speeds Programme

Feedback Theme	Main points
<p>Generally, support the Safe Speeds Programme</p> <p><i>Mentions: 59</i></p>	<ul style="list-style-type: none"> Support reduced speed limits as they will reduce crashes. Making streets safer for pedestrians and cyclists can only be a good thing. Support changes in high incident areas. Support for speed limit changes around schools. Support for speed limit changes around schools but only during school hours not 24/7. Support for changes in inner city suburbs. Believe other roads should also have a speed reduction. Support speed reductions but don't agree with proposed speeds: <ul style="list-style-type: none"> There should be less speed levels e.g. 30km/h residential, 60km/h rural and 80km/h motorway. Support speed limit reduction to 40km/h not 30km/h. 100km/h to 40km/h is too large of a change. Support speed limit changes but they should be targeted to the road and researched.
<p>Generally, do NOT support the Safe Speeds Programme</p> <p><i>Mentions: 61</i></p>	<ul style="list-style-type: none"> Don't think speed is the issue, road maintenance is. Don't think speed is the issue, poor driving is. Don't think speed is the issue, poor enforcement is. Drivers who decide to speed now will speed anyway. Will make traffic congestion worse. Previous programme to lower speed has not had an effect on accidents or deaths. Current 30km/h hour speed limits are not working and will not work. Speed limits below 40km/h are unrealistic. Think speed limits should be raised. Cars cannot travel faster than the speed limit in Metro Auckland anyway. Do not support speed reductions on entire roads, rather just the stretch affected by accidents. Do not support speed limit reductions, except around schools.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Don't support reducing speed on rural roads. • Programme with various speeds will cause confusion and people will be fined. • Put roads already lowered back to 100km/h, it causes dangerous driving with passing. • Maungakiekie-Tāmaki community said don't change it. • Thinks programme is pointless. • Thinks programme is a guise to force people out of using private cars.

General comments and suggestions about the Safe Speeds Programme and road safety

Feedback Theme	Main points
<p>Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes</p> <p><i>Mentions: 11</i></p>	<ul style="list-style-type: none"> • Need to show why they justify the speed limit reductions. • AT need to show how many fatal crashes on the roads proposed justify the speed limit changes. • Show how many crashes were caused by speed and not due to other factors. • Maungakiekie-Tāmaki roads do not have the accident statistics that are being claimed, would like to see the actual statistics. • Using reports of accidents to make decisions is flawed as not all accidents are reported. • Accidents caused by texting and alcohol should not impact speed decisions. • Using speed around school to justify these changes is wrong as there are already speed limits around schools and most of the proposed changes are not near schools. • Seems driven by ideology not practicality. <ul style="list-style-type: none"> ○ Proposed changes are unrealistic. ○ Model is flawed/decision is based on incomplete or incorrect data. • People are capable of driving to the conditions. • Congestions means speed self-limits where necessary. • Speed limit reductions are a guise to force people out of using private cars. • The increase in injuries is probably in correlation to Auckland's growth. • Reducing rural roads to 80km/h is an attempt to ensure roads last longer, not for safety. • Proposal is based not on reducing speed reducing harm, but on cost being a limiting factor in providing safe roads. • These changes are being made to hide how bad AT has made Auckland's traffic congestion. • What are the reasons for these changes? • The roads mentioned for speed changes are inconsistent. • Too many roads have been selected.
<p>Reducing speed limits is unnecessary</p> <p><i>Mentions: 45</i></p>	<ul style="list-style-type: none"> • There is no need to lower speed limits/existing speed limits are safe. <ul style="list-style-type: none"> ○ Roads are safe for the current speed limits (flat, straight, visibility is good, very few hazards on the side of the road, no side roads). ○ Suggested roads already have speed calming measures (speed bumps, chicanes).

Feedback Theme	Main points
	<ul style="list-style-type: none"> Proposed speed limits are slower than necessary. <ul style="list-style-type: none"> 50km/h is a safe speed limit, no need to reduce below that. 30km/h speed limits are ridiculous / too slow / unnecessary. Speed limit reviews are a waste of time and money. Many roads require maintenance/upgrading to improve safety, not speed limit reductions. Due to congestion people already travel around the city at less than 50km/h. Auckland speed limits are much lower than other parts of New Zealand. Many of the proposed speed limit reductions don't make sense. Enough roads have had speed lowered already. Vehicles do not speed on this road(s). There have been no, or very few, crashes on this road(s). Cars are safer than ever. Vehicles are of better quality now and can travel at faster speeds safely. There are no proposed developments in this area that would make this road significantly busier. The justification that this limit should be reduced to be in keeping with surrounding roads isn't a satisfactory justification. There is already a variable speed limit for the dangerous part of the road. Road will still be unsafe for walking at the reduced speed limit. The changes are being made to slow journeys to get people to ride bikes. Just use LSZ signs.
<p>Reducing speed limits will create, or NOT reduce, safety issues</p> <p><i>Mentions: 13</i></p>	<ul style="list-style-type: none"> AT's speed limit reductions have so far caused increased crashes and deaths. Reduced speed limits have increased incidences of dangerous driving. Reduced speed limits have increased accidents. There is no evidence that reducing speeds will reduce deaths, in fact, the opposite has occurred. Following a non-relevant Scottish example is senseless. Reinstate the speed limits that were recently reduced by AT. Driver behaviour is the problem, not the speed limits. People who speed will still speed.

Feedback Theme	Main points
	<ul style="list-style-type: none"> Lower speed limits (and slow drivers) create driver frustration and dangerous behaviour, such as risky overtaking. Any motorist obeying a 50kmph limit who crashes and causes a fatality or serious injury is either elderly, pathetic, or on drugs/intoxicated. 30kmph speed limit won't change the cause of the accident. Reduced speed limits will not reduce crashes in South Auckland, most people do not obey the current speed limits. Reduced speed limit (to 30) will cause constant watching of speedometer instead of watching the road. Slow traffic encourages phones use. Variable speeds along same stretch of road causes driver distraction. Need to also change the design speed of the road, or changes will be ineffective. Proposal is about politicians being seen to do something, rather than actually improving safety. AT need to research and focus on changes that will actually improve safety. Why is AT not doing cost benefit analysis to justify these proposals? AT need to do a full economic analysis of the impacts of reducing speed limits, such as time wasted, increased travel times for buses/delivery vehicles/taxis etc. I work for insurance and monitor claims. 98% of our crash report claims are due to poor driver behaviour. 85% of faults causing death and serious injury are elderly. What is your strategy doing about the real cause for these areas?
<p>Reduced speed limits will improve safety</p> <p><i>Mentions: 19</i></p>	<ul style="list-style-type: none"> Lower speed limits will make people less likely to crash. Lower speed limits improve pedestrian safety. Lower speed limits will make our streets safer for children, elderly, and those with mobility issues. Limiting speed will make cycling safer. Lower speed limits in areas with speed related incidents. Lowering speed limit is the only option on some roads that cannot be improved in other ways. Road conditions are not suitable for the current speed limits, lowering them will improve safety.
<p>Reducing speed limits is NOT good as it will increase journey times</p> <p><i>Mentions: 12</i></p>	<ul style="list-style-type: none"> Reducing speed limits will increase journey times. Reduced speed limits increases pollution. Reduced speed will impact traffic flow. Reduced speed will increase congestion. Reduced speed limits will increase journey times for emergency services - they cannot exceed 30km/h over the limit.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Reduced driving speeds is increasing journey times from Pukekohe to Auckland. • Driving around rural roads in Maungakiekie-Tāmaki will take too long at lower speeds. • Slower speeds, slows the economy. • Longer journey times mean increased risk of accidents. • Increased journey times will create risky, impatient drivers. • Reduced speed limits will negatively affect the public transport network. • Want to be compensated for wasted time. • Want to be compensated for wasted fuel.
Reducing speed limits is about revenue gathering (not safety) <i>Mentions: 8</i>	<ul style="list-style-type: none"> • Reducing speed limits is about revenue gathering. • Manurewa is being unfairly targeted to be fined and generate income. • South Auckland, and therefore Māori and Pacific communities, are being unfairly targeted. • Reduced speeds will lead to more petrol consumption and therefore are purely profit generation.
New speed limits need to be clearly signposted <i>Mentions: 2</i>	<ul style="list-style-type: none"> • New speed limits need to be clearly signposted. • New speed limits should be painted on the road as well as signposted.
Need to better enforce speed limits <i>Mentions: 13</i>	<ul style="list-style-type: none"> • Proposed changes will have minimal impact if not enforced. • General concerns about how speed limits will be enforced. • Better police roads with 50km/h speed limits. • Need more traffic cops. • Install speed cameras around schools. • Need more speed cameras can increase safety. • Need more random license and WOF checks. • Ensure courts enforce the law. • Need stronger penalties for breaking the road rules (one submitter suggested vehicles seized and if a repeat offender, crushed). • Need harsher penalties for those that speed past schools. • Make those caught speeding attend a course. • Need to police those driving too slow.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Great South Road between Drury and Papakura is never policed.
Driver behaviour is creating safety risks <i>Mentions: 18</i>	<ul style="list-style-type: none"> • Improve driver education to reduce crashes. • Drivers that should not have been given licenses is the issue. • Driver education should focus on more than speed, e.g. how to identify when it is safe to pull out, how to accelerate up to speed of other traffic. • Drivers should have to do a practical test every 10 years when they renew their licenses. • Better driver training/refresher courses. Use a hydraulic synaptic feedback chair to learn better risk assessment and understanding of poor driving decisions. • Require driver refresher courses that provide driver trainer in a hydraulic synaptic feedback chair. • Dangerous drivers are ruining it for the majority who drive within the current limits. • Driver education for teenagers in rural areas is required. • Bus drivers need more training as they create a risk. • Good driving should be rewarded to encourage better drivers. • Not fair to reduce speed limits and punish the vast majority of drivers who drive safely, for the minority that drive dangerously (who will drive dangerously anyway). • Drivers using mobile phones is causing crashes. • Cars that are poorly maintained or in poor condition are the cause of crashes, more than speed. • People are regularly running red lights which is dangerous. Install more red-light cameras. • Slow speed limits (and slow drivers) cause driver frustration and dangerous driving, such as risky overtaking. • Reduced speed limits have increased incidences of dangerous driving. • Removing passing lanes is resulting in risky overtaking. • Unless there is frequent signage drivers won't know what speed to go and will be distracted looking for signs. • Any motorist obeying a 50kmph limit who crashes and causes a fatality or serious injury is either elderly, pathic, or on drugs/intoxicated. 30kmph won't change the cause. • I work for insurance and monitor claims. 98% of our crash report claims are due to poor driver behaviour. 85% of faults causing death and serious injury are elderly. What is your strategy doing about the real cause for these areas?
Pedestrian, e-scooter, and cyclist behaviour is causing safety risks	<ul style="list-style-type: none"> • Improve pedestrian education/road safety. • Children need to be taught road safety.

Feedback Theme	Main points
<p><i>Mentions: 6</i></p>	<ul style="list-style-type: none"> • Pedestrians are distracted on their phones. • Pedestrians should be made responsible for their own actions. • Speed limits are fine; money would be better spent on teaching pedestrians/children to cross the road safely. • Children around schools running out on the road are unsafe. • Speed limits are fine, cyclists making risky decisions is the safety issue. • Cyclists should have registration numbers, some are dangerous. • Cyclists should be legally required to use cycle lanes where available and ride single file. • E-scooters on the road are a safety issue.
<p>The low quality of the road is creating safety risks</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • Roads are dangerous due to lack of road maintenance. • Improve road quality with more crossings, stop signs, give ways etc. • Improve road signage and markings. • Various maintenance issues of concern, such as potholes, uneven surfaces, road slope, road surface, narrow roads, and subsidence. • Poor repairs and maintenance work that don't last or are in poor/uneven condition from the time of the repair are a problem. • More and more development is being permitted without improving road quality • Lack of passing zones encourages dangerous overtaking. • On street parking is causing safety issues - obscures vision on residential streets, and on major roads parked cars reduce lane widths leading to congestion.
<p>Generally, road condition needs improving</p> <p><i>Mentions: 13</i></p>	<ul style="list-style-type: none"> • Need to improve road maintenance and design. • Improving road condition/maintenance is more important than reducing speed limits. • Proposed speed limit reductions are to avoid necessary road maintenance. • Infrastructure suggestions to make the roads safer. <ul style="list-style-type: none"> ○ Speed tables. ○ Better quality maintenance. ○ Improve road signage, road markings, and lighting. ○ Speed limits should be painted on roads at regular intervals. ○ Need to make roads flow better. ○ Road calming suggestions.

Feedback Theme	Main points
	<ul style="list-style-type: none"> ○ More pedestrian crossings. • Improve road signage, road markings and lighting. • Need to make roads flow better. • Poor repairs and maintenance work that don't last or are in poor/uneven condition from the time of the repair are a problem. • Poor road condition is causing regular damage to vehicles. • Need to improve motorways and invest more time in them. • More and more development is being permitted without improving road quality.
<p>Change the speed limit asap/sooner than planned</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Implement speed limit reductions sooner. • Trial temporary speed limit reductions until new limits come into effect. • AT should take a bolder approach, introduce wider speed zones at a faster pace.
<p>Lowering speed limits will have a positive effect on climate change</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Reducing speed limits will reduce emissions. • Reducing speed limits will help to meet climate change goals. • Reducing speed limits encourages non-vehicle travel and therefore reduces emissions. • Reducing speed limits will reduce pollution.
<p>Suggested changes to how safer speed limits programme is implemented</p> <p><i>Mentions: 16</i></p>	<ul style="list-style-type: none"> • Define a low-speed limit across the area (e.g. 30 km/h in urban areas and 60 km/h in rural areas and 80 km/h on motorways) and only allow roads to be faster by exception. • Consider 10km/h speed reduction rather than 20km/h. • Rural roads should be 80km/h maximum. • 30km/h is too slow, should only consider implementing 40km/h limits. • Having 10km/hr speed increments is confusing. Stick with just odd numbers (i.e. 10, 30, 50, 70, 90, 110km/h). • Straight, long stretches of road should be 60km/h. • All South Auckland roads should be 50km/h. • In areas that have various speeds, stick with just 30km/h and 50km/h. • Reduce speed limits on all urban roads to reduce confusion. • The idea that speed limits should follow from design speeds is completely backwards. Lower the limit now and then design the street around that whenever it next comes to be rebuilt.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Ensure roads are designed/changed to reflect the speed limit for the road, so that people naturally travel the speed limit and feel uncomfortable travelling faster e.g. narrower roads, trees on alternating sides of the road, plant trees between the road and the footpath. • Low-cost, tactical changes need to be rolled out to support the reduced speed limits. • In urban/residential areas reduced speed areas ought to take the form of low traffic neighbourhoods. • Do not create traffic calming that is unsuitable for small vehicles. • Speed limits should be implemented with road calming measures. • Speed limits should be implemented with extra driver education. • Do not support speed reductions on entire roads, rather just the stretch affected by crashes. • AT should be proactively monitoring and reviewing all roads for speed limit changes. • On dangerous stretches of road, yellow speed warning signs (like on state highways, where a suggested speed for hazardous corners is used) is a better measure to take. Encourage drivers to adjust to the conditions rather than set a speed target.

Times of days and locations where speed limit reductions are NOT supported

Feedback Theme	Main points
<p>Only implement speed limit reductions during peak traffic times and/or don't support 24/7 implementation</p> <p><i>Mentions: 9</i></p>	<ul style="list-style-type: none"> • Do not support 24/7 implementation of speed limits. • Only implement during peak traffic times. • Only implement during school hours, school pick-up and drop-off times, and/or during school terms. • Speed reductions should only be between 8am and 7pm. • Speed reductions should only be between 8am and 4pm. • Reducing speeds all day for a problem that only exists for a short period of time each day doesn't make sense. • Reducing speeds for 24 hours is impractical and impossible to police. • Speed limit signage around schools should be electronic so limits can be changed when necessary (increased in evenings and weekends).
<p>Do not support reducing speed limits on open roads, rural roads, and/or highways</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • Do not support reducing speed limits on open roads and/or highways. • Rural roads should have an open road speed limit so people can decide how fast they travel.
<p>Concerns with speed limit reduction around schools</p> <p><i>Mentions: 7</i></p>	<ul style="list-style-type: none"> • Schools are already speed limit zones, why add extra. • Limit should be 40km/h. • Should not be 24/7, and should be notified by illuminated, variable signs. • Different schools have different start times, so speed limits should be tailored to those times. • School zones should have more monitoring at peak times, not speed limit reductions. • Too many side roads around schools are included in low-speed limit. • Should only be 30km/h for a distance of 400m from each school. • Speed limits should be around primary schools only. • Only apply 30km/h speed limits to on schools that are not on main arterial roads. • It is not speed around schools that is the problem, it is parents dropping off and picking up dangerously, and buses. • People ignore low speed zones around schools anyway. • Is there a strategy to address school related traffic volume?

General locations where speed limit reductions are supported

Feedback Theme	Main points
Lower speed limits around schools are required/important <i>Mentions: 23</i>	<ul style="list-style-type: none"> All schools should be included. Makes it safer for children going to/from school. Change speed limit around schools 40km/h. Speed limits around schools need to be standard, not 40kph at some and 30kph at others. Reduced speed limits should be restricted to school zones. Leave other roads 50km. Don't support the speed reductions, except around schools. There should be traffic calming measures and safety improvements (pedestrian islands) as well as lower speed limits. All schools should have flashing 30kmh signs at their boundary.
Lower speed limits in residential areas are required/important <i>Mentions: 17</i>	<ul style="list-style-type: none"> All residential roads should be 30km/h. Lower speed limit is important, but it should be 35km/h or 40km/h. High density town roads should be 40km/h maximum. In a cul-de-sac or tight, narrow residential road, the limit should be lower than 30km/h. All minor side streets should be 30km/h. Need lower speed limits around parks, where children play. Residential roads have more potential for conflict (people turning out of driveways, pedestrians crossing the road, parked cars) and often have worse visibility. Modern cars are large and dangerous, lower speed limits in suburban roads would be safer for pedestrians.
All residential roads should be 30km/hr <i>Mentions: 6</i>	<ul style="list-style-type: none"> All residential roads should be 30km/h. Will enable vehicles and bikes to share the road. Should be supported by physical measures to reduce speeds.
Lower speed limits in/around town centres are required/important <i>Mentions: 6</i>	<ul style="list-style-type: none"> Town centres are high pedestrian areas so should have lower speed limits. Agree with speed reductions but speed limits should be 40km/h. The city should be 30km/h everywhere, with wider footpaths and narrower streets to encourage slow speeds.

Other comments and concerns

Feedback Theme	Main points
Concerns with the public engagement, and/or that AT won't listen to feedback <i>Mentions: 6</i>	<ul style="list-style-type: none"> AT will not listen to public feedback. AT did not listen to feedback regarding last speed limit review in Maungakiekie-Tāmaki, it is now more dangerous. AT needs to communicate their responses to feedback better. There is very limited opportunity to provide feedback. The outcomes have already been decided as you state, "no change is not an option". AT only listens to vocal minority groups. Sick of the government deciding things without consulting the ratepayers. AT never propose increased speed limits. AT need to release statistics to show proof of speed limit reduction requirements on each road. Consultation website was poorly designed and difficult to navigate, meaning that an informed assessment cannot be made. Concerns the map in the brochure drop is deceptive - the dots are incorrectly placed. Had technical issues with the online survey and/or interactive map tool. Concerns the leaflet is propaganda and doesn't contain accurate statistics. Stop using Facebook groups for feedback. Need an option for people to be added to the mailing list once feedback is gathered that doesn't require giving feedback. Future proposals should be posted on local community boards. AT should communicate directly with locals and drive the roads to better understand the problems.
Other comments	<ul style="list-style-type: none"> People parking in unsuitable places causes congestion and is unsafe. Slows down emergency response vehicles who are only allowed to travel 20km/h above limit. Rules around the use of E-scooters and bikes need to be formalised. e.g. giving way, signalling, where to ride, interactions with pedestrians. Speed reductions of 50% or more will not be tolerated by the community. Bicycles and buses now have more road than cars. Once implemented, will there be a grace period to allow motorists to adjust to new limits? Bus drivers need bus monitors to assist with managing order on school buses as the drivers are distracted and this is a safety issue.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Speed limits around Marae should be reduced. • Stop people parking their cars on Galaxy Drive. • Should be using digital speed signs. • Too many speed bumps are bad for the environment (braking and acceleration around speed bumps consume more fuel). • Road 'calming' measures are not fair/appropriate. • Proposed changes seem to unfairly target South Auckland • Need to better synchronise traffic lights through Auckland. • Need strict legislation around liability for cyclists and motorists causing accidents. • Consider introducing parking restrictions in busy / bottleneck areas to ease congestion and safety issues. • Ensure there is space for Loading Zones and School Drop Off Zones in busy areas, such as school zones. • Doesn't agree with the use of Te Reo Māori in the brochure. • Speed bumps in some suburbs have pushed the speeding problem into other suburbs. • Electric vehicles need to make more noise so pedestrians can hear them. • Bus parking is an issue in the city. They do not indicate when they're pulling out. • Install more traffic lights at intersection of main roads/side streets to make it safer to turn right.



Safe Speeds Programme

Public feedback on proposed speed limit changes October/November 2021

Feedback related to Ōrākei Local Board area



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November 2021 – Safe Speeds Programme – Report on feedback by local board area
Independently prepared by Viewpoints NZ



Part A – Number of submitters from within the local board area

During October and November 2021, 433 people from within the Ōrākei Local Board area submitted on the Safe Speeds Programme - proposed speed limit changes.



Part B – Feedback on roads within the local board area proposed for speed limit changes

In the first part of the feedback form, respondents were asked what they thought of the proposed speed limit changes for each road. Specifically they were asked:

- What do you think of the proposed speed limit change for this road? (*tick-box answers*)
- Why do you feel this way? (*open-ended answers*)

This section outlines:

- The sentiment expressed by respondents towards the proposed speed limit changes for each road within the Ōrākei Local Board area ('What do you think of the proposed speed limit change for this road?')
- A summary of the open-ended feedback received for each road within the Ōrākei Local Board area ('Why do you feel this way?').



Road name	Appleyard Crescent
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Support lowered speed limits to support pedestrian and cyclist safety, particularly regarding children going to school. • This is a walking school bus street. The street has curves and slope and on street parking. It's essential that the speed is lowered.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Armadale Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	3
I think the current speed limit on this road should be kept the same	7
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> All roads with schools should be 40kph limit at most. This is a major walking and cycling route to the primary school.
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> Street is often busy anyway, and unlikely to get up to speed during school pick up/drop off times - other times current speed is adequate. There is no reason to change the speed limit. During school hours traffic already slows with the pedestrian crossing etc, so I don't think a 24/7 speed change is required.
Only support the proposed speed limit for a portion of the road <i>Mentions: 2</i>	<ul style="list-style-type: none"> Please limit the zone to the top part near Dromorne and the crossing only - exclude Armadale from Norana Road south. Children don't walk to school on most of the road, only at the top - no need to reduce speed for the whole road. The speed limit only needs to be changed on the section of Armadale Rd - from Remuera Road to Dromorne Road and on Dromorne from Omaha Road to Armadale Road. That is the general route for lazy parents dropping their kids off.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 4</i>	<ul style="list-style-type: none"> All roads with schools should be 40kph limit at most. Lower limits only at school pick up/drop off times. It makes no sense to impose the new limit outside of times when children will not be going to or coming from school.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Some motorists do drive down this street above the limit, and these people are unlikely to take notice of the new limits.

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November 2021 – Safe Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ



Why do you feel this way?	
Feedback Theme	Main points
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> Lack of enforcement does affect the way people drive.
Too many changes in speed limits along the road (or in area) will be confusing <i>Mentions: 1</i>	<ul style="list-style-type: none"> Simpler systems are more effective - will be confusing for speed limits to change street to street.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Improve spending on road markings (yellow 'no parking' restrictions on corners), specifically on Armadale Road.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

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November 2021 – Safe Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ



Road name	Blackett Crescent
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	3

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> Support lowered speed limits to support pedestrian and cyclist safety, particularly regarding children going to school. This a wide, open intersection and street which encourages drivers to drive fast both here and along Blakett - lots of kids here - visibility poor with curve of street and parking.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> I would support removing roadside parking from one side of all these streets and replacing it with a micro mobility lane to make is safer for people to get/use public/active transport, and to make a little disincentive to car ownership.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Bonnie Brae Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Conrad Drive
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Corinth Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	4
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Safer car speeds will encourage children to bike/walk to school. • This street is used by lots of children going to school - it is windy and steep and narrow. • Proposed speed limit will make it safer for children to walk and cycle to school, but it will still be unsafe unless there is physical traffic calming and a micro mobility lane. • Reduced speed limit should only apply to Kelvin Road, Waiaatarua Road and Corinth Street, and the roads off these streets, for child safety. The rest should not change.
Other physical improvements suggested <i>Mentions: 5</i>	<ul style="list-style-type: none"> • Consider turning this street into one-way West-to-East, as is a major bottleneck especially during school drop off and pick up. • Proposed will help children safely walking and cycling to school, but it will still be unsafe unless there is physical traffic calming to stop cars accelerating down this steep road, and a micro mobility lane for slow cycling. • Street is very full of cars (parking improvement required). • Recommend yellow 'no parking' restrictions on one side of the street - train station causes huge issues of cars reversing due to narrow road with cars parked on both sides (only one lane of traffic can go at a time).

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Dover Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Dromorne Road
Part of road	Between Armadale Road and Omahu Road

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2
I think the current speed limit on this road should be kept the same	3
I think the speed limit should be lower than what is proposed	1
Other	3

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> This is a major walking and cycling route to the primary school. This narrow road serves a busy school. Speed limit should be lowered as proposed, to protect young cyclists and pedestrians in particular. With cars so close to the school grounds and kids around most of the time, including outside school hours, it makes sense for the speed to be reduced to at least 30kph but I would suggest even slower. Being hit by a car travelling at 15kph is preferable to being hit at 30kph.
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> Speed is not the issue - drivers do not speed on this road, especially pick up/drop off times. Already a safe road - traffic does not often exceed speed limit. Have never heard of a child being hit by a car over 30kph here.
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> Drivers exceed the speed limit here: reducing the limit will only affect those who obey it - physical traffic calming required instead of lower limits. A lot of through traffic speeds along the part of Dromorne not included in proposal (ie. from Omahu to Market Road).
Extend the reduced speed limit to cover more of the road <i>Mentions: 2</i>	<ul style="list-style-type: none"> Recommend the proposed 30kph speed limit extends the full length of Dromorne Road (i.e. to include from Omahu to Market Road) - many children walk this part of the road, and parents park there. A lot of through traffic speeds here. Would like to see the reduced speed limit zone to include all Dromorne Road. The road is a popular rat run for people avoiding traffic lights and is a main road for the drop off and collection of children from both Remuera Primary School and Kings Prep School.
Only support the reduced speed limit for a certain period of the day	<ul style="list-style-type: none"> Lower speeds only make sense during peak school times. It makes no sense to impose the new limit outside of times when children will not be going to or coming from school.

Why do you feel this way?	
Feedback Theme	Main points
Mentions: 2	
Other physical improvements suggested Mentions: 2	<ul style="list-style-type: none"> Fix poor parking at pick up/drop off around schools, before considering lower speed limits. Drivers exceed the speed limit here. Reducing the limit will only affect those who obey it - narrow the road instead of lowering limits.
Reduce the speed limit further than proposed for a section of the road Mentions: 1	<ul style="list-style-type: none"> With cars so close to the school grounds and kids around most of the time, including outside school hours it makes sense for the speed to be reduced to at least 30kph but I would suggest even slower. Being hit by a car travelling at 15kph is preferable to being hit at 30kph.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

Road name	Fancourt Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	10
I think the current speed limit on this road should be kept the same	3
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer Mentions: 11	<ul style="list-style-type: none"> Family street with lots of children, lots of parked cars, some tight corners. Too many drivers going too fast, as used as a rat-run to the train station and avoiding busy sections of St John's Rd. There have been accidents and the speeds are getting worse - lower speed limit will help. Reduced speed limit will be easier and safer for children to cross the road. Traffic travels too fast currently for amount of visibility and number of children and cyclists. It's bendy and narrow with lots of parked cars. People speed up and down. There are lots of kids and pets in the area and there have been some big accidents. Cars and buses come round the corner very fast - there has been a bad accident earlier this year, and many wing mirrors lost. There are lots of pets and children and families walking and running on this road and it would be much safer to have a lower speed limit. This road is used by kids going to school, and kids cycling. It's narrow and full of parked cars - it's just not safe to drive over 30kph on this road anyway, so making that the formal limit makes perfect sense. It's not safe to drive at 50kph on this road because of the tight corners and many parked cars. 30kph is what most cars are doing when being reasonable here anyway. Harapaki, Fancourt, Temple will facilitate the future GI-TD Stage 2, which is expected to be well used, particularly by students going to Selwyn College and St Thomas School, and a 30kph limit on these streets is fully supported. Cars race down this road, usually on the wrong side of the road as they go past the junction with Temple St. I agree with the 30kph speed limit but don't think it will make much difference to this behaviour unless structural changes are put in place to slow the traffic down.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> Being a bus route and with many parked cars on the road it has become increasingly dangerous. There have been a number of vehicle crashes on the street through excessive speed and at the bottom of the hill. A slower speed environment would increase the ability to let children bike to school which in turn would reduce traffic and improve safety.
Driver behaviour is causing safety risks <i>Mentions: 5</i>	<ul style="list-style-type: none"> Too many drivers go too fast and use Fancourt as a short cut to the train station or to avoid busy sections of St John's Road. Cars race down this road, usually on the wrong side of the road as they go past the junction with Temple St. I agree with the 30kph speed limit but don't think it will make much difference to this behaviour unless structural changes are put in place to slow the traffic down. Meadowbank Road, Harapaki Road, Fancourt Street and Temple Street are highly used main roads, and people will still drive at 50kph even if limit is lowered. Cars and buses speed.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> Meadowbank Road, Harapaki Road, Fancourt Street and Temple Street are highly used main roads, and people will still drive at 50kph even if limit is lowered. Fancourt Street and connecting roads down to Meadowbank train station (Harapaki Road, Tahapa Crescent, Manapua St) are a fair distance from the two schools in the area and are heavily used for travelling to the train station. As the roads are not adjacent to the schools the major impact of reducing the speed limit will be causing congestion for cars around the train station rather than improving safety near schools.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> Long distance from either Primary school - it's too wide an area to reduce to 30kph except for roads that schools are on, and ones attached to these. Fancourt Street and connecting roads down to Meadowbank train station (Harapaki Road, Tahapa Crescent, Manapua Street) are a fair distance from the two schools in the area and are heavily used for travelling to the train station. As the roads are not adjacent to the schools the major impact of reducing the speed limit will be causing congestion for cars around the train station rather than improving safety near schools.
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> Suggest some chicanes or speed bumps to disincentivise rat-running and enforce slower speeds. Upper Fancourt between Parsons and Blackett should have chicanes to inhibit speeding and use of this road as a through road to the train station. Also introduce parking bays into the berm to allow cars and buses to move easily down the road.
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> Upper Fancourt between Parsons and Blackett should have chicanes to inhibit speeding and use of this road as a through road to the train station. Also introduce parking bays into the berm to allow cars and buses to move easily down the road. Cars race down this road, usually on the wrong side of the road as they go past the junction with Temple St. I agree with the 30kph speed limit but don't think it will make much difference to this behaviour unless structural changes are put in place to slow the traffic down.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> The speed should only be reduced during school time (and not the whole suburb, just immediate streets).

Why do you feel this way?	
Feedback Theme	Main points
Only support the proposed speed limit for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> The speed should only be reduced around schools, not the whole suburb (and only during school time).
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> High traffic volumes and main road - people will still drive at 50kph even if speed is lowered to 30kph.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Harapaki Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	5
I think the current speed limit on this road should be kept the same	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 5</i>	<ul style="list-style-type: none"> This road is narrow with many cars parked, and speeding vehicles down and up from/to Fancourt/Temple St, which makes it dangerous to cross. Access to walkway so many pedestrians, students, and cyclists, so speed reduction will help a lot. Lower speed limit will encourage children to bike/walk to school safely. Lots of kids cross this road going to/from school, and outside school times going to the park or dairy. Harapaki, Fancourt, Temple will facilitate the future GI-TD Stage 2, which is expected to be well used, particularly by students going to Selwyn College and St Thomas School, and a 30kph limit on these streets is fully supported. Harapaki Road is next to a kindergarten so is very busy with pre-schoolers at certain times. Buses go along Harapaki Road as well as walking buses to Meadowbank School, and it has walking access to Orakei basin walkway so is quite busy. Slowing traffic would make it safer because some cars speed as they turn out of Meadowbank Rd.
Driver behaviour is causing safety risks <i>Mentions: 3</i>	<ul style="list-style-type: none"> No-one will adhere to the reduced speed limits because it won't be policed. Slowing traffic would make it safer because some cars speed as they turn out of Meadowbank Rd. Meadowbank Road, Harapaki Road, Fancourt Street and Temple Street are highly used main roads, and people will still drive at 50kph even if limit is lowered.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> People will still drive at 50kph even if speed is lowered to 30kph on main roads.
The reduced speed limit is unnecessary	<ul style="list-style-type: none"> Long distance from either Primary School - it's too wide an area to reduce to 30kph except for roads that schools are on, and ones attached to these.



Why do you feel this way?	
Feedback Theme	Main points
<i>Mentions: 1</i>	<ul style="list-style-type: none"> Meadowbank Road, Harapaki Road, Fancourt Street and Temple Street are highly used main roads, and people will still drive at 50kph even if limit is lowered.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> High traffic volumes and main road - people will still drive at 50kph even if speed is lowered to 30kph.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> No-one will adhere to the reduced speed limits because it won't be policed.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Install speed bumps to slow traffic instead of lowering speed limits - doesn't require investment to be enforced.
Reduced speed limit is not good as it will increase journey times <i>Mentions:</i>	<ul style="list-style-type: none"> This is a route to/from a train station and a bus route to/from train station (#782 bus). You can't have such a long section 30kph as it will frustrate train users.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Kapua Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Recommend yellow 'no parking' restrictions on one side of the street - train station causes huge issues of cars reversing due to narrow road with cars parked on both sides (only one lane of traffic can go at a time).
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Keith Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Kelvin Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	4
Other	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 4</i>	<ul style="list-style-type: none"> This is a dead-end street with lots of children crossing to and from school - popular with walking too. Area is busy and congested. 30kph makes sense on this dead-end road. Reduced speed limit should only apply to Kelvin Road, Waiatarua Road and Corinth Street, and the roads off these streets, for child safety. The rest should not change.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> Lowered speed limit is fair during school hours but does not need to apply during evenings and weekends.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Kinder Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Koa Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Lucia Glade
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	1
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> This is the access road for parents dropping off kids to Mt Carmel; parents and children walking with the walking school bus (navigating the Lucia Glade intersection to cross onto appropriate footpaths to the school). Excitable children and SUVs are a recipe for tragedy. Busy street for children and families walking to/from schools; is a narrow street with no obvious safe crossing point for children and families accessing Mt Carmel School and the Millipede Walking School Bus.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> This road should have a lower speed limit - I'd recommend 10kph and two sets of raised level crossings on this road.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> This road should have a lower speed limit - I'd recommend 10kph and two sets of raised level crossings on this road.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Macpherson Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	
AT recommended way forward	
	Implement safe and appropriate road speed limit as proposed



Road name	Mamaku Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Manapau Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	4

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> This is a key cycling route, and very popular with kids heading to the Orakei basin. Lower speeds here would enable them to get off the pavement (most break the rules to stay safe). This street is a dead-end with many people walking and cycling to/from the Orakei Boardwalk and the train station. It's narrow between the parked cars and there's no reason to drive more than 30kph. The speed limit should reflect that.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Mara Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

Road name	Meadowbank Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	26
I think the current speed limit on this road should be kept the same	19
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
Other	4

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 24</i>	<ul style="list-style-type: none"> Very busy road with train station, major bus routes, and many pedestrians, and narrow road with unrestricted parking on both sides. Too many cars speed down this road, especially around the corner at the Macpherson St junction - lower limit will keep children safe. Reduced speed limit will improve cyclist safety and facilitate the walking and cycling path under construction (Glen Innes to Orakei) and protect the children from Meadowbank School who have active scooting/cycling programmes. The streets are narrow with many cars parked on both side making visibility difficult for children crossing the road and for cars exiting driveways. There is no need for cars to be traveling faster than 30kph in this area. There are many primary school children from two primary schools walking, cycling, and scootering to and from school. Also, there are pedestrians and cyclists accessing the Meadowbank Train Station at all hours - so I support a 24/7 change. Narrow road, lots of traffic, children going to school. Crossing the road on while walking is dangerous on Meadowbank Road, as drivers travel too fast. Decreasing the speed limit will improve the walking environment and make it easier for bikes to share the road with drivers. A 30kph speed limit will improve the walking and biking environment significantly and decrease the likelihood of injury. Reduced speed limit may initially delay vehicle traffic, but it will be safer and easier to cycle, and more cycling means less vehicle traffic, which means it will even out the delay (less traffic, faster journey). This is a busy stretch of road with parents parking and walking to Meadowbank Kindergarten as well as those accessing businesses nearby and others again commuting to the train platform. When less busy cars drive far too fast (sometimes 70-80kmph). Parking is generally full either side of the road, so cars must wait for one direction to pass before advancing. Had two wing-mirrors smashed in the last 18mths.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> Fully support the lowering of the speed limit on all roads near schools in Meadowbank. A great initiative. These roads are too narrow with too many walkers and bikers to safely travel at 50kph. This is a busy, wide suburban street which is also a main foot traffic route for commuters getting to the train station and kids getting to one of the local schools. Vehicles currently travel too fast so any reduction in speed limit would be appreciated. Slower speeds are better for this area: many young families, an old folks' home, two primary schools, one kindergarten, and is a transport hub. Many cars park on the road. Aside from the areas that have speed humps, cars move very quickly through the neighbourhood. The current speed limit is unsafe due to the amount of on road parking almost along the entire length of Meadowbank Rd, combined with constant heavy vehicle construction traffic. I agree with the proposed drop to 30kph on Meadowbank Rd as it feels unsafe when biking on the road with kids currently. The difference in drive time between 30kph and 50kph on this road will be minimal, particularly when drivers must wait for lights at the top of the road anyway. Could reduce the dangerous acceleration and braking along here (and other poor driving habits) and make it much safer for bikes accessing the station and shared paths. Lower speed limit to 30kph: Cars go through intersections at speed, often running lights, and no controlled crossing at desirable crossing point between Gerard and Meadowbank (due to Mall, Church, shops, etc). Lowered limit for pedestrian and cyclist safety with minimal driver inconvenience.
The reduced speed limit is unnecessary <i>Mentions: 10</i>	<ul style="list-style-type: none"> Long distance from either Primary school - it's too wide an area to reduce to 30kph except for roads that schools are on, and ones attached to these. Meadowbank Road, Harapaki Road, Fancourt Street and Temple Street are highly used main roads, and people will still drive at 50kph even if limit is lowered. There are already speed humps, footpaths, and other facilities, and the schools are at the southern end of the proposed zone. Unnecessary. Few kids walk or ride to schools now - the proposed lower speed area is too large, and 30kph is too slow (40 or 45kph would be better) - suspect little compliance, especially on wider roads away from schools. Multiple pre-existing speed humps on this road, limiting driver speeds. The narrowness of the streets and existing speed controls (judder bars) naturally reduce the traffic speed, especially during peak periods of school start and end times. There is no need lower the speed limit as it is already naturally controlled by traffic volume. If AT must "do something" please consider 40kph instead of 30kph. There are many speed ramps already: no need to lower the speed. Not aware of any accidents in the last few years where lowering the speed would have prevented it.
Driver behaviour is causing safety risks <i>Mentions: 6</i>	<ul style="list-style-type: none"> Too many cars speed down this road, especially around the corner at the Macpherson Street junction - lower limit will keep children safe.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> Crossing the road on while walking is dangerous on Meadowbank Road, as drivers travel too fast. Decreasing the speed limit will improve the walking environment and make it easier for bikes to share the road with drivers. A 30kph speed limit will improve the walking and biking environment significantly and decrease the likelihood of injury. When less busy cars drive far too fast (sometimes 70-80kmph). Parking is generally full either side of the road, so cars must wait for one direction to pass before advancing. Had two wing-mirrors smashed in the last 18mths. Could reduce the dangerous acceleration and braking along here (and other poor driving habits) and make it much safer for bikes accessing the station and shared paths. Meadowbank Road, Harapaki Road, Fancourt Street and Temple Street are highly used main roads, and people will still drive at 50kph even if limit is lowered. Few kids walk or ride to schools now - the proposed lower speed area is too large, and 30kph is too slow (40 or 45kph would be better) - suspect little compliance, especially on wider roads away from schools.
The reduced speed limit is unsuitable for this road <i>Mentions: 5</i>	<ul style="list-style-type: none"> High traffic volumes and main road - people will still drive at 50kph even if speed is lowered to 30kph. Major road with no school - slowing speeds here will create major congestion with no benefit. Meadowbank Rd is a major local thoroughfare, lowering the speed limit to 30kph is impractical and doesn't make sense. One of the only roads that lead to the train station - reducing speed will cause congestion.
Reduced speed is not good as it will increase journey times <i>Mentions: 4</i>	<ul style="list-style-type: none"> This is a route to/from a train station and a bus route to/from train station (#782 bus). You can't have such a long section 30kph as it will frustrate train users. Absolutely believe that the side roads need to be reduced in speed limit, however the road from Meadowbank shops through to the station is quite a large distance. There will be a measurable effect on the duration of bus services to the station and the likelihood of people using public transport. One of the only roads that lead to the train station - reducing speed will cause congestion.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 4</i>	<ul style="list-style-type: none"> People will still drive at 50kph even if speed is lowered to 30kph on main roads. Meadowbank Road is a major local thoroughfare, lowering the speed limit to 30kph is impractical and doesn't make sense. It will not reduce the incidence of accidents nor incentivise more children to walk to school. Speed reducing engineering and LSZs are a more practical way to limit speed and enhance safety.
Other suggestions for reduced vehicle speeds <i>Mentions: 4</i>	<ul style="list-style-type: none"> Less on-street parking, with more space utilised for safe cycling facilities, speed humps, and pedestrian crossings. We would also prefer to see speed bumps either side of the kindergarten - little children walking out from a blind right-of-way right out to cars rushing to the train station is a recipe for a disaster. Few kids walk or ride to schools now - the proposed lower speed area is too large, and 30kph is too slow (40 or 45kph would be better) - suspect little compliance, especially on wider roads away from schools.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> The narrowness of the streets and existing speed controls (judder bars) naturally reduce the traffic speed, especially during peak periods of school start and end times. There is no need lower the speed limit as it is already naturally controlled by traffic volume. If AT must "do something" please consider 40kph instead of 30kph.
Other physical improvements suggested <i>Mentions: 4</i>	<ul style="list-style-type: none"> Need protected cycleways with cycleway curbs and boulders. Less on-street parking, with more space utilised for safe cycling facilities, speed humps, and pedestrian crossings. The major risk on the road is the parked cars. They should only be allowed on one side only. Speed reducing engineering and LSZs are a more practical way to limit speed and enhance safety.
Only support the proposed speed limit for a portion of the road <i>Mentions: 2</i>	<ul style="list-style-type: none"> Lowered speed limit should only apply to areas around schools, not the whole suburb.
Only support the reduced speed for a certain period of the day <i>Mentions: 5</i>	<ul style="list-style-type: none"> Perhaps speed could be lowered during school pick up/drop off hours, but not 24/7. Essentially agree but disagree with 24/7 as schools are not operating in weekends and after hours. Reduce limits during school start and end periods - 30kph at 11pm at night on all these roads is unnecessary: there aren't schools on every one of these roads, running 24/7. I am happy for the speed limit to be reduced to 30kph during school days and school terms. Weekends and school holidays should be kept at 50kph.
Proposal is a waste of money <i>Mentions: 2</i>	<ul style="list-style-type: none"> There are already speed humps, footpaths, and other facilities, and the schools are at the southern end of the proposed zone. Unnecessary and a waste of money. Speed change is not needed. Council needs to spend money and time fixing roads.
Generally, road condition needs upgrading <i>Mentions: 1</i>	<ul style="list-style-type: none"> Speed change is not needed. Council needs to spend money and time fixing roads.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> Please also consider the use of speed cameras to ensure that the speed limits are adhered to.



Why do you feel this way?	
Feedback Theme	Main points
Proposal lacks local knowledge <i>Mentions: 1</i>	<ul style="list-style-type: none"> AT proposal for reducing speed in the surrounding street has been drawn up by people not familiar with the area or present state of reading congestion. 6-14 Meadowbank is currently under development for 90 apartments, and only one entrance/exit onto Meadowbank Road at the top bend. A recent AT recent proposal to relocate the bus stop to that site was squashed by the residents immediately, please check that one out.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Meyrick Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	
AT recommended way forward	Implement safe and appropriate road speed limit as proposed



Road name	Mount Carmel Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Only support the proposed speed limit for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Around the school only ie 500m max. Disagree with the huge intended area.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Norana Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2
I think the current speed limit on this road should be kept the same	4

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> Not a close or direct route to Remuera Primary - most children use Armadale Rd. Children don't walk to school on this road. This street is not overly close to the school and is not very busy with school children.
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> Parking issues has led to an increase in vehicle numbers and speed. Proposed speed limit will keep children safe.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Choosing this lower speed 24/7 will add to slower traffic and congestion generally.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> It makes no sense to impose the new limit outside of times when children will not be going to or coming from school.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

Road name	Parsons Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	3

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> This is a popular place for dog walking and for people going for walks and runs - not to mention the Cemetery which generates an unpredictable amount of traffic. You can't really get to more than 30kph on this short stretch without dangerous driving. Lots of kids play in the adjacent fields and cross the road here at all times of the day. Ensure our children are safe as well as to reduce excessive speed in these areas.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Platina Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2
I think the current speed limit on this road should be kept the same	1
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Only support the reduced speed limit for a certain period of the day <i>Mentions: 2</i>	<ul style="list-style-type: none"> Lower speeds only make sense during peak school times. It makes no sense to impose the new limit outside of times when children will not be going to or coming from school.
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Road often used as short cut between Omaha Road and Lillington, and cars drive too fast. Remuera Primary School is between Platina Street and Dromorne Road so there are lots of school pupils around.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Street is often busy anyway, and unlikely to get up to speed during school pick up/drop off times - other times current speed is adequate.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Purewa Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2
I think the current speed limit on this road should be kept the same	1
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> There is a playground on Rutherford Reserve which has many children who bike and walk around this area. Makes sense for this whole route from the school to the station to be a lot more focused on slower speeds and walking and cycling, particularly given proximity to basin and shared paths.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> This is a route to/from a train station and a bus route to/from train station (#782 bus). You can't have such a long section 30kph as it will frustrate train users.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Puroto Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Seascape Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Tahapa Crescent
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	3
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> There are three access points to the GI-TD path Stage 2 and Tahapa Reserves East and West (with its new and well used playground) on Tahapa Cres. It makes complete sense for Tahapa Crescent to be 30kph so people can cycle safely along it between their houses and these access points. And not just Tahapa Crescent itself but all the connected cul-de-sacs and through to Meadowbank Rd (and up to the Meadowbank Dairy and cafe). There must be 300 houses within 5 mins bike ride of here. There are people who drive faster than is safe in this area and there are many pre-schoolers in this area. The parking on this corner makes visibility very poor and the speed change would help to increase the safety.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> There are already speed humps, footpaths, and other facilities, and the schools are at the southern end of the proposed zone. Unnecessary.
Change the speed limit asap/sooner than planned <i>Mentions: 1</i>	<ul style="list-style-type: none"> Please make the changes as soon as possible.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Manapau end of Tahapa Crescent: Recommend yellow 'no parking' restrictions on one side of the street - train station causes huge issues of cars reversing due to narrow road with cars parked on both sides (only one lane of traffic can go at a time).
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> There are already speed humps, footpaths, and other facilities, and the schools are at the southern end of the proposed zone. Unnecessary and a waste of money.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Temple Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	9
I think the current speed limit on this road should be kept the same	5
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 8</i>	<ul style="list-style-type: none"> Lots of families live in the area, and cyclists also frequent this road. Lots of children in the area. There are judder bars on Temple St to slow traffic down, having a speed limit to reinforce this is a no brainer. Temple Street is "traffic calmed" with speed humps. It's mostly flat and straight with good sight lines, but the speed humps are widely separated (there are only five in 750 m) and some drivers choose to accelerate briskly between the speed humps, easily reaching or exceeding 50kph, and feels unsafe cycling. This is especially the case on the section between Harapaki and Blakett which is a rat run for people driving to / from Meadowbank Train Station, often in a hurry. The speed humps are insufficient alone but the 30kph limit will help here. I agree with the reduction of the speed limit to 30 kms on Temple St. My pin marks where the Millipede Walking School bus attempts to cross this road, without the support of a pedestrian crossing. Poor road alignment for speed environment. Busy street for children and families walking to/from Meadowbank and Mt Carmel Primary Schools.
The reduced speed limit is unnecessary <i>Mentions: 5</i>	<ul style="list-style-type: none"> Long distance from either primary school - it's too wide an area to reduce to 30kph except for roads that schools are on, and ones attached to these. There are already speed humps, footpaths, and other facilities, and the schools are at the southern end of the proposed zone. Unnecessary. Already traffic calming along the length of Temple St - reducing speed limit is unnecessary and unwarranted. This road has speed bumps so no problem with current speed in Temple St. If lower speed limit is to proceed, speed bumps can be removed. Multiple speed humps already on this road which effectively slows down driver speeds. Minimal school children.

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unsuitable for this road <i>Mentions: 2</i>	<ul style="list-style-type: none"> High traffic volumes and main road - people will still drive at 50kph even if speed is lowered to 30kph. Thoroughfare road to other feeder roads.
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> People will still drive at 50kph even if speed is lowered to 30kph on main roads. Temple Street is "traffic calmed" with speed humps. It's mostly flat and straight with good sight lines, but the speed humps are widely separated (there are only five in 750 m) and some drivers choose to accelerate briskly between the speed humps, easily reaching or exceeding 50kph, and feels unsafe cycling. This is especially the case on the section between Harapaki and Blakett which is a rat run for people driving to / from Meadowbank Train Station, often in a hurry. The speed humps are insufficient alone but the 30kph limit will help here.
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> Needs separated, protected cycleways urgently - had many near misses with cyclists on the narrow roads. As well as a reduction in speed, this road requires a raised level pedestrian crossing at this point to improve safety for primary school children. The Millipede Walking School bus traverses Appleyard Cres then walks down Temple St and crosses the street (without the support of a pedestrian crossing) to reach Lucia Glade. From this point the Walking School bus walks the perimeter of Mt Carmel primary School to reach Mt Carmel Place and onto Meadowbank Rd. Temple St needs to be safer for the children and other pedestrians.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> People will still drive at 50kph even if speed is lowered to 30kph on main roads.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> There are already speed humps, footpaths, and other facilities, and the schools are at the southern end of the proposed zone. Unnecessary and a waste of money.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	

Road name	Vale Road
Part of road	Between Tamaki Drive and Clarendon Road

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	6
I think the current speed limit on this road should be kept the same	5
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
I think the speed limit should be lower than what is proposed	2
Other	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 5</i>	<ul style="list-style-type: none"> Drivers speed currently, especially at night. Too close to pedestrians and St Heliers 30kph zone to be the current speed. Lots of pedestrians walking to beach from cars parked on Vale Rd (should be 30kph). Near St Heliers Beach and a playground, and is also the feeder onto Tamaki Dr, where many people ride bikes.
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> The area around Tamaki Dr/Cliff Rd/Vale Rd has been a concern, is being addressed with a raised pedestrian crossing, raised 'slow down' 30kph limit at end of Vale Rd (part of the St Heliers village safety programme) - no need to reduce speed limits further. The speed limit should be higher than current. There have been very few crashes involving children, and lowering the speed limit will not be safer, just annoy everyone. Unnecessary to extend the lower limit to Clarendon Rd. Beach goers don't go further than Cliff Rd. No need for 30kph beyond the recently imposed village lower limit.
Extend the reduced speed limit to cover more of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Lowered speed limit should continue from Vale Road through to Rarangi Road.
Driver behaviour is causing safety risks	<ul style="list-style-type: none"> Drivers speed currently, especially at night.

Why do you feel this way?	
Feedback Theme	Main points
Mentions: 1	
Reduced speed limit will create, or not reduce, safety issues Mentions: 1	<ul style="list-style-type: none"> Lowering speed limits will only serve as a public annoyance, and not help safety.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	

Road name	Waiatarua Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	6
I think the current speed limit on this road should be kept the same	1
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
I think the speed limit should be lower than what is proposed	1
Other	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer Mentions: 7	<ul style="list-style-type: none"> Reduced speed limit should only apply to Kelvin Road, Waiatarua Road and Corinth Street, and the roads off these streets, for child safety. The rest should not change. Some cars drive too fast up and down this road, and it is so narrow with parked cars for this to be safe. Dangerous, steep road with multiple blind curves, and a major route of access to large primary school. The speed limit is way too high currently: despite being a cul-de-sac, cars drive very fast then break suddenly, and there are always children around the school, even outside school hours. Proposal will be safer for the school/children. * This road is narrow and dangerous.
Only support the proposed speed limit for a portion of the road Mentions: 3	<ul style="list-style-type: none"> No need for speed restrictions more than 100m from a school. Around the school only ie. 500m max. Disagree with the proposed large area. The speed limit needs to be even lower near the school.
Other suggestions for reduced vehicle speeds Mentions: 2	<ul style="list-style-type: none"> Proposal is good but need physical traffic calming as well. Lowering the speed limit to 30kph is not sensible on such a long road, I would suggest a 40kph limit is more sensible, still addresses safety/risk of accident and will be more likely to be complied with by drivers.



Why do you feel this way?	
Feedback Theme	Main points
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> The problem with this road is you can't drive more than 20kph in the school section because of parents dropping kids off close and parking on yellow lines. As a resident off Tahapa Crescent, you can't get up Meadowbank Rd because of too much traffic at lights that cannot get out onto main road due to congestion, so use Waiatarua Road.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Although the proposed speed limit is good, however, it's not enough, it will be ignored.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Part C – Feedback on roads within the local board area NOT proposed for speed limit changes

Some respondents also identified roads that they thought needed changes, which were not proposed for speed limit reductions. Please note:

- To prevent having lots of themes that were only mentioned once or twice we grouped suggestions into suburbs and used the 'main points' for the themes to identify the roads being mentioned.
- Some suburbs are situated within more than one local board area, as such there may be some roads in this section which are not relevant to the Ōrākei Local Board area. It saved a significant amount of time reporting in this way.



Suburb	Ellerslie
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Michaels Avenue - Lower vehicle speed: Road curve from E-P Highway does not slow traffic and road width encourages speed, and crossing pedestrians are at risk of ignorant drivers - does not feel safe crossing here. • Arron Street - Lower speed limit: Road is wide where it meets the E-P Highway, encouraging high vehicle speeds and discourages pedestrians crossing - the street is completely residential and needs lower limit. • Main Highway (E) - Lower speed limit to 30kph or 40kph. • Main Highway - Lower speed limit: Ellerslie town centre.



Suburb	Glendowie
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Riddell Road - Lower speed limit to 30kph: winding road with four schools, limited visibility around corners, and dangerous for school children to cross, or to cycle on (especially near rear entrance to CPS) - no pedestrian crossing to the school, and speed should be 30kph at all times between the junctions with Waimarie Street and Clouston Street. Children's safety should be priority over bus timetables.

Suburb	Kohimarama
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Feedback Theme	Main points
<p>Other roads/suggestions for reduced vehicle speeds <i>Mentions: 9</i></p>	<ul style="list-style-type: none"> • Tamaki Drive - Speed limit should stay the same: it is a major commuter route to the city. • Tamaki Drive - Do not change the speed limit: Speed limit should be kept the same - no current issue with traffic when driving, cycling or walking, and there is a dedicated cycle path for less confident cyclists to use. • Tamaki Drive - Do not change speed limit: Speed limit should remain the same - cyclists should use the cycle lanes. • Tamaki Drive - Lower speed limit from 50kph to 30kph: The speed through Kohimarama should be reduced – specifically the junction to Averill is very busy and 50kph is far too fast. • Tamaki Drive - Lower speed limit to 30-40kph: Between Mission Bay and St Heliers - very popular area for pedestrians and cyclists, and many people crossing to get to the beach, and children/elderly are at risk with current vehicle speeds. People cross everywhere regardless of crossing locations, and with speeds in Mission Bay and St Heliers now at 30kph, motorists will be inclined to speed up in Kohimarama to regain lost travel time. • Tamaki Drive - Lower speed limit or install raised pedestrian crossings: Make the area more pedestrian friendly for local businesses - insufficient safe crossing points for people to access the beach, which makes 50kph too high. • Tamaki Drive - Lower speed limit: The speed limit should be variable - Busy areas on weekend should be 30kph, however late at night on a weekday could be 60kph - primary city commuter route, and safe for drivers. There are developed cycle paths and lanes through sections that should be used. • Tamaki Drive - Lower speed limit: Lower limits at several places on Tamaki Drive, and lower at peak times, so all road users can be safe. The 'dedicated' cycle ways are often too narrow and shared with pedestrians, also the surface uneven that even average riders cannot travel at normal cycle speeds. • Kohimarama Road - Lower speed limit: heavily used arterial road containing two schools (Selwyn College and St Thomas') with a combined roll of over 2,000 children. • Allum Street - Lower vehicle speeds and improve traffic management: better traffic management required for dangerous drop-off/pick up.
<p>Other physical improvements suggested <i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Allum Street - Lower vehicle speeds and improve traffic management: better traffic management required for dangerous drop-off/pick up. Cars turn into driveways directly opposite the school while children walk on the footpath, they park in unsuitable areas and the road is very narrow for safe access. • Tamaki Drive - Lower speed limit or install raised pedestrian crossings: Make the area more pedestrian friendly for local businesses - insufficient safe crossing points for people to access the beach, which makes 50kph too high.

Suburb	Meadowbank
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Feedback Theme	Main points
<p>Other roads/suggestions for reduced vehicle speeds <i>Mentions: 19</i></p>	<ul style="list-style-type: none"> • Gowing Drive and the streets that run off it - Lower vehicle speeds: Gowing has had many accidents, including a death; many houses and cars parked on both sides making the road narrow, high vehicle speeds and children using these roads to bike and walk to St Thomas' School. • Meadowbank streets surrounding proposed - Lower speed limit to 30kph: Gowing Drive, Rutherford Terrace, Archdall Terrace, Hawkins Street - for child safety, reduce excessive speeding and prevent rat-running. • The roads around here (Gowing, Hawkins, Rutherford, Worcester, Ripon) are in many places narrow, winding and lined with parked cars. Children who attend the schools on Kohi Road walk and bike these streets. This eastern side of Meadowbank needs speed reductions and possibly traffic calming measures. • Worcester Road, Gowing Drive, Rutherford Terrace, and all side roads around Rutherford Reserve should have speeds lowered, so local children can get to school more safely, and traffic calming to stop cars speeding. • Archdall Street - Lower speed limit to 30kph: Entrance to Rutherford Reserve - a popular local playground. Needs lower speed limit due to the number of children and families accessing Rutherford Reserve. • Archdall Street - Lower speed limit: Very popular with kids going to Rutherford Reserve. The speed limit should be lowered so they can go safely by bike. • Gowing Drive - Lower speed limit to 30kph: For this and surrounding/connected streets for safety of pedestrians accessing Rutherford Reserve, and elderly (retirement village being built, expect increase in elderly pedestrians). • Gowing Drive - Lower speed limit to 30kph: High speed of vehicular traffic, corners, parking, and there has already been a fatality here. Urgently requires speed restrictions/cameras and traffic calming measures such as speed humps. At the corner below Cruickshank, vehicles frequently speed and cross the centreline. This is a residential street with tons of kids and there is no need for vehicles to be driving over 30kph along it. • Gowing Drive - Lower speed limit: A very narrow road with cars parked both sides and limited visibility at points. After the fatal accident a couple of years ago safety changes were consulted on but are disappointingly yet to be implemented. • Gowing Drive - Lower speed limit: Proposal should include this road and surrounding areas for safety of users going to shared path once local link is built - high vehicle speeds, and a fatal crash. Children use it to access playground, reserve, Scout Hall. • Gowing Drive - Lower speed limit: When Gowing Drive joins GI-Tamaki cycle path there will be a lot more cyclists and lower speed limits should be introduced in this area to factor this in, particularly given a lot of school aged children will want to ride, scooter to Selwyn College, St Thomas' School. • Remuera Road/St Johns Road - Lower speed limit to 30kph: Between McPherson St and Gerard Way, due to town centre. • St Johns Road - Lower speed limit: Between Meadowbank Rd and Gerard Way. • Ripon Crescent - Lower speed limit to 30kph: Back entrance to the new Summerset Retirement Village. Should be reduced to make walking and driving safer for residents of Summerset Village.



Feedback Theme	Main points
	<ul style="list-style-type: none"> Ripon Crescent - Lower speed limit to 30kph: To support children and parents walking to/from Meadowbank and Mt Carmel Primary Schools. The street also has access to Rutherford Reserve. Children and family groups often walk to/from Rutherford Reserve via the Ripon Cres access point. Rutherford Terrace - Lower speed limit: has become a very fast throughway for motorists, and has many elderly people and children, and a retirement home being built nearby.



Suburb	Okahu Bay
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 8</i>	<ul style="list-style-type: none"> Tamaki Drive; Watene Crescent - Lower speed limit to 30kph: Area past Kelly Tarltons up to Okahu Bay east and west bound - have already lost a cyclist in this dangerous area. Tamaki Drive - Speed limit should stay the same: it is a major commuter route to the city. Tamaki Drive - Do not change speed limit: Speed limit should remain the same - cyclists should use the cycle lanes. Tamaki Drive - Do not change the speed limit: Speed limit should be kept the same - no current issue with traffic when driving, cycling or walking, and there is a dedicated cycle path for less confident cyclists to use. Tamaki Drive - Lower speed limit or install raised pedestrian crossings: Make the area more pedestrian friendly for local businesses - insufficient safe crossing points for people to access the beach, which makes 50kph too high. Tamaki Drive - Lower speed limit: The speed limit should be variable - Busy areas on weekend should be 30kph, however late at night on a weekday could be 60kph - primary city commuter route, and safe for drivers. There are developed cycle paths and lanes through sections that should be used. Tamaki Drive - Lower speed limit: Lower limits at several places on Tamaki Drive, and lower at peak times, so all road users can be safe. The 'dedicated' cycle ways are often too narrow and shared with pedestrians, also the surface uneven that even average riders cannot travel at normal cycle speeds.

Suburb	Orakei
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 8</i>	<ul style="list-style-type: none"> Tamaki Drive; Watene Crescent - Lower speed limit to 30kph: Area past Kelly Tarltons up to Okahu Bay east and west bound - have already lost a cyclist in this dangerous area. Tamaki Drive - Speed limit should stay the same: it is a major commuter route to the city. Tamaki Drive - Do not change speed limit: Speed limit should remain the same - cyclists should use the cycle lanes. Tamaki Drive - Do not change the speed limit: Speed limit should be kept the same - no current issue with traffic when driving, cycling or walking, and there is a dedicated cycle path for less confident cyclists to use. Tamaki Drive - Lower speed limit or install raised pedestrian crossings: Make the area more pedestrian friendly for local businesses - insufficient safe crossing points for people to access the beach, which makes 50kph too high. Tamaki Drive - Lower speed limit: The speed limit should be variable - Busy areas on weekend should be 30kph, however late at night on a weekday could be 60kph - primary city commuter route, and safe for drivers. There are developed cycle paths and lanes through sections that should be used. Tamaki Drive - Lower speed limit: Lower limits at several places on Tamaki Drive, and lower at peak times, so all road users can be safe. The 'dedicated' cycle ways are often too narrow and shared with pedestrians, also the surface uneven that even average riders cannot travel at normal cycle speeds.
Other suggested physical improvements <i>Mentions: 2</i>	<ul style="list-style-type: none"> Orakei Road/Kepa Road - Dangerous intersection: This intersection is dangerous for cyclists. The quicker you build the Ngapipi section of the cycle path to Tamaki drive the better. Kepa Road - Suggest cycling facilities: Not a nice place to cycle as is too busy, and cars are forcing cyclists off road - suggest cycleways.
Other comments <i>Mentions: 2</i>	<ul style="list-style-type: none"> Watene Crescent - Give Way/Right of Way rules: The legal discussion should be broadened beyond speed limits alone and examine the give way and right of way rules. Ngapipi Road - Lower speed limit: Freight through-routing should be banned that is not for local access. Heavy goods trucks and articulated vehicles using routes through residential areas to access the expressway.

Suburb	St Heliers
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 4</i>	<ul style="list-style-type: none"> Auckland Road - lower speed limit to 30kph: Extend 30kph zone West of St Heliers to include junction with Long Drive - for walking/cycling this avoids motor vehicles hard accelerating in this challenging area. Proposed speed limit change points at Tamaki Drive and Clarendon Road do not comply with clause 3.3(3). Recommend infrastructure/threshold treatments at intersections to introduce 30kph limit. Long Drive - lower speed limit: This primary school has no school-hours speed limits, and cars often come close to children trying to cross the road, which also has no controlled pedestrian crossings. St Heliers Bay Road - lower vehicle speeds: Speed outside St Heliers primary is dangerous. People do not keep to the 50kph limit.
Other suggested physical improvements <i>Mentions: 2</i>	<ul style="list-style-type: none"> Proposed speed limit change points at Tamaki Drive and Clarendon Road do not comply with clause 3.3(3). Recommend infrastructure/threshold treatments at intersections to introduce 30kph limit. Bay Road/Maskell Street - crossing required: Many children cross Maskell St at this point heading to and from Churchill Park School. This stretch is straight, yet visibility and sightlines are poor. A controlled crossing is required here before a child is injured or worse.



Suburb	St Johns
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 3</i>	<ul style="list-style-type: none"> Saint Johns Road - Lower speed limit to 30kph or 40kph at most: Town centre - lower speeds would make this a nicer place to shop, easier to cycle or walk through, and would encourage people stopping to shop if driving through. Gerard Way - Lower speed limit: Retirement village at the top of the hill and traffic travels very fast, especially for elderly people crossing the road to the mall or doctors. Remuera Road/St Johns Road - Lower speed limit to 30kph: Between McPherson St and Gerard Way, due to town centre.



Suburb	Remuera
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 29</i>	<ul style="list-style-type: none"> Abbots Way - change light phasing: Problem area in the mornings due to traffic volume and light phasing causing congestion - phasing needs improvement to improve traffic flow. Abbots Way - Lower speed limit to 40kph or install traffic calming: broad street with almost no vehicle crossings on the north side, which is Waitatarua Reserve and the Remuera Golf Club. Traffic moves fast along this road, making it unsafe for pedestrians. Cycleways would also help reduce the road width and encourage access to the park. Ascot Avenue - install traffic calming: Suggest speed bump to slow traffic before the school at the end of the road - children have been hit crossing the road. Arney, Basset and Middleton in Remuera, reduce the speed limit as boy racers are always trying to zoom down as many roads as possible. Benson Road, Bassett Road, Shore Road, Victoria Avenue and Orakei Road - Lower speed limit: due to schools, walking buses and so on. Cotter Avenue - Lower speed limit: currently used as a rat-run route at speed, from Ascot Ave to Remuera Road. The school has a bank entrance on this road, and parked cars on the bend, obstructing visibility. Cotter Avenue - Lower speed limit to 30kph: would be a lot safer. Greenlane Road, Upland Road - Lower speed limit to 30kph: Where these roads meet Remuera Road is very dangerous, as traffic speeds are high, people are switching lanes, and many students and others are going to/from bus stops. Cars overtake cyclists at speed using the median strip. Grand Drive - Lower speed limit: Significant speeding of drivers on this road which has resulted in multiple pet deaths. At risk area given many people crossing to access Waitatarua Reserve and common path utilised by cyclists. Clonbern Road, Lillington Road - Lower speed limit as vehicle speeds too high, and there is a walking school bus. Lillington Rd: Lower limits from 8am-9am and 2.45pm-3.30pm on school days only. Lillington Rd - Lower vehicle speeds: Many students to nearby schools here, and cars speed through over the speed limit. Remuera Road/St Johns Road - Lower speed limit to 30kph: Between McPherson St and Gerard Way, due to town centre. Remuera Road - Lower speed limit: The speed limit from the St Johns Road/Meadowbank intersection through to Dorchester should be lowered. This will make shopping in the area safer and more attractive. Remuera Road - Lower speed limit (40kph): This is a busy road, and lots of cyclists and pedestrians. Remuera Road - Lower speed limit during school times only: from 8am-9am and 2.45pm-3.30pm on school days. Remuera Road - Speed limit should stay the same: School zone speed limits already apply and to be honest the amount of traffic usually present limits driver speed.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Remuera Rd - Lower speed limit to 30kph, ideally between Pukeora Avenue and Gerard Way (and especially between Kelvin Road and Waiatarua Road): in particular, on school days at 8:15-8:45am and 3:00-3:30pm. This area is dangerous for school children generally, but also for everyone trying to cross Remuera Road and for all cyclists along Remuera Road. • Omaha Road - Lower speed limit (30kph): this road is long and straight, but connected to schools (Dilworth, Kings Prep) and used for pick-up/drop-off for Remuera Intermediate - vehicles already speed and there have been accidents. • Omaha Road - Omaha services significant parking and vehicle movements for Remuera Primary, Dilworth & Kings prep, with hundreds of children/pedestrians crossing this road. Due to the width of the road, regardless of pedestrians and parking on both sides, traffic tends to speed, and it is incredibly unsafe. • Omaha Road - Lower speed limit during school times only: from 8am-9am and 2.45pm-3.30pm on school days. • Omaha Road - Lower speed limit to 30kph (enforced) or install traffic calming: Used as a bypass for Upland Rd traffic lights, high traffic volumes at peak times, and high vehicle speeds due to straight nature and slight uphill. Many young families here, and a walking school bus to Meadowbank School, so children often cross this road and are at risk. • Ngapuhi Road - Lower speed limit: This is a very well used crossing point for children from Meadowbank Primary using the walkway from Kelvin Road. The Benson/Lucerne/Ngapuhi area is a rat run to bypass the lights at Upland Road. Speeds are too high at school times. • Lucerne Road - Lower speed limit: people drive at excessive speeds as it is long, straight, and slightly uphill, and is also used by a large volume of traffic to bypass the Upland Road lights. This is part of the walking school bus route, thus is often crossed by many children to/from school and is very unsafe currently. Needs enforcement of the current limit, a lower speed limit (enforced), or physical traffic calming to slow traffic. • Portland Road - Lower vehicle speeds: Cars go too fast on the slope and is very dangerous. • Pukeora Avenue - Lower speed limit to 30kph: has lots of school children and a small cul-de-sac so doesn't need to be above 30kph. • Shackleton Road - Suggest speed bump. • Roads around Kings Prep school should be included in proposal. • Portland Road - needs to be at most 40kph due to the school and children crossing the road. •
<p>Other suggested physical improvements</p> <p><i>Mentions: 6</i></p>	<ul style="list-style-type: none"> • Victoria Avenue, Spencer Street, Stirling Street - Pick up/drop off areas: Spencer Street is congested and narrow, and parents dropping off/picking up children pull hazardous manoeuvres into and out of driveways and over footpaths, endangering small children. Need better drop off zones for children on Victoria Ave, possibly restricted entry to Spencer/Stirling, or other measures. Speed limit is irrelevant as during these busy times actual road speeds are probably 10-20kph. Outside of school hours, 50kph works as it is a very quiet road. • Abbotts Way - trucks drive down the hill faster than 60kph. Current speed limit is fine, but no-one keeps to it. • Abbotts Way - install cycleway (and lowered speed limit and/or traffic calming) to improve cyclist/pedestrian safety. • Remuera Road - Need to consider dedicated cycleways along Remuera Road between Kelvin Road and Meadowbank Road - review the need for street parking, as it compromises both safety and visibility for pedestrians and cyclists.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Remuera Road - traffic light phasing needs to be changed: pedestrian crossing phases are too short, with very long traffic phases in between. • Armadale Road - Improve spending on road markings (yellow 'no parking' restrictions on corners).

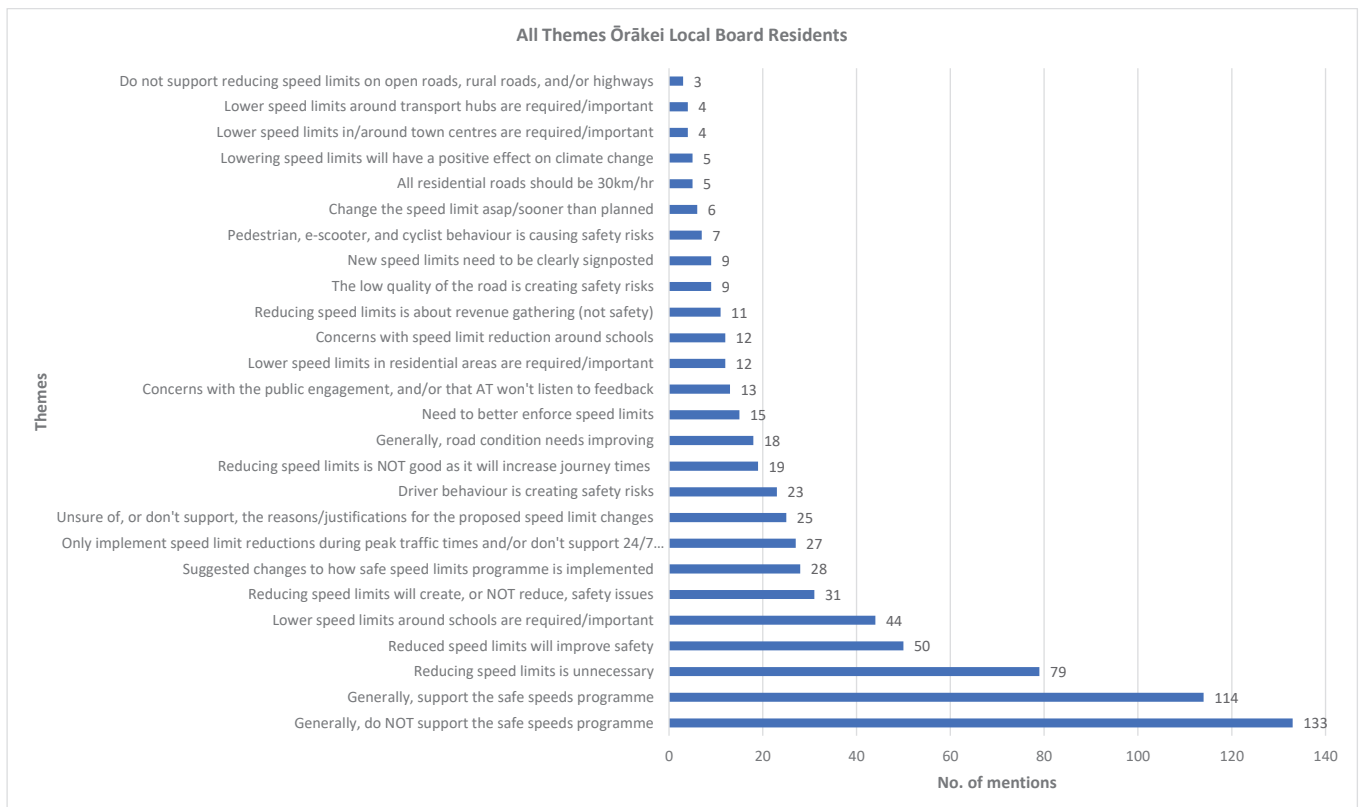
Part D – General themes from people who live within the local board area

The feedback form also provided the opportunity for respondents to provide general comments on the Safe Speed Programme. Most this feedback was general in nature and could not be attributed to a particular road.

This general feedback has been sorted into themes, and similar themes have been grouped together in topic areas. The feedback themes from respondents that said they live within the Ōrākei Local Board area are outlined below.

Please note:

- The “Mentions” in the themes column of the tables indicates the number of times that theme was mentioned by people from the Ōrākei Local Board area.
- It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Ōrākei Local Board area, just themes.



Overall sentiment towards the Safe Speeds Programme

Feedback Theme	Main points
<p>Generally, support the Safe Speeds Programme Mentions: 114</p>	<ul style="list-style-type: none"> • Support reduced speed limits as they will reduce crashes. • Making streets safer for pedestrians and cyclists can only be a good thing. • Support changes in high incident areas. • Support for speed limit changes around schools. • Support for speed limit changes around schools but only during school hours not 24/7. • Support for changes in inner city suburbs. • Believe other roads should also have a speed reduction. • Support speed reductions but don't agree with proposed speeds: <ul style="list-style-type: none"> ○ There should be less speed levels e.g. 30km/h residential, 60km/h rural and 80km/h motorway. ○ Support speed limit reduction to 40km/h not 30km/h. ○ 100km/h to 40km/h is too large of a change. • Support speed limit changes but they should be targeted to the road and researched.
<p>Generally, do NOT support the Safe Speeds Programme Mentions: 133</p>	<ul style="list-style-type: none"> • Don't think speed is the issue, road maintenance is. • Don't think speed is the issue, poor driving is. • Don't think speed is the issue, poor enforcement is. • Drivers who decide to speed now will speed anyway. • Will make traffic congestion worse. • Previous programme to lower speed has not had an effect on accidents or deaths. • Current 30km/h hour speed limits are not working and will not work. • Speed limits below 40km/h are unrealistic. • Think speed limits should be raised. • Cars cannot travel faster than the speed limit in Metro Auckland anyway. • Do not support speed reductions on entire roads, rather just the stretch affected by accidents. • Do not support speed limit reductions, except around schools.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Don't support reducing speed on rural roads. • Programme with various speeds will cause confusion and people will be fined. • Put roads already lowered back to 100km/h, it causes dangerous driving with passing. • Ōrākei community said don't change it. • Thinks programme is pointless. • Thinks programme is a guise to force people out of using private cars.

General comments and suggestions about the Safe Speeds Programme and road safety

Feedback Theme	Main points
<p>Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes</p> <p>Mentions: 25</p>	<ul style="list-style-type: none"> • Need to show why they justify the speed limit reductions. • AT need to show how many fatal crashes on the roads proposed justify the speed limit changes. • AT need to show the number of fatal crashes on Queen Street, Quay Street, Tangihua Street, and Anzac Avenue. • Show how many crashes were caused by speed and not due to other factors. • Ōrākei roads do not have the accident statistics that are being claimed, would like to see the actual statistics. • Using reports of accidents to make decisions is flawed as not all accidents are reported. • Accidents caused by texting and alcohol should not impact speed decisions. • Using speed around school to justify these changes is wrong as there are already speed limits around schools and most of the proposed changes are not near schools. • Seems driven by ideology not practicality. <ul style="list-style-type: none"> ◦ Proposed changes are unrealistic. ◦ Model is flawed/decision is based on incomplete or incorrect data. • People are capable of driving to the conditions. • Congestions means speed self-limits where necessary. • Speed limit reductions are a guise to force people out of using private cars. • The increase in injuries is probably in correlation to Auckland's growth. • Reducing rural roads to 80km/h is an attempt to ensure roads last longer, not for safety. • Proposal is based not on reducing speed reducing harm, but on cost being a limiting factor in providing safe roads. • These changes are being made to hide how bad AT has made Auckland's traffic congestion. • What are the reasons for these changes? • The roads mentioned for speed changes are inconsistent. • Too many roads have been selected.
<p>Reducing speed limits is unnecessary</p> <p>Mentions: 79</p>	<ul style="list-style-type: none"> • There is no need to lower speed limits/existing speed limits are safe. <ul style="list-style-type: none"> ◦ Roads are safe for the current speed limits (flat, straight, visibility is good, very few hazards on the side of the road, no side roads).

Feedback Theme	Main points
	<ul style="list-style-type: none"> ◦ Suggested roads already have speed calming measures (speed bumps, chicanes). • Proposed speed limits are slower than necessary. <ul style="list-style-type: none"> ◦ 50km/h is a safe speed limit, no need to reduce below that. ◦ 30km/h speed limits are ridiculous / too slow / unnecessary. • Speed limit reviews are a waste of time and money. • Many roads require maintenance/upgrading to improve safety, not speed limit reductions. • Due to congestion people already travel around the city at less than 50km/h. • Auckland speed limits are much lower than other parts of New Zealand. • Many of the proposed speed limit reductions don't make sense. • Enough roads have had speed lowered already. • Vehicles do not speed on this road(s). • There have been no, or very few, crashes on this road(s). • Cars are safer than ever. • Vehicles are of better quality now and can travel at faster speeds safely. • There are no proposed developments in this area that would make this road significantly busier. • The justification that this limit should be reduced to be in keeping with surrounding roads isn't a satisfactory justification. • There is already a variable speed limit for the dangerous part of the road. • Road will still be unsafe for walking at the reduced speed limit. • The changes are being made to slow journeys to get people to ride bikes. • Just use LSZ signs.
<p>Reducing speed limits will create, or NOT reduce, safety issues</p> <p>Mentions: 31</p>	<ul style="list-style-type: none"> • AT's speed limit reductions have so far caused increased crashes and deaths. • Reduced speed limits have increased incidences of dangerous driving. • Reduced speed limits have increased accidents. • There is no evidence that reducing speeds will reduce deaths, in fact, the opposite has occurred. Following a non-relevant Scottish example is senseless. • Reinstate the speed limits that were recently reduced by AT. • Driver behaviour is the problem, not the speed limits.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • People who speed will still speed. • Lower speed limits (and slow drivers) create driver frustration and dangerous behaviour, such as risky overtaking. • Any motorist obeying a 50kmph limit who crashes and causes a fatality or serious injury is either elderly, pathetic, or on drugs/intoxicated. 30kmph speed limit won't change the cause of the accident. • Reduced speed limits will not reduce crashes in South Auckland, most people do not obey the current speed limits. • Reduced speed limit (to 30) will cause constant watching of speedometer instead of watching the road. • Slow traffic encourages phones use. • Variable speeds along same stretch of road causes driver distraction. • Need to also change the design speed of the road, or changes will be ineffective. • Proposal is about politicians being seen to do something, rather than actually improving safety. • AT need to research and focus on changes that will actually improve safety. • Why is AT not doing cost benefit analysis to justify these proposals? • AT need to do a full economic analysis of the impacts of reducing speed limits, such as time wasted, increased travel times for buses/delivery vehicles/taxis etc. • I work for insurance and monitor claims. 98% of our crash report claims are due to poor driver behaviour. 85% of faults causing death and serious injury are elderly. What is your strategy doing about the real cause for these areas?
Reduced speed limits will improve safety <i>Mentions: 50</i>	<ul style="list-style-type: none"> • Lower speed limits will make people less likely to crash. • Lower speed limits improve pedestrian safety. • Lower speed limits will make our streets safer for children, elderly, and those with mobility issues. • Limiting speed will make cycling safer. • Lower speed limits in areas with speed related incidents. • Lowering speed limit is the only option on some roads that cannot be improved in other ways. • Road conditions are not suitable for the current speed limits, lowering them will improve safety.
Reducing speed limits is NOT good as it will increase journey times <i>Mentions: 19</i>	<ul style="list-style-type: none"> • Reducing speed limits will increase journey times. • Reduced speed limits increases pollution. • Reduced speed will impact traffic flow. • Reduced speed will increase congestion.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Reduced speed limits will increase journey times for emergency services - they cannot exceed 30km/h over the limit. • Reduced driving speeds is increasing journey times from Pukekohe to Auckland. • Driving around rural roads in Ōrākei will take too long at lower speeds. • Slower speeds, slows the economy. • Longer journey times mean increased risk of accidents. • Increased journey times will create risky, impatient drivers. • Reduced speed limits will negatively affect the public transport network. • Want to be compensated for wasted time. • Want to be compensated for wasted fuel.
Reducing speed limits is about revenue gathering (not safety) <i>Mentions: 11</i>	<ul style="list-style-type: none"> • Reducing speed limits is about revenue gathering. • Manurewa is being unfairly targeted to be fined and generate income. • South Auckland, and therefore Māori and Pacific communities, are being unfairly targeted. • Reduced speeds will lead to more petrol consumption and therefore are purely profit generation.
New speed limits need to be clearly signposted <i>Mentions: 9</i>	<ul style="list-style-type: none"> • New speed limits need to be clearly signposted. • New speed limits should be painted on the road as well as signposted.
Need to better enforce speed limits <i>Mentions: 15</i>	<ul style="list-style-type: none"> • Proposed changes will have minimal impact if not enforced. • General concerns about how speed limits will be enforced. • Better police roads with 50km/h speed limits. • Need more traffic cops. • Install speed cameras around schools. • Need more speed cameras can increase safety. • Need more random license and WOF checks. • Ensure courts enforce the law. • Need stronger penalties for breaking the road rules (one submitter suggested vehicles seized and if a repeat offender, crushed). • Need harsher penalties for those that speed past schools. • Make those caught speeding attend a course.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Need to police those driving too slow. • Great South Road between Drury and Papakura is never policed.
Driver behaviour is creating safety risks <i>Mentions: 23</i>	<ul style="list-style-type: none"> • Improve driver education to reduce crashes. • Drivers that should not have been given licenses is the issue. • Driver education should focus on more than speed, e.g. how to identify when it is safe to pull out, how to accelerate up to speed of other traffic. • Drivers should have to do a practical test every 10 years when they renew their licenses. • Better driver training/refresher courses. Use a hydraulic synaptic feedback chair to learn better risk assessment and understanding of poor driving decisions. • Require driver refresher courses that provide driver trainer in a hydraulic synaptic feedback chair. • Dangerous drivers are ruining it for the majority who drive within the current limits. • Driver education for teenagers in rural areas is required. • Bus drivers need more training as they create a risk. • Good driving should be rewarded to encourage better drivers. • Not fair to reduce speed limits and punish the vast majority of drivers who drive safely, for the minority that drive dangerously (who will drive dangerously anyway). • Drivers using mobile phones is causing crashes. • Cars that are poorly maintained or in poor condition are the cause of crashes, more than speed. • People are regularly running red lights which is dangerous. Install more red-light cameras. • Slow speed limits (and slow drivers) cause driver frustration and dangerous driving, such as risky overtaking. • Reduced speed limits have increased incidences of dangerous driving. • Removing passing lanes is resulting in risky overtaking. • Unless there is frequent signage drivers won't know what speed to go and will be distracted looking for signs. • Any motorist obeying a 50kmph limit who crashes and causes a fatality or serious injury is either elderly, pathic, or on drugs/intoxicated. 30kmph won't change the cause. • I work for insurance and monitor claims. 98% of our crash report claims are due to poor driver behaviour. 85% of faults causing death and serious injury are elderly. What is your strategy doing about the real cause for these areas?

Feedback Theme	Main points
Pedestrian, e-scooter, and cyclist behaviour is causing safety risks <i>Mentions: 7</i>	<ul style="list-style-type: none"> • Improve pedestrian education/road safety. • Children need to be taught road safety. • Pedestrians are distracted on their phones. • Pedestrians should be made responsible for their own actions. • Speed limits are fine; money would be better spent on teaching pedestrians/children to cross the road safely. • Children around schools running out on the road are unsafe. • Speed limits are fine, cyclists making risky decisions is the safety issue. • Cyclists should have registration numbers, some are dangerous. • Cyclists should be legally required to use cycle lanes where available and ride single file. • E-scooters on the road are a safety issue.
The low quality of the road is creating safety risks <i>Mentions: 9</i>	<ul style="list-style-type: none"> • Roads are dangerous due to lack of road maintenance. • Improve road quality with more crossings, stop signs, give ways etc. • Improve road signage and markings. • Various maintenance issues of concern, such as potholes, uneven surfaces, road slope, road surface, narrow roads, and subsidence. • Poor repairs and maintenance work that don't last or are in poor/uneven condition from the time of the repair are a problem. • More and more development is being permitted without improving road quality • Lack of passing zones encourages dangerous overtaking. • On street parking is causing safety issues - obscures vision on residential streets, and on major roads parked cars reduce lane widths leading to congestion.
Generally, road condition needs improving <i>Mentions: 18</i>	<ul style="list-style-type: none"> • Need to improve road maintenance and design. • Improving road condition/maintenance is more important than reducing speed limits. • Proposed speed limit reductions are to avoid necessary road maintenance. • Infrastructure suggestions to make the roads safer. <ul style="list-style-type: none"> ○ Speed tables. ○ Better quality maintenance. ○ Improve road signage, road markings, and lighting. ○ Speed limits should be painted on roads at regular intervals.

Feedback Theme	Main points
	<ul style="list-style-type: none"> ○ Need to make roads flow better. ○ Road calming suggestions. ○ More pedestrian crossings. ● Improve road signage, road markings and lighting. ● Need to make roads flow better. ● Poor repairs and maintenance work that don't last or are in poor/uneven condition from the time of the repair are a problem. ● Poor road condition is causing regular damage to vehicles. ● Need to improve motorways and invest more time in them. ● More and more development is being permitted without improving road quality.
Change the speed limit asap/sooner than planned <i>Mentions: 6</i>	<ul style="list-style-type: none"> ● Implement speed limit reductions sooner. ● Trial temporary speed limit reductions until new limits come into effect. ● AT should take a bolder approach, introduce wider speed zones at a faster pace.
Lowering speed limits will have a positive effect on climate change <i>Mentions: 5</i>	<ul style="list-style-type: none"> ● Reducing speed limits will reduce emissions. ● Reducing speed limits will help to meet climate change goals. ● Reducing speed limits encourages non-vehicle travel and therefore reduces emissions. ● Reducing speed limits will reduce pollution.
Suggested changes to how safer speed limits programme is implemented <i>Mentions: 28</i>	<ul style="list-style-type: none"> ● Define a low-speed limit across the area (e.g. 30 km/h in urban areas and 60 km/h in rural areas and 80 km/h on motorways) and only allow roads to be faster by exception. ● Consider 10km/h speed reduction rather than 20km/h. ● Rural roads should be 80km/h maximum. ● 30km/h is too slow, should only consider implementing 40km/h limits. ● Having 10km/hr speed increments is confusing. Stick with just odd numbers (i.e. 10, 30, 50, 70, 90, 110km/h). ● Straight, long stretches of road should be 60km/h. ● All South Auckland roads should be 50km/h. ● In areas that have various speeds, stick with just 30km/h and 50km/h. ● Reduce speed limits on all urban roads to reduce confusion.

Feedback Theme	Main points
	<ul style="list-style-type: none"> ● The idea that speed limits should follow from design speeds is completely backwards. Lower the limit now and then design the street around that whenever it next comes to be rebuilt. ● Ensure roads are designed/changed to reflect the speed limit for the road, so that people naturally travel the speed limit and feel uncomfortable travelling faster e.g. narrower roads, trees on alternating sides of the road, plant trees between the road and the footpath. ● Low-cost, tactical changes need to be rolled out to support the reduced speed limits. ● In urban/residential areas reduced speed areas ought to take the form of low traffic neighbourhoods. ● Do not create traffic calming that is unsuitable for small vehicles. ● Speed limits should be implemented with road calming measures. ● Speed limits should be implemented with extra driver education. ● Do not support speed reductions on entire roads, rather just the stretch affected by crashes. ● AT should be proactively monitoring and reviewing all roads for speed limit changes. ● On dangerous stretches of road, yellow speed warning signs (like on state highways, where a suggested speed for hazardous corners is used) is a better measure to take. Encourage drivers to adjust to the conditions rather than set a speed target.

Times of days and locations where speed limit reductions are NOT supported

Feedback Theme	Main points
<p>Only implement speed limit reductions during peak traffic times and/or don't support 24/7 implementation</p> <p><i>Mentions: 27</i></p>	<ul style="list-style-type: none"> Do not support 24/7 implementation of speed limits. Only implement during peak traffic times. Only implement during school hours, school pick-up and drop-off times, and/or during school terms. Speed reductions should only be between 8am and 7pm. Speed reductions should only be between 8am and 4pm. Reducing speeds all day for a problem that only exists for a short period of time each day doesn't make sense. Reducing speeds for 24 hours is impractical and impossible to police. Speed limit signage around schools should be electronic so limits can be changed when necessary (increased in evenings and weekends).
<p>Do not support reducing speed limits on open roads, rural roads, and/or highways</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> Do not support reducing speed limits on open roads and/or highways. Rural roads should have an open road speed limit so people can decide how fast they travel.
<p>Concerns with speed limit reduction around schools</p> <p><i>Mentions: 12</i></p>	<ul style="list-style-type: none"> Schools are already speed limit zones, why add extra. Limit should be 40km/h. Should not be 24/7, and should be notified by illuminated, variable signs. Different schools have different start times, so speed limits should be tailored to those times. School zones should have more monitoring at peak times, not speed limit reductions. Too many side roads around schools are included in low-speed limit. Should only be 30km/h for a distance of 400m from each school. Speed limits should be around primary schools only. Only apply 30km/h speed limits to on schools that are not on main arterial roads. It is not speed around schools that is the problem, it is parents dropping off and picking up dangerously, and buses. People ignore low speed zones around schools anyway. Is there a strategy to address school related traffic volume?

General locations where speed limit reductions are supported

Feedback Theme	Main points
<p>Lower speed limits around schools are required/important</p> <p><i>Mentions: 44</i></p>	<ul style="list-style-type: none"> All schools should be included. Makes it safer for children going to/from school. Change speed limit around schools 40km/h. Speed limits around schools need to be standard, not 40kph at some and 30kph at others. Reduced speed limits should be restricted to school zones. Leave other roads 50km. Don't support the speed reductions, except around schools. There should be traffic calming measures and safety improvements (pedestrian islands) as well as lower speed limits. All schools should have flashing 30kmh signs at their boundary.
<p>Lower speed limits in residential areas are required/important</p> <p><i>Mentions: 12</i></p>	<ul style="list-style-type: none"> All residential roads should be 30km/h. Lower speed limit is important, but it should be 35km/h or 40km/h. High density town roads should be 40km/h maximum. In a cul-de-sac or tight, narrow residential road, the limit should be lower than 30km/h. All minor side streets should be 30km/h. Need lower speed limits around parks, where children play. Residential roads have more potential for conflict (people turning out of driveways, pedestrians crossing the road, parked cars) and often have worse visibility. Modern cars are large and dangerous, lower speed limits in suburban roads would be safer for pedestrians.
<p>All residential roads should be 30km/hr</p> <p><i>Mentions: 5</i></p>	<ul style="list-style-type: none"> All residential roads should be 30km/h. Will enable vehicles and bikes to share the road. Should be supported by physical measures to reduce speeds.
<p>Lower speed limits around transport hubs are required/important</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> Transport hubs are high pedestrian areas so should have lower speed limits.

Feedback Theme	Main points
Lower speed limits in/around town centres are required/important <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Town centres are high pedestrian areas so should have lower speed limits. • Agree with speed reductions but speed limits should be 40km/h. • The city should be 30km/h everywhere, with wider footpaths and narrower streets to encourage slow speeds.

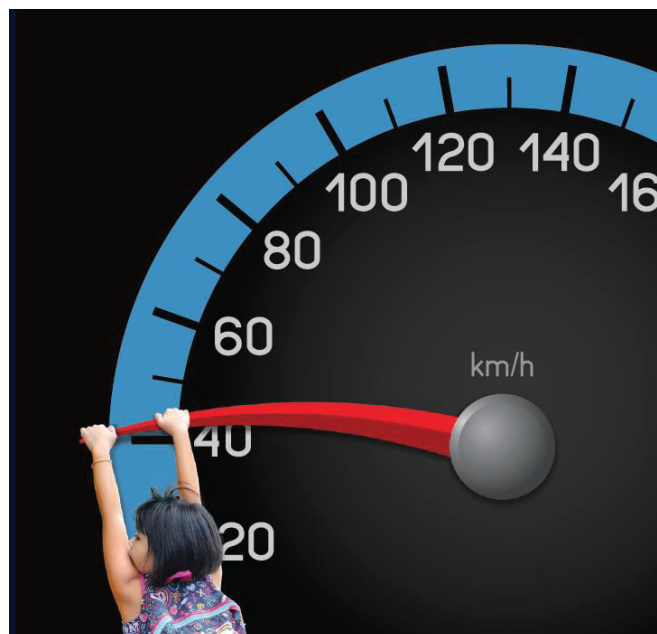
Other comments and concerns

Feedback Theme	Main points
Concerns with the public engagement, and/or that AT won't listen to feedback <i>Mentions: 13</i>	<ul style="list-style-type: none"> • AT will not listen to public feedback. • AT did not listen to feedback regarding last speed limit review in Ōrākei, it is now more dangerous. • AT needs to communicate their responses to feedback better. • There is very limited opportunity to provide feedback. • The outcomes have already been decided as you state, "no change is not an option". • AT only listens to vocal minority groups. • Sick of the government deciding things without consulting the ratepayers. • AT never propose increased speed limits. • AT need to release statistics to show proof of speed limit reduction requirements on each road. • Consultation website was poorly designed and difficult to navigate, meaning that an informed assessment cannot be made. • Concerns the map in the brochure drop is deceptive - the dots are incorrectly placed. • Had technical issues with the online survey and/or interactive map tool. • Concerns the leaflet is propaganda and doesn't contain accurate statistics. • Stop using Facebook groups for feedback. • Need an option for people to be added to the mailing list once feedback is gathered that doesn't require giving feedback. • Future proposals should be posted on local community boards. • AT should communicate directly with locals and drive the roads to better understand the problems.
Other comments	<ul style="list-style-type: none"> • People parking in unsuitable places causes congestion and is unsafe. • Slows down emergency response vehicles who are only allowed to travel 20km/h above limit. • Rules around the use of E-scooters and bikes need to be formalised. e.g. giving way, signalling, where to ride, interactions with pedestrians. • Speed reductions of 50% or more will not be tolerated by the community. • Bicycles and buses now have more road than cars. • Once implemented, will there be a grace period to allow motorists to adjust to new limits? • Bus drivers need bus monitors to assist with managing order on school buses as the drivers are distracted and this is a safety issue.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Speed limits around Marae should be reduced. • Stop people parking their cars on Galaxy Drive. • Should be using digital speed signs. • Too many speed bumps are bad for the environment (braking and acceleration around speed bumps consume more fuel). • Road 'calming' measures are not fair/appropriate. • Need to better synchronise traffic lights through Auckland. • Need strict legislation around liability for cyclists and motorists causing accidents. • Consider introducing parking restrictions in busy / bottleneck areas to ease congestion and safety issues. • Ensure there is space for Loading Zones and School Drop Off Zones in busy areas, such as school zones. • Doesn't agree with the use of Te Reo Māori in the brochure. • Speed bumps in some suburbs have pushed the speeding problem into other suburbs. • Electric vehicles need to make more noise so pedestrians can hear them. • Bus parking is an issue in the city. They do not indicate when they're pulling out. • Install more traffic lights at intersection of main roads/side streets to make it safer to turn right.



Safe Speeds Programme
Public feedback on proposed speed limit changes October/November 2021
Feedback related to Ōtara-Papatoetoe Local Board area



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November 2021 – Safer Speeds Programme – Report on feedback by local board area
Independently prepared by Viewpoints NZ



Part A – Number of submitters from within the local board area

During October and November 2021, 128 people from within the Ōtara-Papatoetoe Local Board area submitted on the Safe Speeds Programme - proposed speed limit changes.

Part B – Feedback on roads within the local board area proposed for speed limit changes

In the first part of the feedback form, respondents were asked what they thought of the proposed speed limit changes for each road. Specifically they were asked:

- What do you think of the proposed speed limit change for this road? (*tick-box answers*)
- Why do you feel this way? (*open-ended answers*)

This section outlines:

- The sentiment expressed by respondents towards the proposed speed limit changes for each road within the Ōtara-Papatoetoe Local Board area ('What do you think of the proposed speed limit change for this road?')
- A summary of the open-ended feedback received for each road within the Ōtara-Papatoetoe Local Board area ('Why do you feel this way?').

Road name	Alexander Crescent
Part of road	Between Bairds Road and Blair Place

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	9
I think the current speed limit on this road should be kept the same	3
I think the speed limit should be lower than what is proposed	2
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safe <i>Mentions: 7</i>	<ul style="list-style-type: none"> • Lots of pedestrians and children going to/from school - lower speed limit safer for everyone. • Expect population growth in this area, including more children walking. • A lot of kids around and elderly people who also drive that could be frightened with buses driving too fast. • Child safety - it is near the main road and has schools. • Very busy during drop offs of schools, safety of school students, staff, and families important. • I have been to a number of funerals at Veve Funeral Home on this road, cars normally travel at a lower speed anyway.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Speed Limits (2017) and the intent of the Speed Management Guide has identified Rule related compliance issues with only 26 of the proposals. These issues are listed in the table below. Proposed speed limit change point at Blair Place does not comply with clause 3.3(3).
Change the speed limit asap/sooner than planned <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Long overdue.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Land Transport Rule: Setting of Speed Limits (2017) and the intent of the Speed Management Guide has identified Rule related compliance issues with only 26 of the proposals. These issues are listed in the table below. Proposed speed limit change point at Blair Place does not comply with clause 3.3(3).

AT recommended way forward

Implement safe and appropriate road speed limit as proposed

Road name	Bairds Road
Part of road	Between East Tamaki Road and 10m west of Cordoba Court

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	15
I think the current speed limit on this road should be kept the same	18
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
I think the speed limit should be lower than what is proposed	3

Why do you feel this way?	
Feedback Theme	Main points
<p>Reduced speed limit will be safer</p> <p>Mentions: 12</p>	<ul style="list-style-type: none"> • Will be safer for all pedestrians. • Have had near misses from impatient drivers. • Flatbush Primary School, Yendara Primary School, and a number of day care centres. • Students (of all ages) using this road to get across township (to Sir Edmond Hillary Collegiate). • Mainfreight Primary, Wymondly, Papatoetoe Intermediate children, all cross this road to access the footpath side of the LDS Mormon Church. • Currently unsafe for children at current speeds. • High density housing is beginning to appear (good to reduce speed now). • Children play in the park there. • Buses driving past children/elderly pedestrians can be scary. • Proposed is a safe speed limit. • Very busy during drop offs of schools, for safety of school students, staff and families. • I have family that live on this road, and often when I visit I would hear cars speed down this particular road. • It can get congested and not a good idea to speed on this road due to the churches and schools along this road.

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> A lower speed limit may result in impatient drivers/road rage leading to dangerous driving/decisions. Lowering Otara town centre speed limits won't solve the issue of gangs of youths on dirt bikes speeding and driving dangerously.
The reduced speed limit is unnecessary <i>Mentions: 8</i>	<ul style="list-style-type: none"> No experience of speed issues on this road and is difficult/impossible to speed up anyway. Speed limit is fine - bikers are the problem. Usually very busy (difficult to drive fast anyway). The speed limit is already slow, and it's a very busy road, no need to change.
Reduced speed limit is not good as it will increase journey times <i>Mentions: 4</i>	<ul style="list-style-type: none"> 30kph is too slow. Congestion will be worse if speed limit is lowered. Being a Tradesperson, the speed on this road is ok, this is a regular thorough way for me to travel on to work sites.
The reduced speed limit is unsuitable for this road <i>Mentions: 4</i>	<ul style="list-style-type: none"> A main road for Otara, with many commuters and through-traffic. A main road for traffic and needs to flow easily, not be congested with lower speed limits. This is the main thoroughway for traffic to use. Should remain the same this road is used as a thorough way from Preston Road to the main shopping centre in Otara.
Driver behaviour is causing safety risks <i>Mentions: 6</i>	<ul style="list-style-type: none"> Have had near misses from impatient drivers (support reduced speed limit). Many bikers (dirt bikes, 4-wheelers, BMX riders) drive dangerously, disobeying road rules, speeding and performing tricks, etc. Many motorists speeding on this road currently (support proposal). Issue of gangs of youths on dirt bikes speeding and driving dangerously. Much bad driving in this area.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> Need to police existing speed limits as many already speed and drive dangerously - the speed limit is not the problem; the lack of enforcement is.
Other comments <i>Mentions: 2</i>	<ul style="list-style-type: none"> The issue on this road is the bikers. Proposed speed limit change point 10m west of Cordobar Ct does not comply with clause 3.3(3).

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Celia Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	10
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 5</i>	<ul style="list-style-type: none"> • Safer for the community around this area. • For the safety of the neighbourhood. • No need for high-speed limit. • Celia Place seems like a very short/small street. Having a speed limit of 30km/h is lawful and appropriate.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> • The reduced speed limit is unnecessary

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Chisholm Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> • There are a few schools around this area so reducing the speed would be safe for everyone around. • This street is a one way or no exit street. 30km/h road speed is right for the vehicles who drive by.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Cramond Drive
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	4
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> I support the law change by the government to reduce speed limit. Good suggestion and plan so everyone who uses the road is safe. It is a busy road.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Dunstan Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	7
I think the current speed limit on this road should be kept the same	1
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> A dead-end road, but careless driving is a risk to children going to/from school. Cul-de-sac road near 2 schools and 2 early childhood centres.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Haven't heard of any issues with the current speed limit.
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> A dead-end road, but careless driving is a risk to children going to/from school. Students from Tangaroa College will speed here, blasting music, regardless of speed limit.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Haumia Way
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	5
I think the current speed limit on this road should be kept the same	7
The speed limit should be lower than what's proposed	1
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 4</i>	<ul style="list-style-type: none"> Two schools and a kindergarten on this street. Schools and children in this area. Children constantly crossing the road to/from school. Visibility issues due to windy road - hard to see children crossing.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Not reduce: Speed limit not the problem - school pickup/drop-off behaviours is (picking up/dropping off in middle of road, parking all down the road, with children crossing riskily to get to their parents' cars.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Current speed limit is ok.
Reduced speed limit is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> 30kph is too slow, and it is likely to become the norm expectation if this goes ahead.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Speed limit not the problem - school pickup/drop-off behaviours is (picking up/dropping off in middle of road, parking all down the road, with children crossing riskily to get to their parents' cars.

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November 2021 – Safer Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ



AT recommended way forward
Implement safe and appropriate road speed limit as proposed

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November 2021 – Safer Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ



Road name	Hayman Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> A small street that is best travelled on at reduced speed.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> A small road, with roundabout already slowing speeds - no experience with speed here.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Hokianga Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> This reduced speed limit is appropriate for the area of Hokianga. This is a narrow street with a lot of family homes with young children, where the street at times is used as a court for ball games.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Speed limit is safe and shouldn't be changed.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Kelpie Lane
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Kew Lane
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on the road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> These roads are parking areas which has a high foot traffic in the area, also potentially hazard at the current speed limit.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> It's fine the way it is now.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Lovegrove Crescent
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	3
I think the current speed limit on this road should be kept the same	2
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Visibility around corners can be difficult, and dangerous for crossing pedestrians. • Cars reversing from driveways with restricted visibility due to winding road and parked vehicles. • High pedestrian area. • Vehicles parked on both sides of the road restrict visibility and narrow the road. • This road has a lot of bends, and the current speed is not suitable for driving due to the tight bends.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Newbury Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	4
I think the current speed limit on this road should be kept the same	1
I think the speed limit should be lower than what is proposed	6

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 7</i>	<ul style="list-style-type: none"> • Vehicles drive fast, and it is dangerous for children to cross (Community program for young children in the community centre). • Many pedestrians in this area will benefit. • The multipurpose buildings are on this lane; it is best to reduce speed lower than proposed due to the foot traffic. • These roads are parking areas which has a high foot traffic in the area, also potentially hazard at the current speed limit. • It is in the midst of a huge carpark, makes no sense to be at 50kms, and it should be lower than the proposed speed limit. • Public amenities are next to this street. • Markets, learning institutes and other public amenities are along this road, it's too dangerous to travel along this street at the current speed of 50kms. • There are health clinics along this street and the institute is alongside this same street, it is a narrow thorough way that be travelled at a lower speed.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Not reduce: Lowering Otara town centre speed limits won't solve the issue of gangs of youths on dirt bikes speeding and driving dangerously.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> • It is fine at current speed limit.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Lowering Otara town centre speed limits won't solve the issue of gangs of youths on dirt bikes speeding and driving dangerously.



Why do you feel this way?	
Feedback Theme	Main points
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> Lowering Otara town centre speed limits won't solve the issue of gangs of youths on dirt bikes speeding and driving dangerously - policing is the issue.
Reduce the speed limit further than proposed for a section of the road <i>Mentions: 3</i>	<ul style="list-style-type: none"> It is in the midst of a huge carpark, makes no sense to be at 50kms, and it should be lower than the proposed speed limit. Markets, learning institutes and other public amenities are alongside this road, it's too dangerous to travel along this street at the current speed of 50kms.
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> Suggest pedestrian lights next to crossings should be reinstalled to help drivers see the crossing. Visibility is needed on this street.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Thurso Lane
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> For the safety of the community.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Create: It is a short street and not busy - an increase or a decrease in speed limit would be unsafe.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Tomlin Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	2
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> This street is a no exit street, so it is only right to reduce it to 30kph.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Toso Way
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	1
I think the speed limit should be lower than what is proposed	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> Very short street with only businesses around - sometimes students hang in this street, with low visibility at night. Street is narrow and short, and the nearby mechanics use it for their customer/business parking. It feels one-way and dangerous to walk on.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> This is an industrial area and a very short street - changing speed limit will not change anything.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> This is a narrow road; ideal speed would be 15-20kms as it has tight bends.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Walden Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2
I think the current speed limit on this road should be kept the same	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> Walden Place is a short distance street. This kind of street is appropriate to have a reduced speed limit for safe driving and no accidents. Safety for kids walking home.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Watford Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	3
I think the current speed limit on this road should be kept the same	1
I think the speed limit should be lower than what is proposed	6

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 4</i>	<ul style="list-style-type: none"> Lower speed limits will reduce vehicle accidents. Is very busy area every day of the week, both with vehicles and pedestrians. Lots happening on this road currently - slowing traffic down will be safer for everyone.
Reduced speed limit is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> This road is in the middle of town centre and always busy with cars and people - a speed limit reduction will be an inconvenience.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Woburn Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	9

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 6</i>	<ul style="list-style-type: none"> • Too many speeding vehicles especially young people and their modified cars, often hear burnouts. • I agree as it is a short street, if you don't live around the area most cars use these streets to short cut through. • Children walk through or transported to a number of early childhood centres, 3 primary schools, 1 high school and an intermediate. • There are so many children from various schools walking through. • The neighbourhood is family-oriented neighbourhood with different generations, especially for the young people who are at school. We are surrounded by many school communities and often there is a misjudgement by the child or an elderly person of the speed of the cars approaching them on the road - a potential accident waiting to happen. • Cars often speed through without consideration for cars trying to either back out or drive out safely from our own driveways.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Part C – Feedback on roads within the local board area NOT proposed for speed limit changes

Some respondents also identified roads that they thought needed changes, which were not proposed for speed limit reductions. Please note:

- To prevent having lots of themes that were only mentioned once or twice we grouped suggestions into suburbs and used the 'main points' for the themes to identify the roads being mentioned.
- Some suburbs are situated within more than one local board area, as such there may be some roads in this section which are not relevant to the Ōtara-Papatoetoe Local Board area. It saved a significant amount of time reporting in this way.



Suburb	Clover Park
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Diorella Dr - Lower speed limit and reassess road design: High volume of turning and reversing vehicles because of the school and the dairy and takeaways - a frequent bus route and parking restrictions are not clear and/or not obeyed.



Suburb	Otara
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Feedback Theme	Main points
Other roads/suggestions for lower vehicle speeds <i>Mentions: 6</i>	<ul style="list-style-type: none"> • Othello Rd - Lower speed limit and install traffic calming: busy areas for children and teens - four schools and daycare centres. Suggest lower limit and more judder bars to slow traffic and help children cross safely. • Sandbrook Ave - Lower speed limit during school times: suggest speed be lowered during school start/finish, closer to the school itself. • Dawson Rd - Lower speed limit and install traffic calming: Busy area for children and teens - four schools and daycare centres, and difficult for children to cross safely. Suggest lower limit and more judder bars to slow traffic and help children cross safely. • Dawson Rd - Lower speed limit: A busy road with schools for all ages nearby, churches and shopping centre. • Dawson Rd - Lower speed limit: As it is relatively straight, it is used as a racetrack by some cars and motorbikes. • Clyde Rd - Install traffic calming: always vehicles speeding, suggest speed humps. • Everitt Road - Install traffic calming: Countless people speeding up and down the street - very unsafe for children playing outside, suggest speed bumps.



Suburb	Papatoetoe
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 5</i>	<ul style="list-style-type: none"> • Hillcrest Rd - Lower vehicle speeds: Right next to a school with high vehicle speeds, in excess of speed limit. • Gray Ave - Lower speed limit: Vehicles drive in excess of speed limit, and there are schools nearby and is otherwise entirely residential. Road is busy, with on-street parking, and young families. • Tui Rd - Lower speed limit: Primary School here and should have lower limit. • Pembroke St - Lower speed limit: Used by Primary and High School students, and there is a kindergarten and schools nearby, infill housing, and more families and vehicles. It is used to rat-run at speed to/from Great South Road - suggest lower limit to discourage this. • Portage Rd - Lower speed limit to 30kph: Street that passes in front of school and should be included.



Suburb	Wiri
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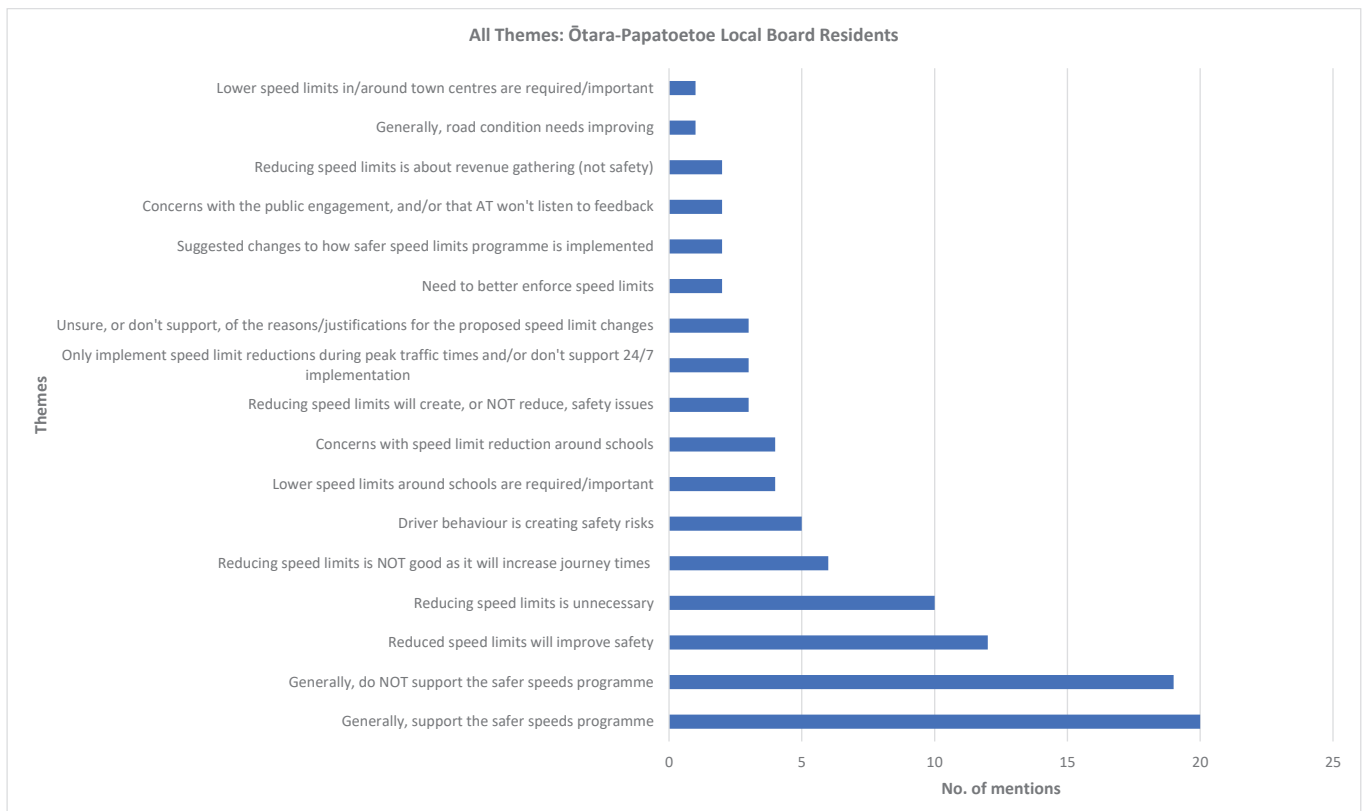
Feedback Theme	Main points
Suggestions for speed limit increases <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Campana Rd - Increase speed limit from 50-60kph to 80kph: Straight road, no hazards, with traffic lights, and recently lowered speed limit has extended journey times and created congestion. 80kph will improve traffic flow and commute times, and is fine for this safe road. • Orrs Rd - Increase speed limit from 60kph to 80kph: The current speed limit is way too slow for a State Highway - 80kph will keep the traffic flowing and still be safe as road is straight.

Part D – General themes from people who live within the local board area

The feedback form also provided the opportunity for respondents to provide general comments on the Safe Speed Programme. Most this feedback was general in nature and could not be attributed to a particular road.

This general feedback has been sorted into themes, and similar themes have been grouped together in topic areas. The feedback themes from respondents that said they live within the Ōtara-Papatoetoe Local Board area are outlined below.

Please note: it is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by area, just themes.



Overall sentiment towards the Safer Speeds Programme

Feedback Theme	Main points
<p>Generally, support the safer speeds programme</p> <p><i>Mentions: 20</i></p>	<ul style="list-style-type: none"> • Support reduced speed limits as they will reduce crashes. • Making streets safer for pedestrians and cyclists can only be a good thing. • Support changes in high incident areas. • Support for speed limit changes around schools. • Support for speed limit changes around schools but only during school hours not 24/7. • Support for changes in inner city suburbs. • Believe other roads should also have a speed reduction. • Support speed reductions but don't agree with proposed speeds: <ul style="list-style-type: none"> ○ There should be less speed levels e.g. 30km/h residential, 60km/h rural and 80km/h motorway. ○ Support speed limit reduction to 40km/h not 30km/h. ○ 100km/h to 40km/h is too large of a change. • Support speed limit changes but they should be targeted to the road and researched.
<p>Generally, do NOT support the safer speeds programme</p> <p><i>Mentions: 19</i></p>	<ul style="list-style-type: none"> • Don't think speed is the issue, road maintenance is. • Don't think speed is the issue, poor driving is. • Don't think speed is the issue, poor enforcement is. • Drivers who decide to speed now will speed anyway. • Will make traffic congestion worse. • Previous programme to lower speed has not had an effect on accidents or deaths. • Current 30km/h hour speed limits are not working and will not work. • Speed limits below 40km/h are unrealistic. • Think speed limits should be raised. • Cars cannot travel faster than the speed limit in Metro Auckland anyway. • Do not support speed reductions on entire roads, rather just the stretch affected by accidents. • Do not support speed limit reductions, except around schools.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Don't support reducing speed on rural roads. • Programme with various speeds will cause confusion and people will be fined. • Put roads already lowered back to 100km/h, it causes dangerous driving with passing. • Franklin community said don't change it. • Thinks programme is pointless. • Thinks programme is a guise to force people out of using private cars.

General comments and suggestions about the Safer Speeds Programme and road safety

Feedback Theme	Main points
<p>Unsure, or don't support, of the reasons/justifications for the proposed speed limit changes</p> <p>Mentions: 3</p>	<ul style="list-style-type: none"> • Need to show why they justify the speed limit reductions. • AT need to show how many fatal crashes on the roads proposed justify the speed limit changes. • AT need to show the number of fatal crashes on Queen Street, Quay Street, Tangihua Street, and Anzac Avenue. • Show how many crashes were caused by speed and not due to other factors. • Franklin roads do not have the accident statistics that are being claimed, would like to see the actual statistics. • Using reports of accidents to make decisions is flawed as not all accidents are reported. • Accidents caused by texting and alcohol should not impact speed decisions. • Using speed around school to justify these changes is wrong as there are already speed limits around schools and most of the proposed changes are not near schools. • Seems driven by ideology not practicality. <ul style="list-style-type: none"> ◦ Proposed changes are unrealistic. ◦ Model is flawed/decision is based on incomplete or incorrect data. • People are capable of driving to the conditions. • Congestions means speed self-limits where necessary. • Speed limit reductions are a guise to force people out of using private cars. • The increase in injuries is probably in correlation to Auckland's growth. • Reducing rural roads to 80km/h is an attempt to ensure roads last longer, not for safety. • Proposal is based not on reducing speed reducing harm, but on cost being a limiting factor in providing safe roads. • These changes are being made to hide how bad AT has made Auckland's traffic congestion. • What are the reasons for these changes? • The roads mentioned for speed changes are inconsistent. • Too many roads have been selected.
<p>Reducing speed limits is unnecessary</p> <p>Mentions: 10</p>	<ul style="list-style-type: none"> • There is no need to lower speed limits/existing speed limits are safe. <ul style="list-style-type: none"> ◦ Roads are safe for the current speed limits (flat, straight, visibility is good, very few hazards on the side of the road, no side roads).

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November 2021 – Safer Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ

Feedback Theme	Main points
	<ul style="list-style-type: none"> ◦ Suggested roads already have speed calming measures (speed bumps, chicanes). • Proposed speed limits are slower than necessary. <ul style="list-style-type: none"> ◦ 50km/h is a safe speed limit, no need to reduce below that. ◦ 30km/h speed limits are ridiculous / too slow / unnecessary. • Speed limit reviews are a waste of time and money. • Many roads require maintenance/upgrading to improve safety, not speed limit reductions. • Due to congestion people already travel around the city at less than 50km/h. • Auckland speed limits are much lower than other parts of New Zealand. • Many of the proposed speed limit reductions don't make sense. • Enough roads have had speed lowered already. • Vehicles do not speed on this road(s). • There have been no, or very few, crashes on this road(s). • Cars are safer than ever. • Vehicles are of better quality now and can travel at faster speeds safely. • Of the 206 rural roads in Franklin only 33 are high risk (serious injury or death), it unnecessary to reduce speeds on many of these roads. • There are no proposed developments in this area that would make this road significantly busier. • The justification that this limit should be reduced to be in keeping with surrounding roads isn't a satisfactory justification. • There is already a variable speed limit for the dangerous part of the road. • Road will still be unsafe for walking at the reduced speed limit. • The changes are being made to slow journeys to get people to ride bikes. • Just use LSZ signs.
<p>Reducing speed limits will create, or NOT reduce, safety issues</p> <p>Mentions: 3</p>	<ul style="list-style-type: none"> • AT's speed limit reductions have so far caused increased crashes and deaths. • Reduced speed limits have increased incidences of dangerous driving. • Reduced speed limits have increased accidents. • There is no evidence that reducing speeds will reduce deaths, in fact, the opposite has occurred. Following a non-relevant Scottish example is senseless. • Reinstate the speed limits that were recently reduced by AT.

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November 2021 – Safer Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Driver behaviour is the problem, not the speed limits. • People who speed will still speed. • Lower speed limits (and slow drivers) create driver frustration and dangerous behaviour, such as risky overtaking. • Any motorist obeying a 50kmph limit who crashes and causes a fatality or serious injury is either elderly, pathetic, or on drugs/intoxicated. 30kmph speed limit won't change the cause of the accident. • Reduced speed limits will not reduce crashes in South Auckland, most people do not obey the current speed limits. • Reduced speed limit (to 30) will cause constant watching of speedometer instead of watching the road. • Slow traffic encourages phones use. • Variable speeds along same stretch of road causes driver distraction. • Need to also change the design speed of the road, or changes will be ineffective. • Proposal is about politicians being seen to do something, rather than actually improving safety. • AT need to research and focus on changes that will actually improve safety. • Why is AT not doing cost benefit analysis to justify these proposals? • AT need to do a full economic analysis of the impacts of reducing speed limits, such as time wasted, increased travel times for buses/delivery vehicles/taxis etc. • I work for insurance and monitor claims. 98% of our crash report claims are due to poor driver behaviour. 85% of faults causing death and serious injury are elderly. What is your strategy doing about the real cause for these areas?
Reduced speed limits will improve safety <i>Mentions: 12</i>	<ul style="list-style-type: none"> • Lower speed limits will make people less likely to crash. • Lower speed limits improve pedestrian safety. • Lower speed limits will make our streets safer for children, elderly, and those with mobility issues. • Limiting speed will make cycling safer. • Lower speed limits in areas with speed related incidents. • Lowering speed limit is the only option on some roads that cannot be improved in other ways. • Road conditions are not suitable for the current speed limits, lowering them will improve safety.
Reducing speed limits is NOT good as it will increase journey times <i>Mentions: 6</i>	<ul style="list-style-type: none"> • Reducing speed limits will increase journey times. • Reduced speed limits increases pollution. • Reduced speed will impact traffic flow.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Reduced speed will increase congestion. • Reduced speed limits will increase journey times for emergency services - they cannot exceed 30km/h over the limit. • Reduced driving speeds is increasing journey times from Pukekohe to Auckland. • Driving around rural roads in Franklin will take too long at lower speeds. • Slower speeds, slows the economy. • Longer journey times mean increased risk of accidents. • Increased journey times will create risky, impatient drivers. • Reduced speed limits will negatively affect the public transport network. • Want to be compensated for wasted time. • Want to be compensated for wasted fuel.
Reducing speed limits is about revenue gathering (not safety) <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Reducing speed limits is about revenue gathering. • Manurewa is being unfairly targeted to be fined and generate income. • South Auckland, and therefore Māori and Pacific communities, are being unfairly targeted. • Reduced speeds will lead to more petrol consumption and therefore are purely profit generation.
Need to better enforce speed limits <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Proposed changes will have minimal impact if not enforced. • General concerns about how speed limits will be enforced. • Better police roads with 50km/h speed limits. • Need more traffic cops. • Install speed cameras around schools. • Need more speed cameras can increase safety. • Need more random license and WOF checks. • Ensure courts enforce the law. • Need stronger penalties for breaking the road rules (one submitter suggested vehicles seized and if a repeat offender, crushed). • Need harsher penalties for those that speed past schools. • Make those caught speeding attend a course. • Need to police those driving too slow. • Great South Road between Drury and Papakura is never policed.

Feedback Theme	Main points
<p>Driver behaviour is creating safety risks Mentions: 5</p>	<ul style="list-style-type: none"> • Improve driver education to reduce crashes. • Drivers that should not have been given licenses is the issue. • Driver education should focus on more than speed, e.g. how to identify when it is safe to pull out, how to accelerate up to speed of other traffic. • Drivers should have to do a practical test every 10 years when they renew their licenses. • Better driver training/refresher courses. Use a hydraulic synaptic feedback chair to learn better risk assessment and understanding of poor driving decisions. • Require driver refresher courses that provide driver trainer in a hydraulic synaptic feedback chair. • Dangerous drivers are ruining it for the majority who drive within the current limits. • Driver education for teenagers in rural areas is required. • Bus drivers need more training as they create a risk. • Good driving should be rewarded to encourage better drivers. • Not fair to reduce speed limits and punish the vast majority of drivers who drive safely, for the minority that drive dangerously (who will drive dangerously anyway). • Drivers using mobile phones is causing crashes. • Cars that are poorly maintained or in poor condition are the cause of crashes, more than speed. • People are regularly running red lights which is dangerous. Install more red-light cameras. • Slow speed limits (and slow drivers) cause driver frustration and dangerous driving, such as risky overtaking. • Reduced speed limits have increased incidences of dangerous driving. • Removing passing lanes is resulting in risky overtaking. • Unless there is frequent signage drivers won't know what speed to go and will be distracted looking for signs. • Any motorist obeying a 50kmph limit who crashes and causes a fatality or serious injury is either elderly, pathic, or on drugs/intoxicated. 30kmph won't change the cause. • I work for insurance and monitor claims. 98% of our crash report claims are due to poor driver behaviour. 85% of faults causing death and serious injury are elderly. What is your strategy doing about the real cause for these areas?
<p>Generally, road condition needs improving Mentions: 1</p>	<ul style="list-style-type: none"> • Need to improve road maintenance and design. • Improving road condition/maintenance is more important than reducing speed limits. • Proposed speed limit reductions are to avoid necessary road maintenance. • Infrastructure suggestions to make the roads safer.

Feedback Theme	Main points
	<ul style="list-style-type: none"> ○ Speed tables. ○ Better quality maintenance. ○ Improve road signage, road markings, and lighting. ○ Speed limits should be painted on roads at regular intervals. ○ Need to make roads flow better. ○ Road calming suggestions. ○ More pedestrian crossings. • Improve road signage, road markings and lighting. • Need to make roads flow better. • Poor repairs and maintenance work that don't last or are in poor/uneven condition from the time of the repair are a problem. • Poor road condition is causing regular damage to vehicles. • Need to improve motorways and invest more time in them. • More and more development is being permitted without improving road quality.
<p>Suggested changes to how safer speed limits programme is implemented Mentions: 2</p>	<ul style="list-style-type: none"> • Define a low-speed limit across the area (e.g. 30 km/h in urban areas and 60 km/h in rural areas and 80 km/h on motorways) and only allow roads to be faster by exception. • Consider 10km/h speed reduction rather than 20km/h. • Rural roads should be 80km/h maximum. • 30km/h is too slow, should only consider implementing 40km/h limits. • Having 10km/hr speed increments is confusing. Stick with just odd numbers (i.e. 10, 30, 50, 70, 90, 110km/h). • Straight, long stretches of road should be 60km/h. • All South Auckland roads should be 50km/h. • In areas that have various speeds, stick with just 30km/h and 50km/h. • Reduce speed limits on all urban roads to reduce confusion. • The idea that speed limits should follow from design speeds is completely backwards. Lower the limit now and then design the street around that whenever it next comes to be rebuilt. • Ensure roads are designed/changed to reflect the speed limit for the road, so that people naturally travel the speed limit and feel uncomfortable travelling faster e.g. narrower roads, trees on alternating sides of the road, plant trees between the road and the footpath. • Low-cost, tactical changes need to be rolled out to support the reduced speed limits.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • In urban/residential areas reduced speed areas ought to take the form of low traffic neighbourhoods. • Do not create traffic calming that is unsuitable for small vehicles. • Speed limits should be implemented with road calming measures. • Speed limits should be implemented with extra driver education. • Do not support speed reductions on entire roads, rather just the stretch affected by crashes. • AT should be proactively monitoring and reviewing all roads for speed limit changes. • On dangerous stretches of road, yellow speed warning signs (like on state highways, where a suggested speed for hazardous corners is used) is a better measure to take. Encourage drivers to adjust to the conditions rather than set a speed target.

Times of days and locations where speed limit reductions are NOT supported

Feedback Theme	Main points
<p>Only implement speed limit reductions during peak traffic times and/or don't support 24/7 implementation</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • Do not support 24/7 implementation of speed limits. • Only implement during peak traffic times. • Only implement during school hours, school pick-up and drop-off times, and/or during school terms. • Speed reductions should only be between 8am and 7pm. • Speed reductions should only be between 8am and 4pm. • Reducing speeds all day for a problem that only exists for a short period of time each day doesn't make sense. • Reducing speeds for 24 hours is impractical and impossible to police. • Speed limit signage around schools should be electronic so limits can be changed when necessary (increased in evenings and weekends).
<p>Concerns with speed limit reduction around schools</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • Schools are already speed limit zones, why add extra. • Limit should be 40km/h. • Should not be 24/7, and should be notified by illuminated, variable signs. • Different schools have different start times, so speed limits should be tailored to those times. • School zones should have more monitoring at peak times, not speed limit reductions. • Too many side roads around schools are included in low-speed limit. • Should only be 30km/h for a distance of 400m from each school. • Speed limits should be around primary schools only. • Only apply 30km/h speed limits to on schools that are not on main arterial roads. • It is not speed around schools that is the problem, it is parents dropping off and picking up dangerously, and buses. • People ignore low speed zones around schools anyway. • Is there a strategy to address school related traffic volume? • Council should not approve situating schools and ECE's on main routes.

General locations where speed limit reductions are supported

Feedback Theme	Main points
<p>Lower speed limits around schools are required/important</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> All schools should be included. Makes it safer for children going to/from school. Change speed limit around schools 40km/h. Speed limits around schools need to be standard, not 40kph at some and 30kph at others. Reduced speed limits should be restricted to school zones. Leave other roads 50km. Don't support the speed reductions, except around schools. There should be traffic calming measures and safety improvements (pedestrian islands) as well as lower speed limits. All schools should have flashing 30kmh signs at their boundary.
<p>Lower speed limits in/around town centres are required/important</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> Town centres are high pedestrian areas so should have lower speed limits. Agree with speed reductions but speed limits should be 40km/h. The city should be 30km/h everywhere, with wider footpaths and narrower streets to encourage slow speeds.

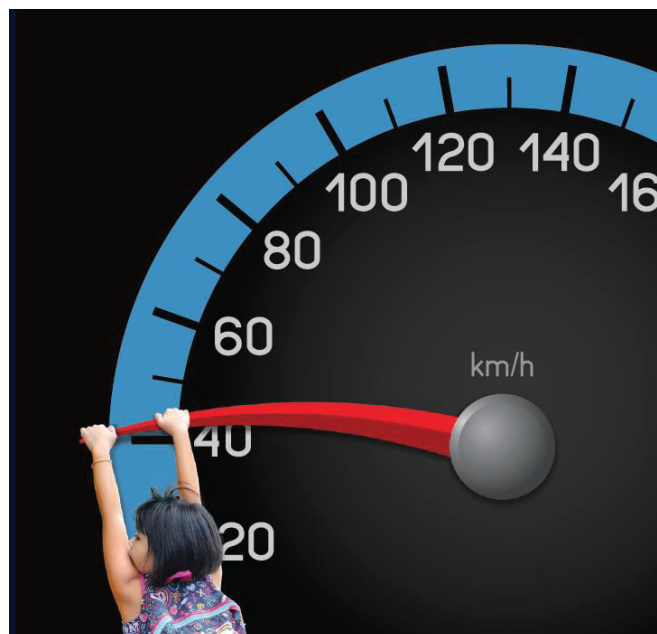
Other comments and concerns

Feedback Theme	Main points
<p>Concerns with the public engagement, and/or that AT won't listen to feedback</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> AT will not listen to public feedback. AT did not listen to feedback regarding last speed limit review in Franklin, it is now more dangerous. AT needs to communicate their responses to feedback better. There is very limited opportunity to provide feedback. The outcomes have already been decided as you state, "no change is not an option". AT only listens to vocal minority groups. Sick of the government deciding things without consulting the ratepayers. AT never propose increased speed limits. AT need to release statistics to show proof of speed limit reduction requirements on each road. Consultation website was poorly designed and difficult to navigate, meaning that an informed assessment cannot be made. Concerns the map in the brochure drop is deceptive - the dots are incorrectly placed. Had technical issues with the online survey and/or interactive map tool. Concerns the leaflet is propaganda and doesn't contain accurate statistics. Concern that there is a discrepancy between the online information when giving feedback and the leaflet drop:- D'Oyly Drive included in the leaflet but not the online 'Have your say'. Stop using Facebook groups for feedback. Need an option for people to be added to the mailing list once feedback is gathered that doesn't require giving feedback. Future proposals should be posted on local community boards. AT should communicate directly with locals and drive the roads to better understand the problems.
<p>Other comments</p>	<ul style="list-style-type: none"> People parking in unsuitable places causes congestion and is unsafe. Slows down emergency response vehicles who are only allowed to travel 20km/h above limit. Rules around the use of E-scooters and bikes need to be formalised. e.g. giving way, signalling, where to ride, interactions with pedestrians. Speed reductions of 50% or more will not be tolerated by the community. Bicycles and buses now have more road than cars.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Once implemented, will there be a grace period to allow motorists to adjust to new limits? • Road and street section selection is confusing - some cul de sacs around Great North Road (Avondale) are 30km/h but not all. • Accidents around Mt Eden, Truro Road, caused not by speed but by poor traffic management on game days. • Bus drivers need bus monitors to assist with managing order on school buses as the drivers are distracted and this is a safety issue. • Speed limits around Marae should be reduced. • Stop people parking their cars on Galaxy Drive. • Should be using digital speed signs. • Too many speed bumps are bad for the environment (braking and acceleration around speed bumps consume more fuel). • Road 'calming' measures are not fair/appropriate. • Proposed changes seem to unfairly target South Auckland • Need to better synchronise traffic lights through Auckland. • Need strict legislation around liability for cyclists and motorists causing accidents. • Consider introducing parking restrictions in busy / bottleneck areas to ease congestion and safety issues. • Ensure there is space for Loading Zones and School Drop Off Zones in busy areas, such as school zones. • Doesn't agree with the use of Te Reo Māori in the brochure. • Speed bumps in some suburbs have pushed the speeding problem into other suburbs (like Manurewa). • Electric vehicles need to make more noise so pedestrians can hear them. • Bus parking is an issue in the city. They do not indicate when they're pulling out. • Install more traffic lights at intersection of main roads/side streets to make it safer to turn right.



Safe Speeds Programme
Public feedback on proposed speed limit changes October/November 2021
Feedback related to Papakura Local Board area



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November 2021 – Safe Speeds Programme – Report on feedback by local board area
Independently prepared by Viewpoints NZ



Part A – Number of submitters from within the local board area

During October and November 2021, 246 people from within the Papakura Local Board area submitted on the Safe Speeds Programme - proposed speed limit changes.



Part B – Feedback on roads within the local board area proposed for speed limit changes

In the first part of the feedback form, respondents were asked what they thought of the proposed speed limit changes for each road. Specifically they were asked:

- What do you think of the proposed speed limit change for this road? (*tick-box answers*)
- Why do you feel this way? (*open-ended answers*)

This section outlines:

- The sentiment expressed by respondents towards the proposed speed limit changes for each road within the Papakura Local Board area ('What do you think of the proposed speed limit change for this road?')
- A summary of the open-ended feedback received for each road within the Papakura Local Board area ('Why do you feel this way?').



Road name	Argyle Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Clark Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	3

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 4</i>	<ul style="list-style-type: none"> Agree with the 30kph speed reduction on Clark and Manse roads. Many townhouses are being built and the area will become more congested and narrow with parked vehicles. Many pedestrians, a school, and children. Safety is the priority.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> Speed humps or speed cameras to enforce the new lowered speed limits will be required.
Too many changes in speed limits along the road (or in area) will be confusing <i>Mentions: 1</i>	<ul style="list-style-type: none"> I agree with the 30kph speed reduction on Clark and Manse roads - ideally these reductions should be made onto South, Nelson, and the other streets/roads in this neighbourhood for consistency and to avoid confusion.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Speed humps or speed cameras to enforce the new lowered speed limits will be required.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Cosgrave Road
Part of road	Between 200m north of Old Wairoa Road and Walters Road

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2
I think the current speed limit on this road should be kept the same	4
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
I think the speed limit should be lower than what is proposed	3

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Reducing speed limit to 60kph is going to create more problems - lowering speeds isn't going to stop crashes.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> The rural parts of Cosgrave Road is perfectly fine to drive at current speeds with no issues.
Generally, the road condition needs improving <i>Mentions: 1</i>	<ul style="list-style-type: none"> What it needs is a full upgrade and better safety barriers, lowering speed limits isn't going to reduce crashes.
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> Should be lower than proposed: Speed limit should be 50kph or less - current speed unsafe for children walking to/from school. Should be lower than proposed: 50kph to address all the subdivisions leading onto it.
Extend the reduced speed limit to cover more of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Speed limit change point 200m north of Old Wairoa Road does not comply with clause 3.3(3) - recommend 50kmph speed limit extended and change point immediately north of Parahau Road.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Cotton Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Greenhaven Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Hanover Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Joyce Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Manse Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Agree with the 30kph speed reduction on Clark and Manse roads.
Too many changes in speed limits along the road (or in area) will be confusing <i>Mentions: 1</i>	<ul style="list-style-type: none"> I agree with the 30kph speed reduction on Clark and Manse roads - ideally these reductions should be made onto South, Nelson, and the other streets/roads in this neighbourhood for consistency and to avoid confusion.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Mill Road
Part of road	Between Ranfurly Road and Hamlin Road

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2
I think the current speed limit on this road should be kept the same*	13
I think the speed limit should be lower than what is proposed	2

*Note that 4 respondents recorded as "I think the current speed limit on this road should be kept the same" did not specify which section of Mill Road they were referring to.

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 4</i>	<ul style="list-style-type: none"> New subdivision, lots of traffic and children, road is narrow and in poor condition. Suggest 50kph - heavy traffic at rush hour at roundabout intersection with the school on the corner At dark, there is limited light which creates visibility issues at this dangerous roundabout. Very busy arterial route with multiple feeder roads, in poor condition. Many new houses/higher traffic volumes, with people already exceeding current speed limit - suggest lower limit than proposed.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> Reducing speed limit to 60kph is going to create more problems - lowering speeds isn't going to stop crashes. To have a speed limit of 60km here 24/7 is only going to frustrate drivers and encourage the council to have speed cameras collecting money.
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> Road is perfectly fine to drive at current speeds with no issues. No pedestrian footpath along this road so 60kph is not justified. Current speed limit is appropriate. As with all roads there will be corners etc that require a reduction in speed, without applying that limit to the entire stretch of road. Speed limit should not change. The speed is appropriate to the road.
The reduced speed limit is unsuitable for this road <i>Mentions: 2</i>	<ul style="list-style-type: none"> This is a major road. Unless the bypass is built, it should remain at 80kph to cope with the traffic volume. This should be left at its current speed levels of 80kph and 100kph. This is a main arterial road for commuters and to make this 60kph and 80kph is not common sense.
Reduced speed is not good as it will increase journey times	<ul style="list-style-type: none"> Main road for a lot of people in the area, providing a fast way to get around - normal routes will take a lot longer with reduced speed limits. Road is already frustratingly slow at times - speed limit should stay as current.

Why do you feel this way?	
Feedback Theme	Main points
Mentions: 2	
Driver behaviour is causing safety risks Mentions: 1	<ul style="list-style-type: none"> Many new houses/higher traffic volumes, with people already exceeding current speed limit - suggest lower limit than proposed.
The low quality of the road is creating safety risks Mentions: 1	<ul style="list-style-type: none"> Road is in extremely poor condition which makes current speed limit dangerous to drive at.
Generally, the road condition needs improving Mentions: 3	<ul style="list-style-type: none"> Improve infrastructure instead to allow for more cars than reduce speed limits. Especially with all the new developments in the area, we need better roads. Road is in dire need of upgrading and repairs. What it needs is a full upgrade and better safety barriers, lowering speed limits isn't going to reduce crashes.
Reduce the speed limit further than proposed for a section of the road Mentions: 1	<ul style="list-style-type: none"> The speed limit on Mill Road between Airfield Road and Old Wairoa Road should be 50kph - there are more houses, residents and traffic, and people drive at 100kph even with the current speed at 80kph.
Other suggestions for reduced vehicle speeds Mentions: 1	<ul style="list-style-type: none"> Many new houses/higher traffic volumes, with people already exceeding current speed limit - suggest lower limit than proposed.
Other physical improvements suggested Mentions: 1	<ul style="list-style-type: none"> Put a roundabout or a merging lane at the intersection between Mills Rd and Ranfurly Rd - lower speed limit not required.

AT recommended way forward
<ul style="list-style-type: none"> The short section of Mill Road between 210m south of Alfriston Road and 260m south of Alfriston Road was added to complement a proposed school zone. The school zone proposal was removed prior to consultation; however this 60km/h section was retained in error. The speed limit recommendation has been updated to retain the current 80km/h limit for this 50m section of road. Other changes to Mill Road are recommended to have safe and appropriate road speed limits implemented as detailed in the proposal.

Road name	Papakura-Clevedon Road
Part of road	Between 140m east of Dominion Road and urban traffic area boundary (Auckland Isthmus)

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2
I think the current speed limit on this road should be kept the same	13
I think the speed limit should be lower than what is proposed	4
Other	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer Mentions: 3	<ul style="list-style-type: none"> Turning a blind turn on Papakura-Clevedon Road into Heard Road or Hamlin Road creates a lot of braking at high speed. Travelling between Papakura and Clevedon would be safer if the maximum speed was 80 kph. This road is well marked and is designed for a significant volume of traffic. It becomes less safe when there are events such as cars and trucks passing cyclists or vehicles entering or leaving the road.
Reduced speed limit will create, or not reduce, safety issues Mentions: 1	<ul style="list-style-type: none"> Will increase aggression of drivers and cause more reckless driving.
The reduced speed limit is unnecessary Mentions: 6	<ul style="list-style-type: none"> Wide road with clear visibility allowing easy navigation, with long straight sections. Road has ample line of sight and field of view for 100kph. No need to be reduced to 80kph - should remain at 100kph. It is 80kph around Ardmore School (entrance should not be from an arterial road).
Reduced speed is not good as it will increase journey times Mentions: 2	<ul style="list-style-type: none"> Will extend journey times from Clevedon and Kawakawa Bay 5-15min.
Driver behaviour is causing safety risks	<ul style="list-style-type: none"> Aggressive and reckless driving behaviour already an issue (reducing speed limits will make it worse).



Why do you feel this way?	
Feedback Theme	Main points
Mentions: 1	
Extend the reduced speed limit to cover more of the road Mentions: 1	<ul style="list-style-type: none"> Encourage more cycling, walking and horse riding within the Clevedon precinct - both via trails and on-road. Significant number of heavy vehicles and trailers utilise these rural roads - strongly support reducing speeds along parts of Papakura-Clevedon Road that are currently excluded (specifically, 40kph within the village itself, between Hyde Road or Monument Road and North Road and preferably beyond the School on North Road).
Reduce the speed limit further than proposed for a section of the road Mentions: 5	<ul style="list-style-type: none"> Reduced speed limit outside Ardmore school should be reduced to a maximum of 50kph. This area is a high traffic area during school hours and there have been multiple near misses due to speed and poor visibility. Agree with lower limit for whole road but would like to see speed limit at 50kph around the school - parents fear for their lives and that of their children during drop off/pick up, especially with more trucks using the road. This section of road is very close to the school, which is extremely dangerous at drop off and pick up times. It is a very narrow road, with a lot of commuter traffic, tradespeople, quarry truck traffic, boy racers and there is poor visibility. We need to protect the school and the students in this area by reducing the speed lower than 80.
Only support the proposed speed limit for a portion of the road Mentions: 1	<ul style="list-style-type: none"> Road has ample line of sight and field of view for 100kph - only support slowing down for Ardmore School.
Other physical improvements suggested Mentions: 1	<ul style="list-style-type: none"> Previous attempts to have a pedestrian crossing installed in the village have failed due to concerns about noise from raised table crossings - a 30-40kph limit would enable at-grade crossings, or reduce noise pollution from raised crossings. Also suggest/request stronger gateway markers to better indicate the location of the speed change. We have called these 'Gateways', as per the Clevedon Village Design Framework. These would encompass signage, road narrowing, frangible vertical elements (including art), planting and threshold treatment. Papakura-Clevedon Road would be a suitable location for such a gateway.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Popes Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	7
I think the current speed limit on this road should be kept the same	1
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer Mentions: 7	<ul style="list-style-type: none"> For safety, too many speeding cars, it's not safe. There are many night-time street racers threatening road safety and disturbing residents. Suggest installing speed cameras.
The reduced speed limit is unnecessary Mentions: 1	<ul style="list-style-type: none"> Current speed limit is appropriate. As with all roads there will be corners etc that require a reduction in speed, without applying that limit to the entire stretch of road. Speed limit should not change.
Reduced speed is not good as it will increase journey times Mentions: 1	<ul style="list-style-type: none"> More speed means better traffic flow.
Driver behaviour is causing safety risks Mentions: 1	<ul style="list-style-type: none"> There are many night-time street racers threatening road safety and disturbing residents. Suggest installing speed cameras.
Need to better enforce speed limits Mentions: 1	<ul style="list-style-type: none"> There are many night-time street racers threatening road safety and disturbing residents. Suggest installing speed cameras.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Ranfurly Road
Part of road	Between Alfriston Road and eastern end of Ranfurly Road

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	4

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> Current speed limit is appropriate. As with all roads there will be corners etc that require a reduction in speed, without applying that limit to the entire stretch of road. Speed limit should not change. The current limit of 80km is safe and acceptable for the road, its condition, and is current volume of traffic: straight road with great visibility and low if any crashes and is currently a rural environment (lifestyle/farmland). The speed limit on this road is appropriate
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Road already has a speed bump, and submitter is currently used to avoid congestion - don't want reduced speed limit.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Rembrandt Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Short Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> Speed limit reviews for these streets are well overdue. Speeds really need to be reduced here, happy with proposal - cars drive very fast here.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Sutton Road
Part of road	Between 300m east of Great South Road and Ponga Road

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	2
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> The speed of vehicles is too fast and there are schools and businesses on this road.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Existing speed limit is more than safe enough for the level of road and foot traffic Sutton Road has.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> Even if you changed the speed limit lower, vehicles would ignore it. Putting a speed bump wouldn't work as there are many trucks going past but you'd catch many fast vehicles with a speed camera.
The low quality of the road is creating safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Fix the roads instead of lowering the speed limit.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> Speed limit change point 300m east of Great South Rd does not comply with clause 3.3(3).

AT recommended way forward



Road name	Tasman Drive
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> There are NO cyclists using this area, and only children around at school start/finish times, and minimal – if any – who ride bikes to school. Traffic is so busy at the end of school, it limits traffic speed naturally, so no need to change speed limit.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Part C – Feedback on roads within the local board area NOT proposed for speed limit changes

Some respondents also identified roads that they thought needed changes, which were not proposed for speed limit reductions. Please note:

- To prevent having lots of themes that were only mentioned once or twice we grouped suggestions into suburbs and used the 'main points' for the themes to identify the roads being mentioned.
- Some suburbs are situated within more than one local board area, as such there may be some roads in this section which are not relevant to the Papakura Local Board area. It saved a significant amount of time reporting in this way.



Suburb	Conifer Grove
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Walter Stevens Drive/Brylee Drive - Lower speed limit: Temporary speed limits are directly outside school, but lower limits needed (permanently) in other areas where children walk and cross before/after school. Vehicles travel on the main roads at or above speed limits, but 50kph is unjustified for surrounding cul-de-sacs. Traffic will increase with new developments.



Suburb	Opaheke
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Boundary Road: most kids go up to the Opaheke crossing from the school, so why is 50kph ok there but not 30 metres away in Tasman.



Suburb	Pahurehure
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> Agree with the 30kph speed reduction on Clark and Manse roads - ideally these reductions should be made onto South, Nelson, and the other streets/roads in this neighbourhood for consistency and to avoid confusion. Ray Small Drive - Lower speed limit: This road is used as a rat run instead of Elliot St, and many vehicles speed along this road. This street provides access to Papakura Central School, Ray Small Park and the skate park. Children should not be put at risk by vehicles taking shortcuts.



Suburb	Papakura
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 9</i>	<ul style="list-style-type: none"> Ray Small Drive - lower speed limit: Schools/pre-schools, pedestrians/children; Excessive speed as less narrow, used as a rat-run route, downhill encourages speed. Kelvin Road - lower speed limit: there is a primary school here, and people frequently drive at 80kph. Scott Road - lower speed limit: Used by heavy vehicles and speeding vehicles over 80kph to cut across to Papakura-Clevedon Road. Children regularly play on this street. Settlement Road - lower speed limit: Can be very busy at times, and heavy vehicles drive through here too fast. Old Wairoa/Cosgrave Road intersection - lower speed limit to 40kph: this intersection is very dangerous, with many accidents. Housing density is increasing, and the neighbourhood is getting busier - recommend at least the 40kph school zone be extended to this intersection. Residential streets off Clevedon Road: This section of Ingram Street (from Priclor to Shirley) is increasingly being used as a rat run to avoid the Priclor/Clevedon Road intersection, even by big quarry trucks. Consider reducing the speeds on View Rd, Renwick, Halberg, Shirley, Snell, Priclor, and the other residential streets off Clevedon Road to 30kph. Would be great to see all the streets in Opaheke reduced to 30kph for consistency. Especially all the cul-de-sac streets, there is zero need for vehicles to be accelerating to 50, sometimes 60kph before stopping at their house. Pakaraka Drive - traffic calming: suggest speed bumps to discourage being used as a through road between Mill Road/Old Wairoa and Papakura-Clevedon Rd - many young children, vehicles driving very fast, parked cars restricting visibility and narrowing road width (often one-way). Ancroft Street - traffic calming: suggest speed bumps to discourage rat-running between Old Wairoa and Clevedon Rd.
Suggestions for speed limit increases <i>Mentions: 2</i>	<ul style="list-style-type: none"> Linwood Road/Blackbridge Road intersection - Do not lower speed limit: Intersection at Tehihi School and Karaka Sports Centre remain at 80kph. Linwood Road - Increase to 100kph.

Suburb	Rosehill
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none">• Park Estate Road - Suggest traffic calming: Currently 40kph but most traffic 50-60kph (some even 40kph over limit) due to no speed bumps, including heavy construction vehicles. Primary School, lots of young families, walkers using Park Estate.

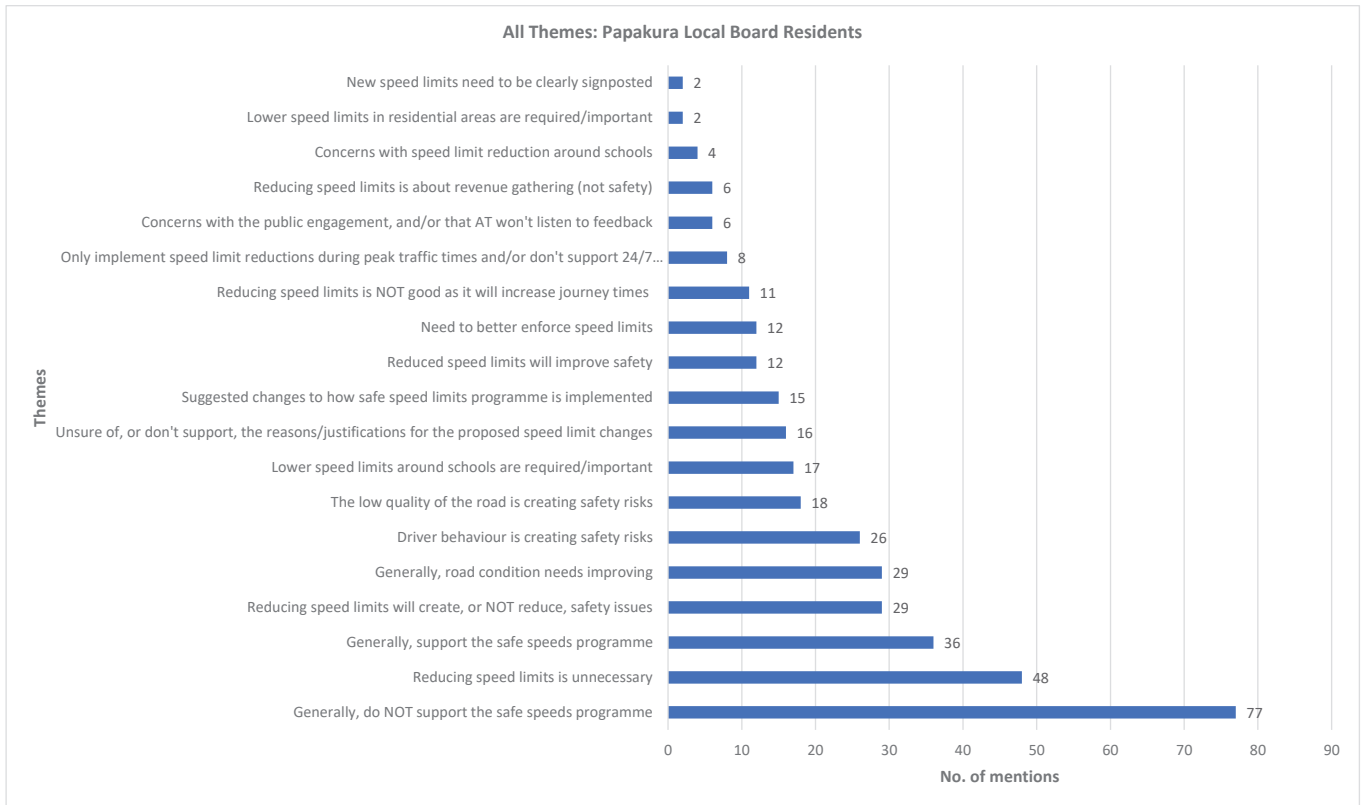
Part D – General themes from people who live within the local board area

The feedback form also provided the opportunity for respondents to provide general comments on the Safe Speed Programme. Most this feedback was general in nature and could not be attributed to a particular road.

This general feedback has been sorted into themes, and similar themes have been grouped together in topic areas. The feedback themes from respondents that said they live within the Papakura Local Board area are outlined below.

Please note:

- The “*Mentions*” in the themes column of the tables indicates the number of times that theme was mentioned by people from the Papakura Local Board area.
- It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Papakura Local Board area, just themes.



Overall sentiment towards the Safe Speeds Programme

Feedback Theme	Main points
<p>Generally, support the Safe Speeds Programme</p> <p><i>Mentions: 36</i></p>	<ul style="list-style-type: none"> • Support reduced speed limits as they will reduce crashes. • Making streets safer for pedestrians and cyclists can only be a good thing. • Support changes in high incident areas. • Support for speed limit changes around schools. • Support for speed limit changes around schools but only during school hours not 24/7. • Support for changes in inner city suburbs. • Believe other roads should also have a speed reduction. • Support speed reductions but don't agree with proposed speeds: <ul style="list-style-type: none"> ○ There should be less speed levels e.g. 30km/h residential, 60km/h rural and 80km/h motorway. ○ Support speed limit reduction to 40km/h not 30km/h. ○ 100km/h to 40km/h is too large of a change. • Support speed limit changes but they should be targeted to the road and researched.
<p>Generally, do NOT support the Safe Speeds Programme</p> <p><i>Mentions: 77</i></p>	<ul style="list-style-type: none"> • Don't think speed is the issue, road maintenance is. • Don't think speed is the issue, poor driving is. • Don't think speed is the issue, poor enforcement is. • Drivers who decide to speed now will speed anyway. • Will make traffic congestion worse. • Previous programme to lower speed has not had an effect on accidents or deaths. • Current 30km/h hour speed limits are not working and will not work. • Speed limits below 40km/h are unrealistic. • Think speed limits should be raised. • Cars cannot travel faster than the speed limit in Metro Auckland anyway. • Do not support speed reductions on entire roads, rather just the stretch affected by accidents. • Do not support speed limit reductions, except around schools.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Don't support reducing speed on rural roads. • Programme with various speeds will cause confusion and people will be fined. • Put roads already lowered back to 100km/h, it causes dangerous driving with passing. • Papakura community said don't change it. • Thinks programme is pointless. • Thinks programme is a guise to force people out of using private cars.

General comments and suggestions about the Safe Speeds Programme and road safety

Feedback Theme	Main points
<p>Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes Mentions: 16</p>	<ul style="list-style-type: none"> • Need to show why they justify the speed limit reductions. • AT need to show how many fatal crashes on the roads proposed justify the speed limit changes. • Show how many crashes were caused by speed and not due to other factors. • Using reports of accidents to make decisions is flawed as not all accidents are reported. • Accidents caused by texting and alcohol should not impact speed decisions. • Using speed around school to justify these changes is wrong as there are already speed limits around schools and most of the proposed changes are not near schools. • Seems driven by ideology not practicality. <ul style="list-style-type: none"> ◦ Proposed changes are unrealistic. ◦ Model is flawed/decision is based on incomplete or incorrect data. • People are capable of driving to the conditions. • Congestions means speed self-limits where necessary. • Speed limit reductions are a guise to force people out of using private cars. • The increase in injuries is probably in correlation to Auckland's growth. • Reducing rural roads to 80km/h is an attempt to ensure roads last longer, not for safety. • Proposal is based not on reducing speed reducing harm, but on cost being a limiting factor in providing safe roads. • These changes are being made to hide how bad AT has made Auckland's traffic congestion. • What are the reasons for these changes? • The roads mentioned for speed changes are inconsistent. • Too many roads have been selected.
<p>Reducing speed limits is unnecessary Mentions: 48</p>	<ul style="list-style-type: none"> • There is no need to lower speed limits/existing speed limits are safe. <ul style="list-style-type: none"> ◦ Roads are safe for the current speed limits (flat, straight, visibility is good, very few hazards on the side of the road, no side roads). ◦ Suggested roads already have speed calming measures (speed bumps, chicanes). • Proposed speed limits are slower than necessary.

Feedback Theme	Main points
	<ul style="list-style-type: none"> ○ 50km/h is a safe speed limit, no need to reduce below that. ○ 30km/h speed limits are ridiculous / too slow / unnecessary. • Speed limit reviews are a waste of time and money. • Many roads require maintenance/upgrading to improve safety, not speed limit reductions. • Due to congestion people already travel around the city at less than 50km/h. • Auckland speed limits are much lower than other parts of New Zealand. • Many of the proposed speed limit reductions don't make sense. • Enough roads have had speed lowered already. • Vehicles do not speed on this road(s). • There have been no, or very few, crashes on this road(s). • Cars are safer than ever. • Vehicles are of better quality now and can travel at faster speeds safely. • There are no proposed developments in this area that would make this road significantly busier. • The justification that this limit should be reduced to be in keeping with surrounding roads isn't a satisfactory justification. • There is already a variable speed limit for the dangerous part of the road. • Road will still be unsafe for walking at the reduced speed limit. • The changes are being made to slow journeys to get people to ride bikes. • Just use LSZ signs.
<p>Reducing speed limits will create, or NOT reduce, safety issues</p> <p><i>Mentions: 29</i></p>	<ul style="list-style-type: none"> • AT's speed limit reductions have so far caused increased crashes and deaths. • Reduced speed limits have increased incidences of dangerous driving. • Reduced speed limits have increased accidents. • There is no evidence that reducing speeds will reduce deaths, in fact, the opposite has occurred. Following a non-relevant Scottish example is senseless. • Reinstate the speed limits that were recently reduced by AT. • Driver behaviour is the problem, not the speed limits. • People who speed will still speed. • Lower speed limits (and slow drivers) create driver frustration and dangerous behaviour, such as risky overtaking.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Any motorist obeying a 50kmph limit who crashes and causes a fatality or serious injury is either elderly, pathetic, or on drugs/intoxicated. 30kmph speed limit won't change the cause of the accident. • Reduced speed limits will not reduce crashes in South Auckland, most people do not obey the current speed limits. • Reduced speed limit (to 30) will cause constant watching of speedometer instead of watching the road. • Slow traffic encourages phones use. • Variable speeds along same stretch of road causes driver distraction. • Need to also change the design speed of the road, or changes will be ineffective. • Proposal is about politicians being seen to do something, rather than actually improving safety. • AT need to research and focus on changes that will actually improve safety. • Why is AT not doing cost benefit analysis to justify these proposals? • AT need to do a full economic analysis of the impacts of reducing speed limits, such as time wasted, increased travel times for buses/delivery vehicles/taxis etc. • I work for insurance and monitor claims. 98% of our crash report claims are due to poor driver behaviour. 85% of faults causing death and serious injury are elderly. What is your strategy doing about the real cause for these areas?
<p>Reduced speed limits will improve safety</p> <p><i>Mentions: 12</i></p>	<ul style="list-style-type: none"> • Lower speed limits will make people less likely to crash. • Lower speed limits improve pedestrian safety. • Lower speed limits will make our streets safer for children, elderly, and those with mobility issues. • Limiting speed will make cycling safer. • Lower speed limits in areas with speed related incidents. • Lowering speed limit is the only option on some roads that cannot be improved in other ways. • Road conditions are not suitable for the current speed limits, lowering them will improve safety.
<p>Reducing speed limits is NOT good as it will increase journey times</p> <p><i>Mentions: 11</i></p>	<ul style="list-style-type: none"> • Reducing speed limits will increase journey times. • Reduced speed limits increase pollution. • Reduced speed will impact traffic flow. • Reduced speed will increase congestion. • Reduced speed limits will increase journey times for emergency services - they cannot exceed 30km/h over the limit. • Reduced driving speeds is increasing journey times from Pukekohe to Auckland.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Driving around rural roads in Papakura will take too long at lower speeds. • Slower speeds, slows the economy. • Longer journey times mean increased risk of accidents. • Increased journey times will create risky, impatient drivers. • Reduced speed limits will negatively affect the public transport network. • Want to be compensated for wasted time. • Want to be compensated for wasted fuel.
Reducing speed limits is about revenue gathering (not safety) <i>Mentions: 6</i>	<ul style="list-style-type: none"> • Reducing speed limits is about revenue gathering. • Manurewa is being unfairly targeted to be fined and generate income. • South Auckland, and therefore Māori and Pacific communities, are being unfairly targeted. • Reduced speeds will lead to more petrol consumption and therefore are purely profit generation.
New speed limits need to be clearly signposted <i>Mentions: 2</i>	<ul style="list-style-type: none"> • New speed limits need to be clearly signposted. • New speed limits should be painted on the road as well as signposted.
Need to better enforce speed limits <i>Mentions: 12</i>	<ul style="list-style-type: none"> • Proposed changes will have minimal impact if not enforced. • General concerns about how speed limits will be enforced. • Better police roads with 50km/h speed limits. • Need more traffic cops. • Install speed cameras around schools. • Need more speed cameras can increase safety. • Need more random license and WOF checks. • Ensure courts enforce the law. • Need stronger penalties for breaking the road rules (one submitter suggested vehicles seized and if a repeat offender, crushed). • Need harsher penalties for those that speed past schools. • Make those caught speeding attend a course. • Need to police those driving too slow. • Great South Road between Drury and Papakura is never policed.

Feedback Theme	Main points
Driver behaviour is creating safety risks <i>Mentions: 26</i>	<ul style="list-style-type: none"> • Improve driver education to reduce crashes. • Drivers that should not have been given licenses is the issue. • Driver education should focus on more than speed, e.g. how to identify when it is safe to pull out, how to accelerate up to speed of other traffic. • Drivers should have to do a practical test every 10 years when they renew their licenses. • Better driver training/refresher courses. Use a hydraulic synaptic feedback chair to learn better risk assessment and understanding of poor driving decisions. • Require driver refresher courses that provide driver trainer in a hydraulic synaptic feedback chair. • Dangerous drivers are ruining it for the majority who drive within the current limits. • Driver education for teenagers in rural areas is required. • Bus drivers need more training as they create a risk. • Good driving should be rewarded to encourage better drivers. • Not fair to reduce speed limits and punish the drivers who drive safely, for the minority that drive dangerously (who will drive dangerously anyway). • Drivers using mobile phones is causing crashes. • Cars that are poorly maintained or in poor condition are the cause of crashes, more than speed. • People are regularly running red lights which is dangerous. Install more red-light cameras. • Slow speed limits (and slow drivers) cause driver frustration and dangerous driving, such as risky overtaking. • Reduced speed limits have increased incidences of dangerous driving. • Removing passing lanes is resulting in risky overtaking. • Unless there is frequent signage drivers won't know what speed to go and will be distracted looking for signs. • Any motorist obeying a 50kmph limit who crashes and causes a fatality or serious injury is either elderly, pathic, or on drugs/intoxicated. 30kmph won't change the cause. • I work for insurance and monitor claims. 98% of our crash report claims are due to poor driver behaviour. 85% of faults causing death and serious injury are elderly. What is your strategy doing about the real cause for these areas?
The low quality of the road is creating safety risks <i>Mentions: 18</i>	<ul style="list-style-type: none"> • Roads are dangerous due to lack of road maintenance. • Improve road quality with more crossings, stop signs, give ways etc. • Improve road signage and markings. • Various maintenance issues of concern, such as potholes, uneven surfaces, road slope, road surface, narrow roads, and subsidence. • Poor repairs and maintenance work that don't last or are in poor/uneven condition from the time of the repair are a problem.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • More and more development is being permitted without improving road quality • Lack of passing zones encourages dangerous overtaking. • On street parking is causing safety issues - obscures vision on residential streets, and on major roads parked cars reduce lane widths leading to congestion.
<p>Generally, road condition needs improving</p> <p><i>Mentions: 29</i></p>	<ul style="list-style-type: none"> • Need to improve road maintenance and design. • Improving road condition/maintenance is more important than reducing speed limits. • Proposed speed limit reductions are to avoid necessary road maintenance. • Infrastructure suggestions to make the roads safer. <ul style="list-style-type: none"> ○ Speed tables. ○ Better quality maintenance. ○ Improve road signage, road markings, and lighting. ○ Speed limits should be painted on roads at regular intervals. ○ Need to make roads flow better. ○ Road calming suggestions. ○ More pedestrian crossings. • Improve road signage, road markings and lighting. • Need to make roads flow better. • Poor repairs and maintenance work that don't last or are in poor/uneven condition from the time of the repair are a problem. • Poor road condition is causing regular damage to vehicles. • Need to improve motorways and invest more time in them. • More and more development is being permitted without improving road quality.
<p>Suggested changes to how safer speed limits programme is implemented</p> <p><i>Mentions: 15</i></p>	<ul style="list-style-type: none"> • Define a low-speed limit across the area (e.g. 30 km/h in urban areas and 60 km/h in rural areas and 80 km/h on motorways) and only allow roads to be faster by exception. • Consider 10km/h speed reduction rather than 20km/h. • Rural roads should be 80km/h maximum. • 30km/h is too slow, should only consider implementing 40km/h limits. • Having 10km/hr speed increments is confusing. Stick with just odd numbers (i.e. 10, 30, 50, 70, 90, 110km/h). • Straight, long stretches of road should be 60km/h.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • All South Auckland roads should be 50km/h. • In areas that have various speeds, stick with just 30km/h and 50km/h. • Reduce speed limits on all urban roads to reduce confusion. • The idea that speed limits should follow from design speeds is completely backwards. Lower the limit now and then design the street around that whenever it next comes to be rebuilt. • Ensure roads are designed/changed to reflect the speed limit for the road, so that people naturally travel the speed limit and feel uncomfortable travelling faster e.g. narrower roads, trees on alternating sides of the road, plant trees between the road and the footpath. • Low-cost, tactical changes need to be rolled out to support the reduced speed limits. • In urban/residential areas reduced speed areas ought to take the form of low traffic neighbourhoods. • Do not create traffic calming that is unsuitable for small vehicles. • Speed limits should be implemented with road calming measures. • Speed limits should be implemented with extra driver education. • Do not support speed reductions on entire roads, rather just the stretch affected by crashes. • AT should be proactively monitoring and reviewing all roads for speed limit changes. • On dangerous stretches of road, yellow speed warning signs (like on state highways, where a suggested speed for hazardous corners is used) is a better measure to take. Encourage drivers to adjust to the conditions rather than set a speed target.

Times of days and locations where speed limit reductions are NOT supported

Feedback Theme	Main points
<p>Only implement speed limit reductions during peak traffic times and/or don't support 24/7 implementation</p> <p><i>Mentions: 8</i></p>	<ul style="list-style-type: none"> Do not support 24/7 implementation of speed limits. Only implement during peak traffic times. Only implement during school hours, school pick-up and drop-off times, and/or during school terms. Speed reductions should only be between 8am and 7pm. Speed reductions should only be between 8am and 4pm. Reducing speeds all day for a problem that only exists for a short period of time each day doesn't make sense. Reducing speeds for 24 hours is impractical and impossible to police. Speed limit signage around schools should be electronic so limits can be changed when necessary (increased in evenings and weekends).
<p>Concerns with speed limit reduction around schools</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> Schools are already speed limit zones, why add extra. Limit should be 40km/h. Should not be 24/7, and should be notified by illuminated, variable signs. Different schools have different start times, so speed limits should be tailored to those times. School zones should have more monitoring at peak times, not speed limit reductions. Too many side roads around schools are included in low-speed limit. Should only be 30km/h for a distance of 400m from each school. Speed limits should be around primary schools only. Only apply 30km/h speed limits to on schools that are not on main arterial roads. It is not speed around schools that is the problem, it is parents dropping off and picking up dangerously, and buses. People ignore low speed zones around schools anyway. Is there a strategy to address school related traffic volume?

General locations where speed limit reductions are supported

Feedback Theme	Main points
<p>Lower speed limits around schools are required/important</p> <p><i>Mentions: 17</i></p>	<ul style="list-style-type: none"> All schools should be included. Makes it safer for children going to/from school. Change speed limit around schools 40km/h. Speed limits around schools need to be standard, not 40kph at some and 30kph at others. Reduced speed limits should be restricted to school zones. Leave other roads 50km. Don't support the speed reductions, except around schools. There should be traffic calming measures and safety improvements (pedestrian islands) as well as lower speed limits. All schools should have flashing 30kmh signs at their boundary.
<p>Lower speed limits in residential areas are required/important</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> All residential roads should be 30km/h. Lower speed limit is important, but it should be 35km/h or 40km/h. High density town roads should be 40km/h maximum. In a cul-de-sac or tight, narrow residential road, the limit should be lower than 30km/h. All minor side streets should be 30km/h. Need lower speed limits around parks, where children play. Residential roads have more potential for conflict (people turning out of driveways, pedestrians crossing the road, parked cars) and often have worse visibility. Modern cars are large and dangerous, lower speed limits in suburban roads would be safer for pedestrians.

Other comments and concerns

Feedback Theme	Main points
<p>Concerns with the public engagement, and/or that AT won't listen to feedback</p> <p><i>Mentions: 6</i></p>	<ul style="list-style-type: none"> • AT will not listen to public feedback. • AT did not listen to feedback regarding last speed limit review in Papakura, it is now more dangerous. • AT needs to communicate their responses to feedback better. • There is very limited opportunity to provide feedback. • The outcomes have already been decided as you state, "no change is not an option". • AT only listens to vocal minority groups. • Sick of the government deciding things without consulting the ratepayers. • AT never propose increased speed limits. • AT need to release statistics to show proof of speed limit reduction requirements on each road. • Consultation website was poorly designed and difficult to navigate, meaning that an informed assessment cannot be made. • Concerns the map in the brochure drop is deceptive - the dots are incorrectly placed. • Had technical issues with the online survey and/or interactive map tool. • Concerns the leaflet is propaganda and doesn't contain accurate statistics. • Stop using Facebook groups for feedback. • Need an option for people to be added to the mailing list once feedback is gathered that doesn't require giving feedback. • Future proposals should be posted on local community boards. • AT should communicate directly with locals and drive the roads to better understand the problems.
<p>Other comments</p>	<ul style="list-style-type: none"> • People parking in unsuitable places causes congestion and is unsafe. • Slows down emergency response vehicles who are only allowed to travel 20km/h above limit. • Rules around the use of E-scooters and bikes need to be formalised. e.g. giving way, signalling, where to ride, interactions with pedestrians. • Speed reductions of 50% or more will not be tolerated by the community. • Bicycles and buses now have more road than cars. • Once implemented, will there be a grace period to allow motorists to adjust to new limits? • Bus drivers need bus monitors to assist with managing order on school buses as the drivers are distracted and this is a safety issue.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Speed limits around Marae should be reduced. • Stop people parking their cars on Galaxy Drive. • Should be using digital speed signs. • Too many speed bumps are bad for the environment (braking and acceleration around speed bumps consume more fuel). • Road 'calming' measures are not fair/appropriate. • Proposed changes seem to unfairly target South Auckland. • Need to better synchronise traffic lights through Auckland. • Need strict legislation around liability for cyclists and motorists causing accidents. • Consider introducing parking restrictions in busy / bottleneck areas to ease congestion and safety issues. • Ensure there is space for Loading Zones and School Drop Off Zones in busy areas, such as school zones. • Doesn't agree with the use of Te Reo Māori in the brochure. • Speed bumps in some suburbs have pushed the speeding problem into other suburbs (like Manurewa). • Electric vehicles need to make more noise so pedestrians can hear them. • Bus parking is an issue in the city. They do not indicate when they're pulling out. • Install more traffic lights at intersection of main roads/side streets to make it safer to turn right.



Safe Speeds Programme

Public feedback on proposed speed limit changes October/November 2021

Feedback related to Puketāpapa Local Board area



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Part A – Number of submitters from within the local board area

During October and November 2021, 74 people from within the Puketāpapa Local Board area submitted on the Safe Speeds Programme - proposed speed limit changes.



Part B – Feedback on roads within the local board area proposed for speed limit changes

In the first part of the feedback form, respondents were asked what they thought of the proposed speed limit changes for each road. Specifically, they were asked:

- What do you think of the proposed speed limit change for this road? (*tick-box answers*)
- Why do you feel this way? (*open-ended answers*)

This section outlines:

- The sentiment expressed by respondents towards the proposed speed limit changes for each road within the Puketāpapa Local Board area ('What do you think of the proposed speed limit change for this road?')
- A summary of the open-ended feedback received for each road within the Puketāpapa Local Board area ('Why do you feel this way?').



Road name	Aurora Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Beagle Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Suggest turning the cycle crossing across Beagle Avenue into a formal crossing.

AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Belcher Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Betts Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Buccaneer Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Christini Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Denize Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Farrelly Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Need to protect children and people on bikes, walking etc.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Fletcher Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Galbraith Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Hedley Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Holdsworth Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Jessop Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	O'Donnell Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> 30kph (as proposed) makes sense for this residential area.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Parkinson Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Potter Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Shearer Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Sheppard Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Skeates Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Thomson Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Triton Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Wainwright Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Part C – Feedback on roads within the local board area NOT proposed for speed limit changes

Some respondents also identified roads that they thought needed changes, which were not proposed for speed limit reductions. Please note:

- To prevent having lots of themes that were only mentioned once or twice we grouped suggestions into suburbs and used the 'main points' for the themes to identify the roads being mentioned.
- Some suburbs are situated within more than one local board area, as such there may be some roads in this section which are not relevant to the Puketāpapa Local Board area. It saved a significant amount of time reporting in this way.



Suburb	Hillsborough
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Belfast Street - Lower vehicle speeds: This is near a school which many children would walk and cycle to if the streets were safer. • Carlton Street - Lower vehicle speeds: This is one of the main entrances to Hillsborough Primary School. • Hillsborough Road - Lower vehicle speeds: Cars speed around this corner with a lot of crashes regularly, and many people crossing the road to go to school, going to the park or catching the bus.



Suburb	Mount Roskill
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 18</i>	<ul style="list-style-type: none"> • Invermay Avenue - Lower speed limit and/or suggest traffic calming: A common shortcut between Dominion Road and Sandringham Road (via Renfrew and Parry), with no speed bumps nor a lowered limit - suggest both for the safety of residents. • Sanft Avenue - Lower speed limit to 30kph: Roads are being narrowed by Kainga Ora - suggest lower limit officially now, rather than having to go back and rebuild all the signs. • Albrecht Avenue - Lower speed limit: back entrance to a primary school here - lower limit would be safer. • Carr Road - Lower vehicle speeds: Near the Mount Roskill school campus, and there is a Muslim school on this road. • Bremner Avenue, Winstone Road, Somerset Road, Milliken Avenue, Quest Terrace, Keystone Avenue - Lower speed limit. • Parau Street - Lower speed limit: This road leads into a kindergarten. • Akarana Avenue - Lower speed limit: This road is near a kindergarten. • Princes Avenue - Lower speed limit to 30kph: Quiet residential street but vehicles speeding over the limit. Unsafe for children unsupervised - even 50kph is too fast. • Sandringham Road Extn - Lower speed limit to 30kph: Wesley Intermediate borders Sandringham Road at this location. Should have lower limit, especially considering the community centre and popular shared paths. • Marshall Laing Avenue - Lower speed limit: School here, and a cul-de-sac - no reason to have 50kph limit, especially with bad footpaths so unsafe to scooter or cycle on footpath. • Cormack Street, Penney Avenue, Boyce Avenue, Pascoe Street - Lower speed limit to 30kph: Feeder roads for May Road School and various kindergartens and are used to rat run from Richardson to Whiteswan at high speeds - dangerous for children walking to/from school. • Frost Road - Lower vehicle speeds: One of the biggest school campuses in Auckland, streets are crowded and busy, and children often visit campus after school/evening - cars need to travel more slowly.
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Invermay Avenue - Lower speed limit and/or suggest traffic calming: A common shortcut between Dominion Road and Sandringham Road (via Renfrew and Parry), with no speed bumps nor a lowered limit - suggest both for the safety of residents. • Dominion Road - Pedestrian facilities: Pedestrians should have right of way - suggest Duncumb greenway be extended across the street; suggest Dominion Road footpath be extended across the street (so vehicles must give way to pedestrians). Dominion Road entrance should be entry or exit only to reduce rat-running, the entry/exit only can alternate up and down Dominion Road. e.g. Princes Exit only, Kings Road enter only.



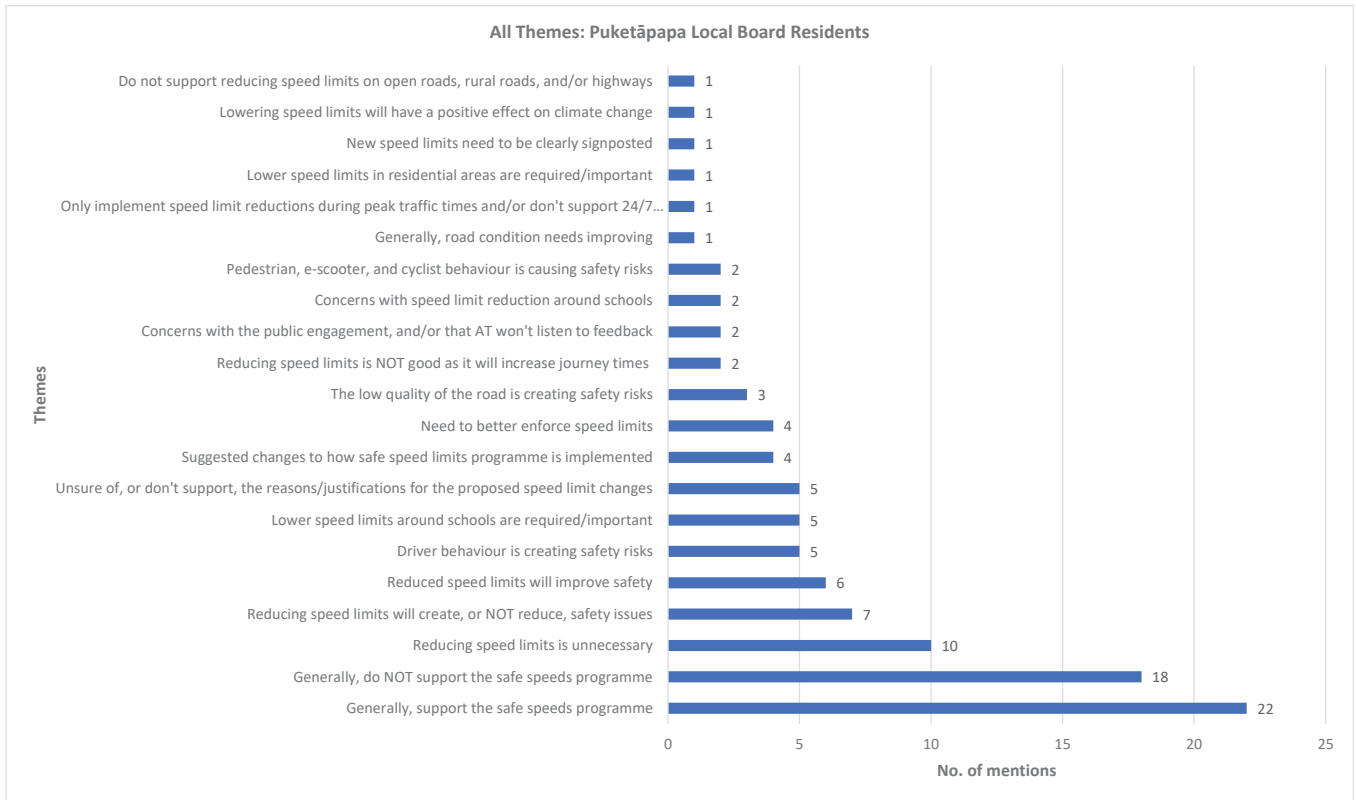
Part D – General themes from people who live within the local board area

The feedback form also provided the opportunity for respondents to provide general comments on the Safe Speed Programme. Most this feedback was general in nature and could not be attributed to a particular road.

This general feedback has been sorted into themes, and similar themes have been grouped together in topic areas. The feedback themes from respondents that said they live within the Puketāpapa Local Board area are outlined below.

Please note:

- The “Mentions” in the themes column of the tables indicates the number of times that theme was mentioned by people from the Puketāpapa Local Board area.
- It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Puketāpapa Local Board area, just themes.



Overall sentiment towards the Safe Speeds Programme

Feedback Theme	Main points
<p>Generally, support the Safe Speeds Programme</p> <p><i>Mentions: 22</i></p>	<ul style="list-style-type: none"> • Support reduced speed limits as they will reduce crashes. • Making streets safer for pedestrians and cyclists can only be a good thing. • Support changes in high incident areas. • Support for speed limit changes around schools. • Support for speed limit changes around schools but only during school hours not 24/7. • Support for changes in inner city suburbs. • Believe other roads should also have a speed reduction. • Support speed reductions but don't agree with proposed speeds: <ul style="list-style-type: none"> ○ There should be less speed levels e.g. 30km/h residential, 60km/h rural and 80km/h motorway. ○ Support speed limit reduction to 40km/h not 30km/h. ○ 100km/h to 40km/h is too large of a change. • Support speed limit changes but they should be targeted to the road and researched.
<p>Generally, do NOT support the Safe Speeds Programme</p> <p><i>Mentions: 18</i></p>	<ul style="list-style-type: none"> • Don't think speed is the issue, road maintenance is. • Don't think speed is the issue, poor driving is. • Don't think speed is the issue, poor enforcement is. • Drivers who decide to speed now will speed anyway. • Will make traffic congestion worse. • Previous programme to lower speed has not had an effect on accidents or deaths. • Current 30km/h hour speed limits are not working and will not work. • Speed limits below 40km/h are unrealistic. • Think speed limits should be raised. • Cars cannot travel faster than the speed limit in Metro Auckland anyway. • Do not support speed reductions on entire roads, rather just the stretch affected by accidents. • Do not support speed limit reductions, except around schools.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Don't support reducing speed on rural roads. • Programme with various speeds will cause confusion and people will be fined. • Put roads already lowered back to 100km/h, it causes dangerous driving with passing. • Puketāpapa community said don't change it. • Thinks programme is pointless. • Thinks programme is a guise to force people out of using private cars.

General comments and suggestions about the Safe Speeds Programme and road safety

Feedback Theme	Main points
<p>Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes</p> <p><i>Mentions: 5</i></p>	<ul style="list-style-type: none"> • Need to show why they justify the speed limit reductions. • AT need to show how many fatal crashes on the roads proposed justify the speed limit changes. • Show how many crashes were caused by speed and not due to other factors. • Puketāpapa roads do not have the accident statistics that are being claimed, would like to see the actual statistics. • Using reports of accidents to make decisions is flawed as not all accidents are reported. • Accidents caused by texting and alcohol should not impact speed decisions. • Using speed around school to justify these changes is wrong as there are already speed limits around schools and most of the proposed changes are not near schools. • Seems driven by ideology not practicality. <ul style="list-style-type: none"> ○ Proposed changes are unrealistic. ○ Model is flawed/decision is based on incomplete or incorrect data. • People are capable of driving to the conditions. • Congestions means speed self-limits where necessary. • Speed limit reductions are a guise to force people out of using private cars. • The increase in injuries is probably in correlation to Auckland's growth. • Reducing rural roads to 80km/h is an attempt to ensure roads last longer, not for safety. • Proposal is based not on reducing speed reducing harm, but on cost being a limiting factor in providing safe roads. • These changes are being made to hide how bad AT has made Auckland's traffic congestion. • What are the reasons for these changes? • The roads mentioned for speed changes are inconsistent. • Too many roads have been selected.
<p>Reducing speed limits is unnecessary</p> <p><i>Mentions: 10</i></p>	<ul style="list-style-type: none"> • There is no need to lower speed limits/existing speed limits are safe. <ul style="list-style-type: none"> ○ Roads are safe for the current speed limits (flat, straight, visibility is good, very few hazards on the side of the road, no side roads). ○ Suggested roads already have speed calming measures (speed bumps, chicanes).

Feedback Theme	Main points
	<ul style="list-style-type: none"> Proposed speed limits are slower than necessary. <ul style="list-style-type: none"> 50km/h is a safe speed limit, no need to reduce below that. 30km/h speed limits are ridiculous / too slow / unnecessary. Speed limit reviews are a waste of time and money. Many roads require maintenance/upgrading to improve safety, not speed limit reductions. Due to congestion people already travel around the city at less than 50km/h. Auckland speed limits are much lower than other parts of New Zealand. Many of the proposed speed limit reductions don't make sense. Enough roads have had speed lowered already. Vehicles do not speed on this road(s). There have been no, or very few, crashes on this road(s). Cars are safer than ever. Vehicles are of better quality now and can travel at faster speeds safely. There are no proposed developments in this area that would make this road significantly busier. The justification that this limit should be reduced to be in keeping with surrounding roads isn't a satisfactory justification. There is already a variable speed limit for the dangerous part of the road. Road will still be unsafe for walking at the reduced speed limit. The changes are being made to slow journeys to get people to ride bikes. Just use LSZ signs.
<p>Reducing speed limits will create, or NOT reduce, safety issues</p> <p><i>Mentions: 7</i></p>	<ul style="list-style-type: none"> AT's speed limit reductions have so far caused increased crashes and deaths. Reduced speed limits have increased incidences of dangerous driving. Reduced speed limits have increased accidents. There is no evidence that reducing speeds will reduce deaths, in fact, the opposite has occurred. Following a non-relevant Scottish example is senseless. Reinstate the speed limits that were recently reduced by AT. Driver behaviour is the problem, not the speed limits. People who speed will still speed.

Feedback Theme	Main points
	<ul style="list-style-type: none"> Lower speed limits (and slow drivers) create driver frustration and dangerous behaviour, such as risky overtaking. Any motorist obeying a 50kmph limit who crashes and causes a fatality or serious injury is either elderly, pathetic, or on drugs/intoxicated. 30kmph speed limit won't change the cause of the accident. Reduced speed limits will not reduce crashes in South Auckland, most people do not obey the current speed limits. Reduced speed limit (to 30) will cause constant watching of speedometer instead of watching the road. Slow traffic encourages phones use. Variable speeds along same stretch of road causes driver distraction. Need to also change the design speed of the road, or changes will be ineffective. Proposal is about politicians being seen to do something, rather than actually improving safety. AT need to research and focus on changes that will actually improve safety. Why is AT not doing cost benefit analysis to justify these proposals? AT need to do a full economic analysis of the impacts of reducing speed limits, such as time wasted, increased travel times for buses/delivery vehicles/taxis etc. I work for insurance and monitor claims. 98% of our crash report claims are due to poor driver behaviour. 85% of faults causing death and serious injury are elderly. What is your strategy doing about the real cause for these areas?
<p>Reduced speed limits will improve safety</p> <p><i>Mentions: 6</i></p>	<ul style="list-style-type: none"> Lower speed limits will make people less likely to crash. Lower speed limits improve pedestrian safety. Lower speed limits will make our streets safer for children, elderly, and those with mobility issues. Limiting speed will make cycling safer. Lower speed limits in areas with speed related incidents. Lowering speed limit is the only option on some roads that cannot be improved in other ways. Road conditions are not suitable for the current speed limits, lowering them will improve safety.
<p>Reducing speed limits is NOT good as it will increase journey times</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> Reducing speed limits will increase journey times. Reduced speed limits increase pollution. Reduced speed will impact traffic flow. Reduced speed will increase congestion. Reduced speed limits will increase journey times for emergency services - they cannot exceed 30km/h over the limit.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Reduced driving speeds is increasing journey times from Pukekohe to Auckland. • Driving around rural roads in Puketāpapa will take too long at lower speeds. • Slower speeds, slows the economy. • Longer journey times mean increased risk of accidents. • Increased journey times will create risky, impatient drivers. • Reduced speed limits will negatively affect the public transport network. • Want to be compensated for wasted time. • Want to be compensated for wasted fuel.
New speed limits need to be clearly signposted <i>Mentions: 1</i>	<ul style="list-style-type: none"> • New speed limits need to be clearly signposted. • New speed limits should be painted on the road as well as signposted.
Need to better enforce speed limits <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Proposed changes will have minimal impact if not enforced. • General concerns about how speed limits will be enforced. • Better police roads with 50km/h speed limits. • Need more traffic cops. • Install speed cameras around schools. • Need more speed cameras can increase safety. • Need more random license and WOF checks. • Ensure courts enforce the law. • Need stronger penalties for breaking the road rules (one submitter suggested vehicles seized and if a repeat offender, crushed). • Need harsher penalties for those that speed past schools. • Make those caught speeding attend a course. • Need to police those driving too slow. • Great South Road between Drury and Papakura is never policed.
Driver behaviour is creating safety risks <i>Mentions: 5</i>	<ul style="list-style-type: none"> • Improve driver education to reduce crashes. • Drivers that should not have been given licenses is the issue. • Driver education should focus on more than speed, e.g. how to identify when it is safe to pull out, how to accelerate up to speed of other traffic.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Drivers should have to do a practical test every 10 years when they renew their licenses. • Better driver training/refresher courses. Use a hydraulic synaptic feedback chair to learn better risk assessment and understanding of poor driving decisions. • Require driver refresher courses that provide driver trainer in a hydraulic synaptic feedback chair. • Dangerous drivers are ruining it for the majority who drive within the current limits. • Driver education for teenagers in rural areas is required. • Bus drivers need more training as they create a risk. • Good driving should be rewarded to encourage better drivers. • Not fair to reduce speed limits and punish the majority of drivers who drive safely, for the minority that drive dangerously (who will drive dangerously anyway). • Drivers using mobile phones is causing crashes. • Cars that are poorly maintained or in poor condition are the cause of crashes, more than speed. • People are regularly running red lights which is dangerous. Install more red-light cameras. • Slow speed limits (and slow drivers) cause driver frustration and dangerous driving, such as risky overtaking. • Reduced speed limits have increased incidences of dangerous driving. • Removing passing lanes is resulting in risky overtaking. • Unless there is frequent signage drivers won't know what speed to go and will be distracted looking for signs. • Any motorist obeying a 50kmph limit who crashes and causes a fatality or serious injury is either elderly, pathic, or on drugs/intoxicated. 30kmph won't change the cause. • I work for insurance and monitor claims. 98% of our crash report claims are due to poor driver behaviour. 85% of faults causing death and serious injury are elderly. What is your strategy doing about the real cause for these areas?
Pedestrian, e-scooter, and cyclist behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Improve pedestrian education/road safety. • Children need to be taught road safety. • Pedestrians are distracted on their phones. • Pedestrians should be made responsible for their own actions. • Speed limits are fine; money would be better spent on teaching pedestrians/children to cross the road safely. • Children around schools running out on the road are unsafe. • Speed limits are fine, cyclists making risky decisions is the safety issue.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Cyclists should have registration numbers, some are dangerous. • Cyclists should be legally required to use cycle lanes where available and ride single file. • E-scooters on the road are a safety issue.
<p>The low quality of the road is creating safety risks</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • Roads are dangerous due to lack of road maintenance. • Improve road quality with more crossings, stop signs, give ways etc. • Improve road signage and markings. • Various maintenance issues of concern, such as potholes, uneven surfaces, road slope, road surface, narrow roads, and subsidence. • Poor repairs and maintenance work that don't last or are in poor/uneven condition from the time of the repair are a problem. • More and more development is being permitted without improving road quality • Lack of passing zones encourages dangerous overtaking. • On street parking is causing safety issues - obscures vision on residential streets, and on major roads parked cars reduce lane widths leading to congestion.
<p>Generally, road condition needs improving</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Need to improve road maintenance and design. • Improving road condition/maintenance is more important than reducing speed limits. • Proposed speed limit reductions are to avoid necessary road maintenance. • Infrastructure suggestions to make the roads safer. <ul style="list-style-type: none"> ○ Speed tables. ○ Better quality maintenance. ○ Improve road signage, road markings, and lighting. ○ Speed limits should be painted on roads at regular intervals. ○ Need to make roads flow better. ○ Road calming suggestions. ○ More pedestrian crossings. • Improve road signage, road markings and lighting. • Need to make roads flow better. • Poor repairs and maintenance work that don't last or are in poor/uneven condition from the time of the repair are a problem. • Poor road condition is causing regular damage to vehicles.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Need to improve motorways and invest more time in them. • More and more development is being permitted without improving road quality.
<p>Lowering speed limits will have a positive effect on climate change</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Reducing speed limits will reduce emissions. • Reducing speed limits will help to meet climate change goals. • Reducing speed limits encourages non-vehicle travel and therefore reduces emissions. • Reducing speed limits will reduce pollution.
<p>Suggested changes to how safer speed limits programme is implemented</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • Define a low-speed limit across the area (e.g. 30 km/h in urban areas and 60 km/h in rural areas and 80 km/h on motorways) and only allow roads to be faster by exception. • Consider 10km/h speed reduction rather than 20km/h. • Rural roads should be 80km/h maximum. • 30km/h is too slow, should only consider implementing 40km/h limits. • Having 10km/hr speed increments is confusing. Stick with just odd numbers (i.e. 10, 30, 50, 70, 90, 110km/h). • Straight, long stretches of road should be 60km/h. • All South Auckland roads should be 50km/h. • In areas that have various speeds, stick with just 30km/h and 50km/h. • Reduce speed limits on all urban roads to reduce confusion. • The idea that speed limits should follow from design speeds is completely backwards. Lower the limit now and then design the street around that whenever it next comes to be rebuilt. • Ensure roads are designed/changed to reflect the speed limit for the road, so that people naturally travel the speed limit and feel uncomfortable travelling faster e.g. narrower roads, trees on alternating sides of the road, plant trees between the road and the footpath. • Low-cost, tactical changes need to be rolled out to support the reduced speed limits. • In urban/residential areas reduced speed areas ought to take the form of low traffic neighbourhoods. • Do not create traffic calming that is unsuitable for small vehicles. • Speed limits should be implemented with road calming measures. • Speed limits should be implemented with extra driver education. • Do not support speed reductions on entire roads, rather just the stretch affected by crashes. • AT should be proactively monitoring and reviewing all roads for speed limit changes.

Feedback Theme	Main points
	<ul style="list-style-type: none"> On dangerous stretches of road, yellow speed warning signs (like on state highways, where a suggested speed for hazardous corners is used) is a better measure to take. Encourage drivers to adjust to the conditions rather than set a speed target.

Times of days and locations where speed limit reductions are NOT supported

Feedback Theme	Main points
<p>Only implement speed limit reductions during peak traffic times and/or don't support 24/7 implementation</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> Do not support 24/7 implementation of speed limits. Only implement during peak traffic times. Only implement during school hours, school pick-up and drop-off times, and/or during school terms. Speed reductions should only be between 8am and 7pm. Speed reductions should only be between 8am and 4pm. Reducing speeds all day for a problem that only exists for a short period of time each day doesn't make sense. Reducing speeds for 24 hours is impractical and impossible to police. Speed limit signage around schools should be electronic so limits can be changed when necessary (increased in evenings and weekends).
<p>Do not support reducing speed limits on open roads, rural roads, and/or highways</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> Do not support reducing speed limits on open roads and/or highways. Rural roads should have an open road speed limit so people can decide how fast they travel.
<p>Concerns with speed limit reduction around schools</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> Schools are already speed limit zones, why add extra. Limit should be 40km/h. Should not be 24/7, and should be notified by illuminated, variable signs. Different schools have different start times, so speed limits should be tailored to those times. School zones should have more monitoring at peak times, not speed limit reductions. Too many side roads around schools are included in low-speed limit. Should only be 30km/h for a distance of 400m from each school. Speed limits should be around primary schools only. Only apply 30km/h speed limits to on schools that are not on main arterial roads. It is not speed around schools that is the problem, it is parents dropping off and picking up dangerously, and buses. People ignore low speed zones around schools anyway. Is there a strategy to address school related traffic volume?

General locations where speed limit reductions are supported

Feedback Theme	Main points
<p>Lower speed limits around schools are required/important <i>Mentions: 5</i></p>	<ul style="list-style-type: none"> All schools should be included. Makes it safer for children going to/from school. Change speed limit around schools 40km/h. Speed limits around schools need to be standard, not 40kph at some and 30kph at others. Reduced speed limits should be restricted to school zones. Leave other roads 50km. Don't support the speed reductions, except around schools. There should be traffic calming measures and safety improvements (pedestrian islands) as well as lower speed limits. All schools should have flashing 30kmh signs at their boundary.
<p>Lower speed limits in residential areas are required/important <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> All residential roads should be 30km/h. Lower speed limit is important, but it should be 35km/h or 40km/h. High density town roads should be 40km/h maximum. In a cul-de-sac or tight, narrow residential road, the limit should be lower than 30km/h. All minor side streets should be 30km/h. Need lower speed limits around parks, where children play. Residential roads have more potential for conflict (people turning out of driveways, pedestrians crossing the road, parked cars) and often have worse visibility. Modern cars are large and dangerous, lower speed limits in suburban roads would be safer for pedestrians.

Other comments and concerns

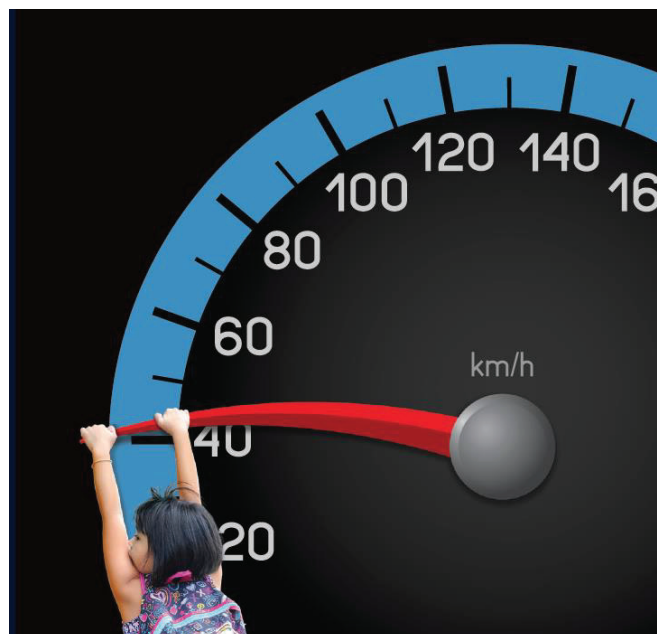
Feedback Theme	Main points
<p>Concerns with the public engagement, and/or that AT won't listen to feedback <i>Mentions: 2</i></p>	<ul style="list-style-type: none"> AT will not listen to public feedback. AT did not listen to feedback regarding last speed limit review in Puketāpapa, it is now more dangerous. AT needs to communicate their responses to feedback better. There is very limited opportunity to provide feedback. The outcomes have already been decided as you state, "no change is not an option". AT only listens to vocal minority groups. Sick of the government deciding things without consulting the ratepayers. AT never propose increased speed limits. AT need to release statistics to show proof of speed limit reduction requirements on each road. Consultation website was poorly designed and difficult to navigate, meaning that an informed assessment cannot be made. Concerns the map in the brochure drop is deceptive - the dots are incorrectly placed. Had technical issues with the online survey and/or interactive map tool. Concerns the leaflet is propaganda and doesn't contain accurate statistics. Stop using Facebook groups for feedback. Need an option for people to be added to the mailing list once feedback is gathered that doesn't require giving feedback. Future proposals should be posted on local community boards. AT should communicate directly with locals and drive the roads to better understand the problems.
<p>Other comments</p>	<ul style="list-style-type: none"> People parking in unsuitable places causes congestion and is unsafe. Slows down emergency response vehicles who are only allowed to travel 20km/h above limit. Rules around the use of E-scooters and bikes need to be formalised. e.g. giving way, signalling, where to ride, interactions with pedestrians. Speed reductions of 50% or more will not be tolerated by the community. Bicycles and buses now have more road than cars. Once implemented, will there be a grace period to allow motorists to adjust to new limits? Bus drivers need bus monitors to assist with managing order on school buses as the drivers are distracted and this is a safety issue.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Speed limits around Marae should be reduced. • Stop people parking their cars on Galaxy Drive. • Should be using digital speed signs. • Too many speed bumps are bad for the environment (braking and acceleration around speed bumps consume more fuel). • Road 'calming' measures are not fair/appropriate. • Need to better synchronise traffic lights through Auckland. • Need strict legislation around liability for cyclists and motorists causing accidents. • Consider introducing parking restrictions in busy / bottleneck areas to ease congestion and safety issues. • Ensure there is space for Loading Zones and School Drop Off Zones in busy areas, such as school zones. • Doesn't agree with the use of Te Reo Māori in the brochure. • Speed bumps in some suburbs have pushed the speeding problem into other suburbs. • Electric vehicles need to make more noise so pedestrians can hear them. • Bus parking is an issue in the city. They do not indicate when they're pulling out. • Install more traffic lights at intersection of main roads/side streets to make it safer to turn right.



Safe Speeds Programme
Public feedback on proposed speed
limit changes October/November 2021

Feedback related to Rodney Local
Board area



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November 2021 – Safe Speeds Programme – Report on feedback by local board area
Independently prepared by Viewpoints NZ



Part A – Number of submitters from within the local board area

During October and November 2021, 192 people from within the Rodney Local Board area submitted on the Safe Speeds Programme - proposed speed limit changes.



Part B – Feedback on roads within the local board area proposed for speed limit changes

In the first part of the feedback form, respondents were asked what they thought of the proposed speed limit changes for each road. Specifically they were asked:

- What do you think of the proposed speed limit change for this road? (*tick-box answers*)
- Why do you feel this way? (*open-ended answers*)

This section outlines:

- The sentiment expressed by respondents towards the proposed speed limit changes for each road within the Rodney Local Board area ('What do you think of the proposed speed limit change for this road?')
- A summary of the open-ended feedback received for each road within the Rodney Local Board area ('Why do you feel this way?').



Road name	Aporo Drive
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	3

Why do you feel this way?	
Feedback Theme	Main points
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Agree with proposed speed limits, but not 24/7 implementation.
Other suggestions for lower vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> • All new suburban streets in the new developments in Kumeu/Huapai should be 30kph zones to encourage walking and cycling in the new neighbourhoods.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Cutfield Lane
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Eric Farley Drive
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> Proposed speed limit should only apply during school pick up/drop off times.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Fred White Drive
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	1
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Great to see lower speed limits around schools and parks for children's safety.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> Agree with proposed speed limits, but not 24/7 implementation. The nearby school is a primary school not a college: children arrive and depart at set times, and adults are usually present for after-school activities, so long hours of reduced speed shouldn't be necessary.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Speed limit is fine as it is currently.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Gilbransen Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	4
I think the current speed limit on this road should be kept the same	4
Other	5

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> Speed limit reduction supported for all streets surrounding Matua Ngaru School. High density area with lots of children walking to and from local school: we need to do all we can to keep the safe. On weekdays students use these streets to access the school, and on weekends and evenings children and others accessing Huapai Domain. There is no 'through' access element to these streets to justify needing to travel at 50kph.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 4</i>	<ul style="list-style-type: none"> Proposed speed limit should only apply during school pick up/drop off times.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Suggest one road in, one road out, to the main entrance of the school. Gilbransen Road needs safe crossings and pathway connections to make a safe school route to school are needed, including electric speed signs at peak times.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> Need to ensure the speed limits are adhered to.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Korako Drive
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> No serious injuries or deaths, and road has good visibility and in good condition.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Consider lowering speed limit even further than proposed, as this road is very dangerous.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Kuawa Drive
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> The road is for more than just cars.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Lewis Younie Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Lockyer Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Madden Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	McIndoe Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Quarry Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	2
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> This road is used by a lot of heavy vehicles.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> The change here is unnecessary.
The low quality of the road is creating safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Accidents are caused by the poor conditions of the roads, not speed limit: maintain the road to a better standard instead of lowering the speed limit.
Generally, road condition needs upgrading <i>Mentions: 1</i>	<ul style="list-style-type: none"> Fix the roads, not change the speed limit.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Rapson Access Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> The change here is unnecessary.
Generally, road condition needs upgrading <i>Mentions: 1</i>	<ul style="list-style-type: none"> Fix the roads, not change the speed limit.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Rapson Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Lower speed limit: It is unsealed and full of potholes.
Generally, road condition needs upgrading <i>Mentions: 1</i>	<ul style="list-style-type: none"> It is unsealed and full of potholes.
Suggestions for speed limit increases <i>Mentions: 1</i>	<ul style="list-style-type: none"> Raise speed limit to 100kph: Should not have been reduced to 80kph - impatient drivers and dangerous overtaking.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Van Rixel Drive
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	2
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> A reduced speed limit like proposed is suitable due to Saturday sports.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> There also needs to be consideration to installing a crossing here for children to safely access the school as there is currently no safe path for children to cross the road.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Walter Ruddock Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
Other	1

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Part C – Feedback on roads within the local board area NOT proposed for speed limit changes

Some respondents also identified roads that they thought needed changes, which were not proposed for speed limit reductions. Please note:

- To prevent having lots of themes that were only mentioned once or twice we grouped suggestions into suburbs and used the 'main points' for the themes to identify the roads being mentioned.
- Some suburbs are situated within more than one local board area, as such there may be some roads in this section which are not relevant to the Rodney Local Board area. It saved a significant amount of time reporting in this way.



Suburb	Helensville
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Roads around Woodhill School and Marae need lower speed limits.



Suburb	Coatesville
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Glenmore Road - Lower speed limit: Current 80kph is too fast for residential street with walking, biking locals, and many children. Many already go slower than posted limit due to this, but it is dangerous if they don't.
Suggestions for speed limit increases <i>Mentions: 1</i>	<ul style="list-style-type: none"> Coatesville Riverhead Highway - Increase speed limit from 60kph to 80kph: Recent reduction to 60kph was a negative change, was safer at 80kph.



Suburb	Dairy Flat
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Feedback Theme	Main points
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Selman Road - Suggest centreline: Feels unsafe without an official centreline - no official road markings, and people cut the blind corner. Current resident-painted unofficial line is working, please make it official.



Suburb	Huapai
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 5</i>	<ul style="list-style-type: none"> Matua Road - Lower speed limit to 40-30kph: History of accidents and damage to parked cars, and pets being hit. Straight road with cars speeding at 60-70kph, and children walk to school in this area. Matua Road: Lower vehicle speeds - due to the development in this area a significant number of children need to cross Matua Road to access Matua Ngaru School. There is also a playground proposed to be built nearby. If Matua Road has a reduced speed limit, it needs to be all of it, not a portion (in school times), but expect it will be impossible to manage as people speed over 50kph currently. Matua Rd - Lower vehicle speeds: Cars and trucks regularly exceed the speed limit in both directions on this stretch of Matua Rd. The Western end of Matua is still an 80kph zone and don't slow down until well past Gilbransen Road. Likewise, vehicles travelling down the hill from the Tapu Road end of Matua regularly exceed the speed limit. Children need to cross this road and it makes more sense to include this stretch of road, or at least install speed limitation (bumps etc). The roads around Matua Ngaru school (and only these roads) should be 30kph (during school times only).
Other suggested physical improvements <i>Mentions: 6</i>	<ul style="list-style-type: none"> Tapu Road; Matua Road - Install pedestrian crossing: Need safe crossing point on the two collector roads, Matua and Tapu which are now residential, not rural. The Matua Ngaru School catchment extends east past Tapu Road and there is no safe space to cross. Huarahi Pai Road links to the reserve, but no safe crossing point. Suggest a raised table on this intersection to slow the traffic and enable people to safely cross with kids. Matua Road: Suggest safe pedestrian crossing on Matua to assist children crossing the road - there currently isn't one. Matua Road - Traffic calming, crossings: the most dangerous Rd surrounding the school. Many near misses witnessed. Desperately needs (multiple) raised crossings to keep kids safe and slow down the traffic. Matua Road - Pedestrian crossing: Need a crossing across Matua from Larmer Drive with the proposed playground coming. The speed of cars going down Matua is dangerous particularly with the number of kids on bikes and scooters. Matua Road - Pedestrian crossing: When the playground is added, there should be a safe crossing point added here. Even if Matua is not reduced below 50kph this will at least slow traffic near the crossing point and the open space. This will tie in well to the southern end of the reserve with a proposed 30kph speed limit.



Suburb	Kaukapakapa
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Henley Road - Lower speed limit from 100kph to 40kph: Should have lower limit like Ardmore Quarry Rd (40kph) - non-sealed road with no footpath, is a no-exit, and has pony club at end (club days has horse floats the length of the road), residential homes with young children who must walk home from the bus. 100kph here is dangerous.



Suburb	Kumeu
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 3</i>	<ul style="list-style-type: none"> Farrand Road – Lower speed limit: Please add Farrand to the list of changes. Boord Crescent - Lower speed limit: Quiet loop road with walkers, cyclists, horse riders, but is one of the only roads left in the area at 100kph, so is used as a drag strip. Old North Road: The present speed limit is 80kph but from the second roundabout, going up the hill and reaching Otaha Road - speed limit should be reduced to 60kph as is the speed designated for Otaha Road. Traffic far exceeds the existing 80kph speed limit; the road surface is constantly damaged with heavy traffic and the noise of the traffic is horrendous.



Suburb	Matakana
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> Anderson Road - Lower speed limit to 40kph from intersection of Matakana Rd to the end of Anderson Rd. Anderson Road - Lower speed limit to 40kph past the property number 91.
Suggestions for speed limit increases <i>Mentions: 1</i>	<ul style="list-style-type: none"> The speed limit for Anderson Road and Rosemount Road should be rescinded, to be in line with similar roads (i. e: do away with any speed signs), except for Anderson Road past the property number 91 (which should be 40kph).
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> Remove speed limit sign posting on Anderson Road - drivers should take care when driving on rural roads and assess conditions, not drive to a target set by speed limit signs. Add concealed exit signs on Anderson Road.



Suburb	Muriwai
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Muriwai Road - Lower speed limit to 80kph.
Suggestions for speed limit increases <i>Mentions: 1</i>	<ul style="list-style-type: none"> Bradly Road - Increase speed limit to 100kph: The beach, away from entrances, should have an open speed limit.



Suburb	Point Wells
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 4</i>	<ul style="list-style-type: none"> Point Wells Road - Lower speed limit from 50kph to 30kph: Section between Sandpiper Avenue and Harbour View Road has areas with no footpath on either side, and pedestrians and cyclists must share the road with cars, including children. Poor visibility as the road bends, and the road narrows after Riverside Drive with no centreline markings - cars at 50kph is too fast, and many travel faster. Point Wells Road - Lower speed limit: The speed limit should be lower than what's proposed.



Suburb	Puhoi
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Feedback Theme	Main points
Suggestions for speed limit increases <i>Mentions: 1</i>	<ul style="list-style-type: none"> Increase speed limits on SH1 Puhoi-Warkworth back to 100kph.

Suburb	Riverhead
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 4</i>	<ul style="list-style-type: none"> Coatesville Riverhead Highway - Lower speed limit to 80kph. Coatesville Riverhead Highway - Lower speed limit: Safer speed limits should be considered due to the higher density development and shops nearing completion here and resulting increase in pedestrian numbers.
Suggestions for speed limit increases <i>Mentions: 4</i>	<ul style="list-style-type: none"> Coatesville Riverhead Highway - Increase speed limit from 60kph to 80kph: Current 60kph is unrealistically slow for the entire Coatesville-Riverhead Hwy - 80kph is more acceptable and reasonable. 60kph should remain for the stretch of road within Riverhead town centre and Coatesville town centre. Coatesville Riverhead Highway - Increase speed limit to 70kph. Coatesville Riverhead Highway - Increase speed limit to 80kph - Raised pedestrian crossing limits the speed anyway, and speed limit should be the same as Old North Road (80kph), as little difference in the roads in terms of safety or difficulty to drive. The corners where you must slow down a little are well signposted with advised speed, and that is quite sufficient.

Suburb	Taupaki
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 4</i>	<ul style="list-style-type: none"> Nelson Road - Lower speed limit from 80kph to 60kph: Leaving Nelson Rd at 80kph means traffic doesn't necessarily slow before going through Taupaki village, and the two 45kph corners also indicate the current speed limit is too high. Taupaki Road - Speed limit should stay 80kph. Taupaki Road - Lower speed limit to 40kph: This corner is one of the most dangerous and should be 40kph. Nixon Road - Lower speed limit: The quality of the road is dangerous and cannot be safely travelled at current 80kph in this state - blind rises, too thin, blind corners, cracked slash non-existent surfaces, no shoulders.
Suggestions for speed limit increases <i>Mentions: 1</i>	<ul style="list-style-type: none"> Taupaki Road - Increase speed limit from 60kph to 70kph+: All 60kph limit is doing is frustrating drivers, and they make dangerous choices, so reduction will cause accidents, defeating the purpose of lowering speed.
Low quality of road is creating safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Nixon Road - Lower speed limit: The quality of the road is dangerous and cannot be safely travelled at current 80kph in this state - blind rises, too thin, blind corners, cracked slash non-existent surfaces, no shoulders.



Suburb	Tomarata
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Ryan Road - Lower speed limit from 100kph to 60kph: This is an unsealed road with a one-way bridge 500 metres from Mangawhai Road, and it has no footpath - 60kph would be more appropriate.



Suburb	Wainui
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 5</i>	<ul style="list-style-type: none"> Wainui Road - Lower speed limit: This road is dangerous, and the 50kph zone should be shifted further along Wainui Road. Wainui Road - Lower speed limit to 60kph: The section from Waitoki Road to Windmill Drive should be 60kph - multiple accidents every year (not reported as 'non-injury'), 50-tonne trucks exceeding speed limit and causing road damage - It is unsafe to walk or cycle on this section of the road. Wainui Road - Lower speed limit to 80kph: has high density traffic at 100kph. Wainui Road - Lower speed limit: Trucks excessively speed here coming from the quarry on Haruru Road, and a large crash recently - very dangerous right by Wainui School. Inadequate 'school zone' signage, and speed limit should be reduced during school hours. Upper Orewa Road - Lower speed limit from 100kph to 60kph: Bends and steep drop-offs, with no shoulder, widely used as a cycle route, and 100kph is seen as a target, or exceeded. Many accidents - limit should be 60kph from the bridge near Wainui Road to the end and be enforced with speed cameras.



Suburb	Waitoki
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Waitoki Road - Lower speed limit to 80kph: Wainui Primary School is here and the road is currently 100kph - extremely unsafe for turning traffic. • Kahikatea Flat Road - If speed limits are dropped on side roads just outside township of Waitoki (ie Quarry Road, Rapson Road and Rapson Access Road) then 50kph limit signs for township should be moved to include these roads within permanent 50kph limit area. Kahikatea Flat Rd temporary 50kph speed zone near Pine Valley Road end should be removed and road fixed properly – this is a main alternative access route to redirect traffic to SH16 when SH1 is blocked or closed. • Bodhisattva Road - Lower speed limit: Unsealed and very narrow and windy, with several blind corners, and now higher traffic volumes due to subdivided properties - several near misses due to vehicles exceeding 50kph.



Suburb	Warkworth
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Hill Road - Lower speed limit to 40kph: Vehicle speed (over 65kph) regularly just up from Warkworth Primary School, including loaded heavy vehicles. Lower speed limit would make drivers aware of the risks of speeding here. Early childhood facilities nearby and consented for future. • Hill Road - Suggest another pedestrian crossing at top of Hill Road (currently many near misses with cars/small children) or lower vehicle speeds. Traffic volume and speed has increased, and a major development is about to start in Falls Rd so it will get worse. • Falls Road - Lower speed limit to 40kph: Many vehicles exceed speed limit, and volumes set to increase with new housing being built.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Hill Road - Suggest another pedestrian crossing at top of Hill Road (currently many near misses with cars/small children) or lower vehicle speeds.

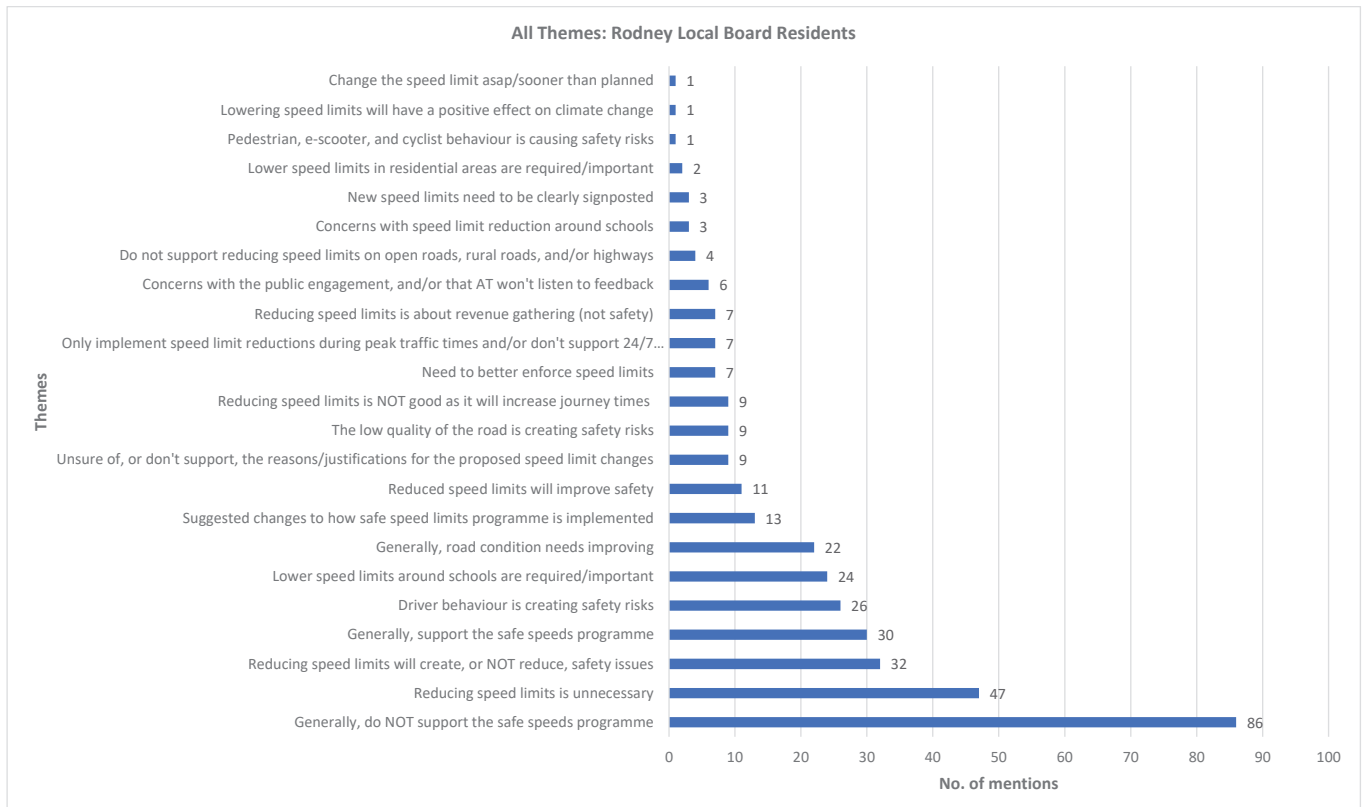
Part D – General themes from people who live within the local board area

The feedback form also provided the opportunity for respondents to provide general comments on the Safe Speed Programme. Most this feedback was general in nature and could not be attributed to a particular road.

This general feedback has been sorted into themes, and similar themes have been grouped together in topic areas. The feedback themes from respondents that said they live within the Rodney Local Board area are outlined below.

Please note:

- The “Mentions” in the themes column of the tables indicates the number of times that theme was mentioned by people from the Rodney Local Board area.
- It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Rodney Local Board area, just themes.



Overall sentiment towards the Safe Speeds Programme

Feedback Theme	Main points
<p>Generally, support the Safe Speeds Programme</p> <p><i>Mentions: 30</i></p>	<ul style="list-style-type: none"> • Support reduced speed limits as they will reduce crashes. • Making streets safer for pedestrians and cyclists can only be a good thing. • Support changes in high incident areas. • Support for speed limit changes around schools. • Support for speed limit changes around schools but only during school hours not 24/7. • Support for changes in inner city suburbs. • Believe other roads should also have a speed reduction. • Support speed reductions but don't agree with proposed speeds: <ul style="list-style-type: none"> ○ There should be less speed levels e.g. 30km/h residential, 60km/h rural and 80km/h motorway. ○ Support speed limit reduction to 40km/h not 30km/h. ○ 100km/h to 40km/h is too large of a change. • Support speed limit changes but they should be targeted to the road and researched.
<p>Generally, do NOT support the Safe Speeds Programme</p> <p><i>Mentions: 86</i></p>	<ul style="list-style-type: none"> • Don't think speed is the issue, road maintenance is. • Don't think speed is the issue, poor driving is. • Don't think speed is the issue, poor enforcement is. • Drivers who decide to speed now will speed anyway. • Will make traffic congestion worse. • Previous programme to lower speed has not had an effect on accidents or deaths. • Current 30km/h hour speed limits are not working and will not work. • Speed limits below 40km/h are unrealistic. • Think speed limits should be raised. • Cars cannot travel faster than the speed limit in Metro Auckland anyway. • Do not support speed reductions on entire roads, rather just the stretch affected by accidents. • Do not support speed limit reductions, except around schools.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Don't support reducing speed on rural roads. • Programme with various speeds will cause confusion and people will be fined. • Put roads already lowered back to 100km/h, it causes dangerous driving with passing. • Rodney community said don't change it. • Thinks programme is pointless. • Thinks programme is a guise to force people out of using private cars.

General comments and suggestions about the Safe Speeds Programme and road safety

Feedback Theme	Main points
<p>Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes Mentions: 9</p>	<ul style="list-style-type: none"> • Need to show why they justify the speed limit reductions. • AT need to show how many fatal crashes on the roads proposed justify the speed limit changes. • Show how many crashes were caused by speed and not due to other factors. • Rodney roads do not have the accident statistics that are being claimed, would like to see the actual statistics. • Using reports of accidents to make decisions is flawed as not all accidents are reported. • Accidents caused by texting and alcohol should not impact speed decisions. • Using speed around school to justify these changes is wrong as there are already speed limits around schools and most of the proposed changes are not near schools. • Seems driven by ideology not practicality. <ul style="list-style-type: none"> ◦ Proposed changes are unrealistic. ◦ Model is flawed/decision is based on incomplete or incorrect data. • People are capable of driving to the conditions. • Congestions means speed self-limits where necessary. • Speed limit reductions are a guise to force people out of using private cars. • The increase in injuries is probably in correlation to Auckland's growth. • Reducing rural roads to 80km/h is an attempt to ensure roads last longer, not for safety. • Proposal is based not on reducing speed reducing harm, but on cost being a limiting factor in providing safe roads. • These changes are being made to hide how bad AT has made Auckland's traffic congestion. • What are the reasons for these changes? • The roads mentioned for speed changes are inconsistent. • Too many roads have been selected.
<p>Reducing speed limits is unnecessary Mentions: 47</p>	<ul style="list-style-type: none"> • There is no need to lower speed limits/existing speed limits are safe. <ul style="list-style-type: none"> ◦ Roads are safe for the current speed limits (flat, straight, visibility is good, very few hazards on the side of the road, no side roads). ◦ Suggested roads already have speed calming measures (speed bumps, chicanes).

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Proposed speed limits are slower than necessary. <ul style="list-style-type: none"> ◦ 50km/h is a safe speed limit, no need to reduce below that. ◦ 30km/h speed limits are ridiculous / too slow / unnecessary. • Speed limit reviews are a waste of time and money. • Many roads require maintenance/upgrading to improve safety, not speed limit reductions. • Due to congestion people already travel around the city at less than 50km/h. • Auckland speed limits are much lower than other parts of New Zealand. • Many of the proposed speed limit reductions don't make sense. • Enough roads have had speed lowered already. • Vehicles do not speed on this road(s). • There have been no, or very few, crashes on this road(s). • Cars are safer than ever. • Vehicles are of better quality now and can travel at faster speeds safely. • There are no proposed developments in this area that would make this road significantly busier. • The justification that this limit should be reduced to be in keeping with surrounding roads isn't a satisfactory justification. • There is already a variable speed limit for the dangerous part of the road. • Road will still be unsafe for walking at the reduced speed limit. • The changes are being made to slow journeys to get people to ride bikes. • Just use LSZ signs.
<p>Reducing speed limits will create, or NOT reduce, safety issues Mentions: 32</p>	<ul style="list-style-type: none"> • AT's speed limit reductions have so far caused increased crashes and deaths. • Reduced speed limits have increased incidences of dangerous driving. • Reduced speed limits have increased accidents. • There is no evidence that reducing speeds will reduce deaths, in fact, the opposite has occurred. Following a non-relevant Scottish example is senseless. • Reinstate the speed limits that were recently reduced by AT. • Driver behaviour is the problem, not the speed limits. • People who speed will still speed.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Lower speed limits (and slow drivers) create driver frustration and dangerous behaviour, such as risky overtaking. • Any motorist obeying a 50kmph limit who crashes and causes a fatality or serious injury is either elderly, pathetic, or on drugs/intoxicated. 30kmph speed limit won't change the cause of the accident. • Reduced speed limit (to 30) will cause constant watching of speedometer instead of watching the road. • Slow traffic encourages phones use. • Variable speeds along same stretch of road causes driver distraction. • Need to also change the design speed of the road, or changes will be ineffective. • Proposal is about politicians being seen to do something, rather than actually improving safety. • AT need to research and focus on changes that will actually improve safety. • Why is AT not doing cost benefit analysis to justify these proposals? • AT need to do a full economic analysis of the impacts of reducing speed limits, such as time wasted, increased travel times for buses/delivery vehicles/taxis etc. • I work for insurance and monitor claims. 98% of our crash report claims are due to poor driver behaviour. 85% of faults causing death and serious injury are elderly. What is your strategy doing about the real cause for these areas?
Reduced speed limits will improve safety <i>Mentions: 11</i>	<ul style="list-style-type: none"> • Lower speed limits will make people less likely to crash. • Lower speed limits improve pedestrian safety. • Lower speed limits will make our streets safer for children, elderly, and those with mobility issues. • Limiting speed will make cycling safer. • Lower speed limits in areas with speed related incidents. • Lowering speed limit is the only option on some roads that cannot be improved in other ways. • Road conditions are not suitable for the current speed limits, lowering them will improve safety.
Reducing speed limits is NOT good as it will increase journey times <i>Mentions: 9</i>	<ul style="list-style-type: none"> • Reducing speed limits will increase journey times. • Reduced speed limits increase pollution. • Reduced speed will impact traffic flow. • Reduced speed will increase congestion. • Reduced speed limits will increase journey times for emergency services - they cannot exceed 30km/h over the limit. • Reduced driving speeds is increasing journey times from Pukekohe to Auckland.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Driving around rural roads in Rodney will take too long at lower speeds. • Slower speeds, slows the economy. • Longer journey times mean increased risk of accidents. • Increased journey times will create risky, impatient drivers. • Reduced speed limits will negatively affect the public transport network. • Want to be compensated for wasted time. • Want to be compensated for wasted fuel.
Reducing speed limits is about revenue gathering (not safety) <i>Mentions: 7</i>	<ul style="list-style-type: none"> • Reducing speed limits is about revenue gathering. • Manurewa is being unfairly targeted to be fined and generate income. • Reduced speeds will lead to more petrol consumption and therefore are purely profit generation.
New speed limits need to be clearly signposted <i>Mentions: 3</i>	<ul style="list-style-type: none"> • New speed limits need to be clearly signposted. • New speed limits should be painted on the road as well as signposted.
Need to better enforce speed limits <i>Mentions: 7</i>	<ul style="list-style-type: none"> • Proposed changes will have minimal impact if not enforced. • General concerns about how speed limits will be enforced. • Better police roads with 50km/h speed limits. • Need more traffic cops. • Install speed cameras around schools. • Need more speed cameras can increase safety. • Need more random license and WOF checks. • Ensure courts enforce the law. • Need stronger penalties for breaking the road rules (one submitter suggested vehicles seized and if a repeat offender, crushed). • Need harsher penalties for those that speed past schools. • Make those caught speeding attend a course. • Need to police those driving too slow. • Great South Road between Drury and Papakura is never policed.

Feedback Theme	Main points
<p>Driver behaviour is creating safety risks Mentions: 26</p>	<ul style="list-style-type: none"> • Improve driver education to reduce crashes. • Drivers that should not have been given licenses is the issue. • Driver education should focus on more than speed, e.g. how to identify when it is safe to pull out, how to accelerate up to speed of other traffic. • Drivers should have to do a practical test every 10 years when they renew their licenses. • Better driver training/refresher courses. Use a hydraulic synaptic feedback chair to learn better risk assessment and understanding of poor driving decisions. • Require driver refresher courses that provide driver trainer in a hydraulic synaptic feedback chair. • Dangerous drivers are ruining it for the majority who drive within the current limits. • Driver education for teenagers in rural areas is required. • Bus drivers need more training as they create a risk. • Good driving should be rewarded to encourage better drivers. • Not fair to reduce speed limits and punish the vast majority of drivers who drive safely, for the minority that drive dangerously (who will drive dangerously anyway). • Drivers using mobile phones is causing crashes. • Cars that are poorly maintained or in poor condition are the cause of crashes, more than speed. • People are regularly running red lights which is dangerous. Install more red-light cameras. • Slow speed limits (and slow drivers) cause driver frustration and dangerous driving, such as risky overtaking. • Reduced speed limits have increased incidences of dangerous driving. • Removing passing lanes is resulting in risky overtaking. • Unless there is frequent signage drivers won't know what speed to go and will be distracted looking for signs. • Any motorist obeying a 50kmph limit who crashes and causes a fatality or serious injury is either elderly, pathic, or on drugs/intoxicated. 30kmph won't change the cause. • I work for insurance and monitor claims. 98% of our crash report claims are due to poor driver behaviour. 85% of faults causing death and serious injury are elderly. What is your strategy doing about the real cause for these areas?
<p>Pedestrian, e-scooter, and cyclist behaviour is causing safety risks Mentions: 1</p>	<ul style="list-style-type: none"> • Improve pedestrian education/road safety. • Children need to be taught road safety. • Pedestrians are distracted on their phones. • Pedestrians should be made responsible for their own actions.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Speed limits are fine; money would be better spent on teaching pedestrians/children to cross the road safely. • Children around schools running out on the road are unsafe. • Speed limits are fine, cyclists making risky decisions is the safety issue. • Cyclists should have registration numbers, some are dangerous. • Cyclists should be legally required to use cycle lanes where available and ride single file. • E-scooters on the road are a safety issue.
<p>The low quality of the road is creating safety risks Mentions: 9</p>	<ul style="list-style-type: none"> • Roads are dangerous due to lack of road maintenance. • Improve road quality with more crossings, stop signs, give ways etc. • Improve road signage and markings. • Various maintenance issues of concern, such as potholes, uneven surfaces, road slope, road surface, narrow roads, and subsidence. • Poor repairs and maintenance work that don't last or are in poor/uneven condition from the time of the repair are a problem. • More and more development is being permitted without improving road quality • Lack of passing zones encourages dangerous overtaking. • On street parking is causing safety issues - obscures vision on residential streets, and on major roads parked cars reduce lane widths leading to congestion.
<p>Generally, road condition needs improving Mentions: 22</p>	<ul style="list-style-type: none"> • Need to improve road maintenance and design. • Improving road condition/maintenance is more important than reducing speed limits. • Proposed speed limit reductions are to avoid necessary road maintenance. • Infrastructure suggestions to make the roads safer. <ul style="list-style-type: none"> ○ Speed tables. ○ Better quality maintenance. ○ Improve road signage, road markings, and lighting. ○ Speed limits should be painted on roads at regular intervals. ○ Need to make roads flow better. ○ Road calming suggestions. ○ More pedestrian crossings. • Improve road signage, road markings and lighting.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Need to make roads flow better. • Poor repairs and maintenance work that don't last or are in poor/uneven condition from the time of the repair are a problem. • Poor road condition is causing regular damage to vehicles. • Need to improve motorways and invest more time in them. • More and more development is being permitted without improving road quality.
Change the speed limit asap/sooner than planned <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Implement speed limit reductions sooner. • Trial temporary speed limit reductions until new limits come into effect. • AT should take a bolder approach, introduce wider speed zones at a faster pace.
Lowering speed limits will have a positive effect on climate change <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Reducing speed limits will reduce emissions. • Reducing speed limits will help to meet climate change goals. • Reducing speed limits encourages non-vehicle travel and therefore reduces emissions. • Reducing speed limits will reduce pollution.
Suggested changes to how safer speed limits programme is implemented <i>Mentions: 13</i>	<ul style="list-style-type: none"> • Define a low-speed limit across the area (e.g. 30 km/h in urban areas and 60 km/h in rural areas and 80 km/h on motorways) and only allow roads to be faster by exception. • Consider 10km/h speed reduction rather than 20km/h. • Rural roads should be 80km/h maximum. • 30km/h is too slow, should only consider implementing 40km/h limits. • Having 10km/hr speed increments is confusing. Stick with just odd numbers (i.e. 10, 30, 50, 70, 90, 110km/h). • Straight, long stretches of road should be 60km/h. • In areas that have various speeds, stick with just 30km/h and 50km/h. • Reduce speed limits on all urban roads to reduce confusion. • The idea that speed limits should follow from design speeds is completely backwards. Lower the limit now and then design the street around that whenever it next comes to be rebuilt. • Ensure roads are designed/changed to reflect the speed limit for the road, so that people naturally travel the speed limit and feel uncomfortable travelling faster e.g. narrower roads, trees on alternating sides of the road, plant trees between the road and the footpath. • Low-cost, tactical changes need to be rolled out to support the reduced speed limits. • In urban/residential areas reduced speed areas ought to take the form of low traffic neighbourhoods.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Do not create traffic calming that is unsuitable for small vehicles. • Speed limits should be implemented with road calming measures. • Speed limits should be implemented with extra driver education. • Do not support speed reductions on entire roads, rather just the stretch affected by crashes. • AT should be proactively monitoring and reviewing all roads for speed limit changes. • On dangerous stretches of road, yellow speed warning signs (like on state highways, where a suggested speed for hazardous corners is used) is a better measure to take. Encourage drivers to adjust to the conditions rather than set a speed target.

Times of days and locations where speed limit reductions are NOT supported

Feedback Theme	Main points
<p>Only implement speed limit reductions during peak traffic times and/or don't support 24/7 implementation</p> <p><i>Mentions: 7</i></p>	<ul style="list-style-type: none"> Do not support 24/7 implementation of speed limits. Only implement during peak traffic times. Only implement during school hours, school pick-up and drop-off times, and/or during school terms. Speed reductions should only be between 8am and 7pm. Speed reductions should only be between 8am and 4pm. Reducing speeds all day for a problem that only exists for a short period of time each day doesn't make sense. Reducing speeds for 24 hours is impractical and impossible to police. Speed limit signage around schools should be electronic so limits can be changed when necessary (increased in evenings and weekends).
<p>Do not support reducing speed limits on open roads, rural roads, and/or highways</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> Do not support reducing speed limits on open roads and/or highways. Rural roads should have an open road speed limit so people can decide how fast they travel.
<p>Concerns with speed limit reduction around schools</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> Schools are already speed limit zones, why add extra. Limit should be 40km/h. Should not be 24/7, and should be notified by illuminated, variable signs. Different schools have different start times, so speed limits should be tailored to those times. School zones should have more monitoring at peak times, not speed limit reductions. Too many side roads around schools are included in low-speed limit. Should only be 30km/h for a distance of 400m from each school. Speed limits should be around primary schools only. Only apply 30km/h speed limits to on schools that are not on main arterial roads. It is not speed around schools that is the problem, it is parents dropping off and picking up dangerously, and buses. People ignore low speed zones around schools anyway. Is there a strategy to address school related traffic volume?

General locations where speed limit reductions are supported

Feedback Theme	Main points
<p>Lower speed limits around schools are required/important</p> <p><i>Mentions: 24</i></p>	<ul style="list-style-type: none"> All schools should be included. Makes it safer for children going to/from school. Change speed limit around schools 40km/h. Speed limits around schools need to be standard, not 40kph at some and 30kph at others. Reduced speed limits should be restricted to school zones. Leave other roads 50km. Don't support the speed reductions, except around schools. There should be traffic calming measures and safety improvements (pedestrian islands) as well as lower speed limits. All schools should have flashing 30kmh signs at their boundary.
<p>Lower speed limits in residential areas are required/important</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> All residential roads should be 30km/h. Lower speed limit is important, but it should be 35km/h or 40km/h. High density town roads should be 40km/h maximum. In a cul-de-sac or tight, narrow residential road, the limit should be lower than 30km/h. All minor side streets should be 30km/h. Need lower speed limits around parks, where children play. Residential roads have more potential for conflict (people turning out of driveways, pedestrians crossing the road, parked cars) and often have worse visibility. Modern cars are large and dangerous, lower speed limits in suburban roads would be safer for pedestrians.

Other comments and concerns

Feedback Theme	Main points
<p>Concerns with the public engagement, and/or that AT won't listen to feedback</p> <p><i>Mentions: 6</i></p>	<ul style="list-style-type: none"> • AT will not listen to public feedback. • AT did not listen to feedback regarding last speed limit review in Rodney, it is now more dangerous. • AT needs to communicate their responses to feedback better. • There is very limited opportunity to provide feedback. • The outcomes have already been decided as you state, "no change is not an option". • AT only listens to vocal minority groups. • Sick of the government deciding things without consulting the ratepayers. • AT never propose increased speed limits. • AT need to release statistics to show proof of speed limit reduction requirements on each road. • Consultation website was poorly designed and difficult to navigate, meaning that an informed assessment cannot be made. • Concerns the map in the brochure drop is deceptive - the dots are incorrectly placed. • Had technical issues with the online survey and/or interactive map tool. • Concerns the leaflet is propaganda and doesn't contain accurate statistics. • Stop using Facebook groups for feedback. • Need an option for people to be added to the mailing list once feedback is gathered that doesn't require giving feedback. • Future proposals should be posted on local community boards. • AT should communicate directly with locals and drive the roads to better understand the problems.
<p>Other comments</p>	<ul style="list-style-type: none"> • People parking in unsuitable places causes congestion and is unsafe. • Slows down emergency response vehicles who are only allowed to travel 20km/h above limit. • Rules around the use of E-scooters and bikes need to be formalised. e.g. giving way, signalling, where to ride, interactions with pedestrians. • Speed reductions of 50% or more will not be tolerated by the community. • Bicycles and buses now have more road than cars. • Once implemented, will there be a grace period to allow motorists to adjust to new limits? • Bus drivers need bus monitors to assist with managing order on school buses as the drivers are distracted and this is a safety issue.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Speed limits around Marae should be reduced. • Stop people parking their cars on Galaxy Drive. • Should be using digital speed signs. • Too many speed bumps are bad for the environment (braking and acceleration around speed bumps consume more fuel). • Road 'calming' measures are not fair/appropriate. • Need to better synchronise traffic lights through Auckland. • Need strict legislation around liability for cyclists and motorists causing accidents. • Consider introducing parking restrictions in busy / bottleneck areas to ease congestion and safety issues. • Ensure there is space for Loading Zones and School Drop Off Zones in busy areas, such as school zones. • Doesn't agree with the use of Te Reo Māori in the brochure. • Speed bumps in some suburbs have pushed the speeding problem into other suburbs. • Electric vehicles need to make more noise so pedestrians can hear them. • Bus parking is an issue in the city. They do not indicate when they're pulling out. • Install more traffic lights at intersection of main roads/side streets to make it safer to turn right.



Safe Speeds Programme

Public feedback on proposed speed limit changes October/November 2021

Feedback related to Upper Harbour Local Board area



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Part A – Number of submitters from within the local board area

During October and November 2021, 139 people from within the Upper Harbour Local Board area submitted on the Safe Speeds Programme - proposed speed limit changes.



Part B – Feedback on roads within the local board area proposed for speed limit changes

In the first part of the feedback form, respondents were asked what they thought of the proposed speed limit changes for each road. Specifically they were asked:

- What do you think of the proposed speed limit change for this road? (*tick-box answers*)
- Why do you feel this way? (*open-ended answers*)

This section outlines:

- The sentiment expressed by respondents towards the proposed speed limit changes for each road within the Upper Harbour Local Board area ('What do you think of the proposed speed limit change for this road?')
- A summary of the open-ended feedback received for each road within the Upper Harbour Local Board area ('Why do you feel this way?').



Road name	Attwood Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1
I think the speed limit should be lower than what is proposed	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> There is no sidewalk for pedestrians, so walkers and cars share the road. It's very unsafe to walk down the road when cars speed over 30kph. Current speed limit is too fast.
Extend the reduced speed limit to cover more of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Speed limit change point 45m southwest of Paremoremo Road does not comply with clause 3.3(3) - change point should be at intersection with of Paremoremo Rd.
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> Suggest speed bumps as well as lowered limit.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Part C – Feedback on roads within the local board area NOT proposed for speed limit changes

Some respondents also identified roads that they thought needed changes, which were not proposed for speed limit reductions. Please note:

- To prevent having lots of themes that were only mentioned once or twice we grouped suggestions into suburbs and used the 'main points' for the themes to identify the roads being mentioned.
- Some suburbs are situated within more than one local board area, as such there may be some roads in this section which are not relevant to the Upper Harbour Local Board area. It saved a significant amount of time reporting in this way.



Suburb	Albany
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 10</i>	<ul style="list-style-type: none"> The Avenue - Lower speed limit from 80kph to 60kph: Traffic comes thundering down from Paremoremo, there is a lot of foot traffic and slow cars near the shops and bus stops. Suggest 60kph by Hobson and 40kph before Twin Court. Oteha Valley Rd - Lower speed limit to 50kph: 50kph is the best speed limit for this road. Oteha Valley Rd - Lower speed limit to 30kph: An essential cycle connection from the Bays to Albany and Northern Express bus, and future cycle path towards the city. Without a protected cycle lane the current speed limit is too high. The Avenue - I think the current speed limit should be kept the same. Albany Hwy - Install pedestrian/cycling facilities and lower speed limit: This road has zero amenities for pedestrians and cyclists (while being a critical connector to the cycle lanes on Upper Harbour Dr), and a speed limit of greater than 50kph. Albany Hwy - Lower speed limit: This stretch should not be higher than 50kph in an urban area - it is no longer farmland, and children walk to school down this road. Albany Hwy - Lower vehicle speeds - Currently high speeds (especially motorbikes) unsafe for residents. Curran St, Clifton Rd - Lower speed limit: Should be included in proposal due to high speeds and schools here. Albany Hwy - Lower vehicle speeds, install traffic calming and roundabouts: Vehicle speeds too fast from Albany-North Shore Hwy - suggest speed bumps and roundabouts.
Suggestions for speed limit increases <i>Mentions: 4</i>	<ul style="list-style-type: none"> Oteha Valley Rd - Increase speed limit to 80kph: Restore previous speed limit - no schools and few pedestrians to justify the recent change to 50kph. On the rare occasion when there is an event on at the stadium, people should cross at a traffic light-controlled crossing. Oteha Valley Rd - Increase speed limit to 60kph: Reinstate previous speed limit as there are now numerous locations along this road for safe crossing.
Other physical improvements suggested <i>Mentions: 3</i>	<ul style="list-style-type: none"> Albany Hwy - Install pedestrian/cycling facilities and lower speed limit: This road has zero amenities for pedestrians and cyclists (while being a critical connector to the cycle lanes on Upper Harbour Dr), and a speed limit of greater than 50kph. Albany Hwy - Lower vehicle speeds, install traffic calming and roundabouts: Vehicle speeds too fast from Albany-North Shore Hwy - suggest speed bumps and roundabouts.



Suburb	Hobsonville
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 13</i>	<ul style="list-style-type: none"> Brigham Creek Rd - Lower speed limit to 40kph: Major thoroughfare to the motorway, but has no median and narrow shoulders, and it encourages high speeds in excess of speed limit. Buckley Ave - Lower speed limit to 40kph: This section from Hobsonville Rd up to Squadron Dr should be 40kph due to no median and narrow shoulders and is used as a major thoroughfare to SH18. Hobsonville Point Rd - Lower speed limit: The entire Hobsonville Point peninsula should be 40kph as is a high-density housing area with multiple schools, high child population and significant cycling activity with varying quality of painted cycleway and other type cycling infrastructure. Wallace Rd - Lower speed limit to 30kph and install pedestrian crossings: All roads surrounding Hobsonville Point Primary should be lowered to 30kph at all times - there are no safe crossing areas other than one signal-controlled crossing on Hobsonville Point Rd, and children often cross (walking/biking, often without looking) at the Onekiritea Rd/Wallace Rd junction as same level to pavement crossing and no visual prompts (near misses every day). Should improve these crossings for useability - red courtesy crossing at a minimum, but ideally zebra crossing and signage. De Havilland Rd - Lower speed limit to 40kph: All roads around local primary schools should be 40kph maximum to safeguard all children. Hobsonville Point Rd - Lower vehicle speeds: High speed of vehicles (and size of construction vehicles) using this main route past a school - needs measures to safeguard children. Buckley Ave - Lower speed limit to 30kph: All the side roads in Hobsonville Point should be 30kph. Hobsonville Rd - Raise speed limit to 60-70kph: The flow of traffic here is normally at around 60kph - slow cars will hold up traffic and encourage dangerous overtaking on the flush median. Hobsonville Point Rd - Lower speed limit: Traffic volume reflects an arterial road, but road is small with many lanes, blind spots, and high vehicle density and pedestrian traffic - 50kph is too fast and will lead to accidents. Hobsonville Point Rd - Lower speed limit to 30kph: Speed limit for all Hobsonville Point is too high - high density area with many walkers, cyclists, schools. Hobsonville Rd - Install cycling facilities and lower speed limit: Important connection from Upper Harbour Dr to the Western cycleway but has no amenities for cycle commuters - many intersections and points of conflict. Speed limit needs to be lowered on this road with protected cycle lanes. The whole area of Hobsonville Point should be a combination of 40kph and 30kph roads, especially around both schools, due to narrow streets, with cars parked on both sides effectively making them one-way or blocked - parking also needs to be addressed. Neville Rd, Isitt Rd and Hobsonville Point Rd - Lower speed limit and fix parking: narrow roads with too much on-street parking. Hobsonville Rd and Buckley Ave - Lower speed limit: dangerous at current speeds and there have been accidents
Suggestions for speed limit increases <i>Mentions: 1</i>	<ul style="list-style-type: none"> Hobsonville Rd - Increase speed limit from 50kph to 60kph: This is the main road connecting West Harbour/Hobsonville Point to SH16/SH18, and it borders industrial and commercial zoning, with a wide median and shoulders. Current 50kph is unrealistic with traffic flow over 60kph.



Feedback Theme	Main points
Other physical improvements suggested <i>Mentions: 3</i>	<ul style="list-style-type: none"> Wallace Rd - Lower speed limit to 30kph and install pedestrian crossings: All roads surrounding Hobsonville Point Primary should be lowered to 30kph at all times - there are no safe crossing areas other than one signal-controlled crossing on Hobsonville Point Rd, and children often cross (walking/biking, often without looking) at the Onekiritea Rd/Wallace Rd junction as same level to pavement crossing and no visual prompts (near misses every day). Should improve these crossings for useability - red courtesy crossing at a minimum, but ideally zebra crossing and signage. Hobsonville Rd - Install cycling facilities and lower speed limit: Important connection from Upper Harbour Dr to the Western cycleway but has no amenities for cycle commuters - many intersections and points of conflict. Speed limit needs to be lowered on this road with protected cycle lanes for cyclists. Neville Rd, Isitt Rd and Hobsonville Point Rd - Lower speed limit and fix parking: narrow roads with too much on-street parking.



Suburb	Pinehill
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Feedback Theme	Main points
Too many changes in speed limits along the road (or in area) will be confusing <i>Mentions: 1</i>	<ul style="list-style-type: none"> Greville Rd - Speed limits are confusing: It seems really strange that the speed limit increases to 80 for approximately 300 metres and changes back to 50.

Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions:</i>	<ul style="list-style-type: none"> Trig Rd - Lower speed limit to 40kph: This road is roughly paved with no median and narrow shoulders, and the lack of curves encourage speeds well over 50kph. Mamari Rd - Lower speed limit: A Primary School is here and needs the future speed limit be reduced for safety of children and families. Discuss with Timatanga Community and School prior to plans being finalised. Brigham Creek Rd - Lower speed limit. Brigham Creek Rd - Lower speed limit to 60kph: Have been fatal accidents - fast trucks, narrow bridge, high traffic volumes, concealed gateways. Brigham Creek Rd - Lower speed limit to 30kph: Have been fatal accidents, and recently - new construction, lots of blind spots, car parks, and many vehicles excessively speed. Lowered limit and speed cameras will help the residents of this area. Dunlop Rd - Lower speed limit to 50kph.

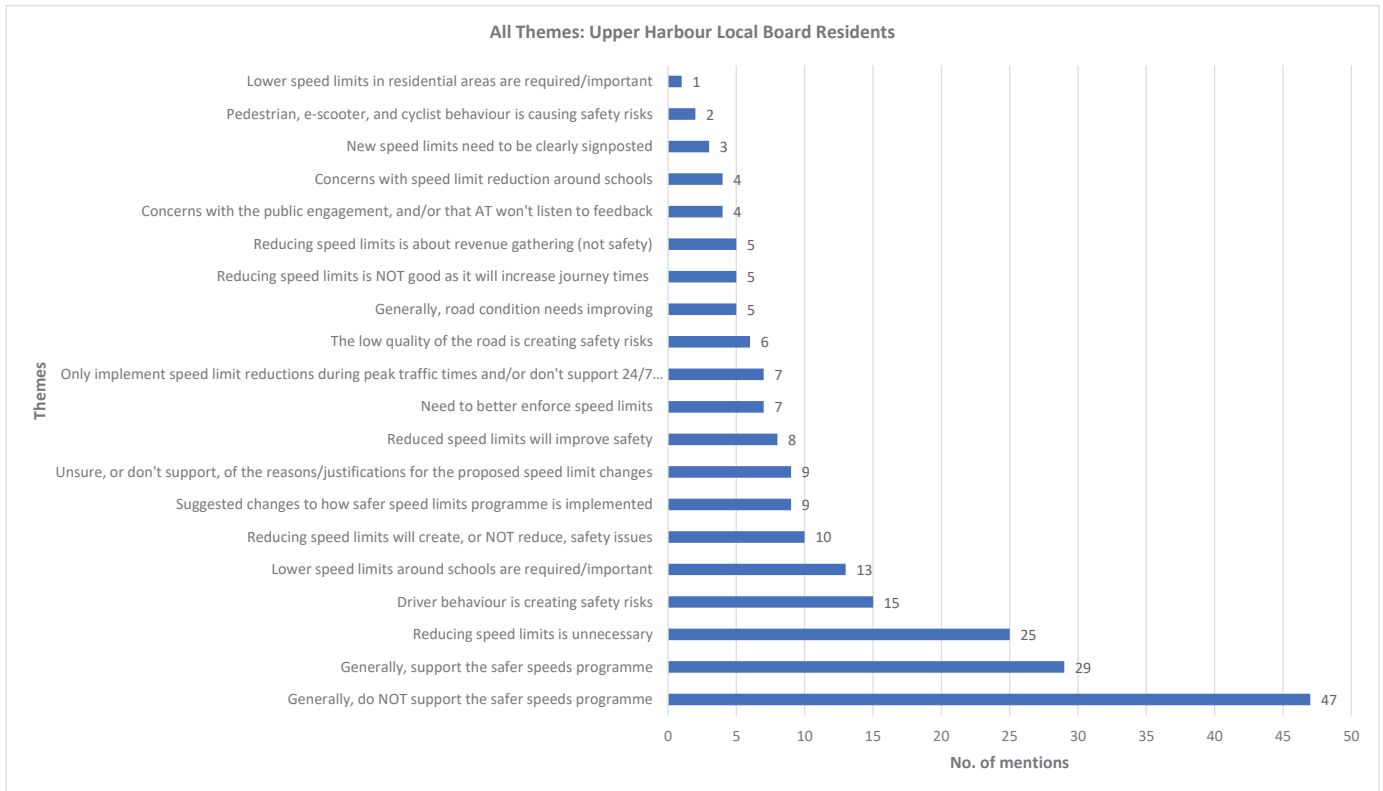
Part D – General themes from people who live within the local board area

The feedback form also provided the opportunity for respondents to provide general comments on the Safe Speeds Programme. Most this feedback was general in nature and could not be attributed to a particular road.

This general feedback has been sorted into themes, and similar themes have been grouped together in topic areas. The feedback themes from respondents that said they live within the Upper Harbour Local Board area are outlined below.

Please note:

- The “Mentions” in the themes column of the tables indicates the number of times that theme was mentioned by people from the Upper Harbour Local Board area.
- It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Upper Harbour Local Board area, just themes.



Overall sentiment towards the Safer Speeds Programme

Feedback Theme	Main points
<p>Generally, support the safer speeds programme</p> <p><i>Mentions: 29</i></p>	<ul style="list-style-type: none"> • Support reduced speed limits as they will reduce crashes. • Making streets safer for pedestrians and cyclists can only be a good thing. • Support changes in high incident areas. • Support for speed limit changes around schools. • Support for speed limit changes around schools but only during school hours not 24/7. • Support for changes in inner city suburbs. • Believe other roads should also have a speed reduction. • Support speed reductions but don't agree with proposed speeds: <ul style="list-style-type: none"> ○ There should be less speed levels e.g. 30km/h residential, 60km/h rural and 80km/h motorway. ○ Support speed limit reduction to 40km/h not 30km/h. ○ 100km/h to 40km/h is too large of a change. • Support speed limit changes but they should be targeted to the road and researched.
<p>Generally, do NOT support the safer speeds programme</p> <p><i>Mentions: 47</i></p>	<ul style="list-style-type: none"> • Don't think speed is the issue, road maintenance is. • Don't think speed is the issue, poor driving is. • Don't think speed is the issue, poor enforcement is. • Drivers who decide to speed now will speed anyway. • Will make traffic congestion worse. • Previous programme to lower speed has not had an effect on accidents or deaths. • Current 30km/h hour speed limits are not working and will not work. • Speed limits below 40km/h are unrealistic. • Think speed limits should be raised. • Cars cannot travel faster than the speed limit in Metro Auckland anyway. • Do not support speed reductions on entire roads, rather just the stretch affected by accidents. • Do not support speed limit reductions, except around schools.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Don't support reducing speed on rural roads. • Programme with various speeds will cause confusion and people will be fined. • Put roads already lowered back to 100km/h, it causes dangerous driving with passing. • Franklin community said don't change it. • Thinks programme is pointless. • Thinks programme is a guise to force people out of using private cars.

General comments and suggestions about the Safer Speeds Programme and road safety

Feedback Theme	Main points
<p>Unsure, or don't support, of the reasons/justifications for the proposed speed limit changes Mentions: 9</p>	<ul style="list-style-type: none"> • Need to show why they justify the speed limit reductions. • AT need to show how many fatal crashes on the roads proposed justify the speed limit changes. • AT need to show the number of fatal crashes on Queen Street, Quay Street, Tangihua Street, and Anzac Avenue. • Show how many crashes were caused by speed and not due to other factors. • Franklin roads do not have the accident statistics that are being claimed, would like to see the actual statistics. • Using reports of accidents to make decisions is flawed as not all accidents are reported. • Accidents caused by texting and alcohol should not impact speed decisions. • Using speed around school to justify these changes is wrong as there are already speed limits around schools and most of the proposed changes are not near schools. • Seems driven by ideology not practicality. <ul style="list-style-type: none"> ○ Proposed changes are unrealistic. ○ Model is flawed/decision is based on incomplete or incorrect data. • People are capable of driving to the conditions. • Congestions means speed self-limits where necessary. • Speed limit reductions are a guise to force people out of using private cars. • The increase in injuries is probably in correlation to Auckland's growth. • Reducing rural roads to 80km/h is an attempt to ensure roads last longer, not for safety. • Proposal is based not on reducing speed reducing harm, but on cost being a limiting factor in providing safe roads. • These changes are being made to hide how bad AT has made Auckland's traffic congestion. • What are the reasons for these changes? • The roads mentioned for speed changes are inconsistent. • Too many roads have been selected.
<p>Reducing speed limits is unnecessary Mentions: 25</p>	<ul style="list-style-type: none"> • There is no need to lower speed limits/existing speed limits are safe. <ul style="list-style-type: none"> ○ Roads are safe for the current speed limits (flat, straight, visibility is good, very few hazards on the side of the road, no side roads).

Feedback Theme	Main points
	<ul style="list-style-type: none"> o Suggested roads already have speed calming measures (speed bumps, chicanes). • Proposed speed limits are slower than necessary. <ul style="list-style-type: none"> o 50km/h is a safe speed limit, no need to reduce below that. o 30km/h speed limits are ridiculous / too slow / unnecessary. • Speed limit reviews are a waste of time and money. • Many roads require maintenance/upgrading to improve safety, not speed limit reductions. • Due to congestion people already travel around the city at less than 50km/h. • Auckland speed limits are much lower than other parts of New Zealand. • Many of the proposed speed limit reductions don't make sense. • Enough roads have had speed lowered already. • Vehicles do not speed on this road(s). • There have been no, or very few, crashes on this road(s). • Cars are safer than ever. • Vehicles are of better quality now and can travel at faster speeds safely. • Of the 206 rural roads in Franklin only 33 are high risk (serious injury or death), it unnecessary to reduce speeds on many of these roads. • There are no proposed developments in this area that would make this road significantly busier. • The justification that this limit should be reduced to be in keeping with surrounding roads isn't a satisfactory justification. • There is already a variable speed limit for the dangerous part of the road. • Road will still be unsafe for walking at the reduced speed limit. • The changes are being made to slow journeys to get people to ride bikes. • Just use LSZ signs.
Reducing speed limits will create, or NOT reduce, safety issues <i>Mentions: 10</i>	<ul style="list-style-type: none"> • AT's speed limit reductions have so far caused increased crashes and deaths. • Reduced speed limits have increased incidences of dangerous driving. • Reduced speed limits have increased accidents. • There is no evidence that reducing speeds will reduce deaths, in fact, the opposite has occurred. Following a non-relevant Scottish example is senseless. • Reinstate the speed limits that were recently reduced by AT.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Driver behaviour is the problem, not the speed limits. • People who speed will still speed. • Lower speed limits (and slow drivers) create driver frustration and dangerous behaviour, such as risky overtaking. • Any motorist obeying a 50kmph limit who crashes and causes a fatality or serious injury is either elderly, pathetic, or on drugs/intoxicated. 30kmph speed limit won't change the cause of the accident. • Reduced speed limits will not reduce crashes in South Auckland, most people do not obey the current speed limits. • Reduced speed limit (to 30) will cause constant watching of speedometer instead of watching the road. • Slow traffic encourages phones use. • Variable speeds along same stretch of road causes driver distraction. • Need to also change the design speed of the road, or changes will be ineffective. • Proposal is about politicians being seen to do something, rather than actually improving safety. • AT need to research and focus on changes that will actually improve safety. • Why is AT not doing cost benefit analysis to justify these proposals? • AT need to do a full economic analysis of the impacts of reducing speed limits, such as time wasted, increased travel times for buses/delivery vehicles/taxis etc. • I work for insurance and monitor claims. 98% of our crash report claims are due to poor driver behaviour. 85% of faults causing death and serious injury are elderly. What is your strategy doing about the real cause for these areas?
Reduced speed limits will improve safety <i>Mentions: 8</i>	<ul style="list-style-type: none"> • Lower speed limits will make people less likely to crash. • Lower speed limits improve pedestrian safety. • Lower speed limits will make our streets safer for children, elderly, and those with mobility issues. • Limiting speed will make cycling safer. • Lower speed limits in areas with speed related incidents. • Lowering speed limit is the only option on some roads that cannot be improved in other ways. • Road conditions are not suitable for the current speed limits, lowering them will improve safety.
Reducing speed limits is NOT good as it will increase journey times <i>Mentions: 5</i>	<ul style="list-style-type: none"> • Reducing speed limits will increase journey times. • Reduced speed limits increases pollution. • Reduced speed will impact traffic flow.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Reduced speed will increase congestion. • Reduced speed limits will increase journey times for emergency services - they cannot exceed 30km/h over the limit. • Reduced driving speeds is increasing journey times from Pukekohe to Auckland. • Driving around rural roads in Franklin will take too long at lower speeds. • Slower speeds, slows the economy. • Longer journey times mean increased risk of accidents. • Increased journey times will create risky, impatient drivers. • Reduced speed limits will negatively affect the public transport network. • Want to be compensated for wasted time. • Want to be compensated for wasted fuel.
Reducing speed limits is about revenue gathering (not safety) <i>Mentions: 5</i>	<ul style="list-style-type: none"> • Reducing speed limits is about revenue gathering. • Manurewa is being unfairly targeted to be fined and generate income. • South Auckland, and therefore Māori and Pacific communities, are being unfairly targeted. • Reduced speeds will lead to more petrol consumption and therefore are purely profit generation.
New speed limits need to be clearly signposted <i>Mentions: 3</i>	<ul style="list-style-type: none"> • New speed limits need to be clearly signposted. • New speed limits should be painted on the road as well as signposted.
Need to better enforce speed limits <i>Mentions: 7</i>	<ul style="list-style-type: none"> • Proposed changes will have minimal impact if not enforced. • General concerns about how speed limits will be enforced. • Better police roads with 50km/h speed limits. • Need more traffic cops. • Install speed cameras around schools. • Need more speed cameras can increase safety. • Need more random license and WOF checks. • Ensure courts enforce the law. • Need stronger penalties for breaking the road rules (one submitter suggested vehicles seized and if a repeat offender, crushed). • Need harsher penalties for those that speed past schools.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Make those caught speeding attend a course. • Need to police those driving too slow. • Great South Road between Drury and Papakura is never policed.
Driver behaviour is creating safety risks <i>Mentions: 15</i>	<ul style="list-style-type: none"> • Improve driver education to reduce crashes. • Drivers that should not have been given licenses is the issue. • Driver education should focus on more than speed, e.g. how to identify when it is safe to pull out, how to accelerate up to speed of other traffic. • Drivers should have to do a practical test every 10 years when they renew their licenses. • Better driver training/refresher courses. Use a hydraulic synaptic feedback chair to learn better risk assessment and understanding of poor driving decisions. • Require driver refresher courses that provide driver trainer in a hydraulic synaptic feedback chair. • Dangerous drivers are ruining it for the majority who drive within the current limits. • Driver education for teenagers in rural areas is required. • Bus drivers need more training as they create a risk. • Good driving should be rewarded to encourage better drivers. • Not fair to reduce speed limits and punish the vast majority of drivers who drive safely, for the minority that drive dangerously (who will drive dangerously anyway). • Drivers using mobile phones is causing crashes. • Cars that are poorly maintained or in poor condition are the cause of crashes, more than speed. • People are regularly running red lights which is dangerous. Install more red-light cameras. • Slow speed limits (and slow drivers) cause driver frustration and dangerous driving, such as risky overtaking. • Reduced speed limits have increased incidences of dangerous driving. • Removing passing lanes is resulting in risky overtaking. • Unless there is frequent signage drivers won't know what speed to go and will be distracted looking for signs. • Any motorist obeying a 50kmph limit who crashes and causes a fatality or serious injury is either elderly, pathic, or on drugs/intoxicated. 30kmph won't change the cause. • I work for insurance and monitor claims. 98% of our crash report claims are due to poor driver behaviour. 85% of faults causing death and serious injury are elderly. What is your strategy doing about the real cause for these areas?

Feedback Theme	Main points
<p>Pedestrian, e-scooter, and cyclist behaviour is causing safety risks</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Improve pedestrian education/road safety. • Children need to be taught road safety. • Pedestrians are distracted on their phones. • Pedestrians should be made responsible for their own actions. • Speed limits are fine; money would be better spent on teaching pedestrians/children to cross the road safely. • Children around schools running out on the road are unsafe. • Speed limits are fine, cyclists making risky decisions is the safety issue. • Cyclists should have registration numbers, some are dangerous. • Cyclists should be legally required to use cycle lanes where available and ride single file. • E-scooters on the road are a safety issue.
<p>The low quality of the road is creating safety risks</p> <p><i>Mentions: 6</i></p>	<ul style="list-style-type: none"> • Roads are dangerous due to lack of road maintenance. • Improve road quality with more crossings, stop signs, give ways etc. • Improve road signage and markings. • Various maintenance issues of concern, such as potholes, uneven surfaces, road slope, road surface, narrow roads, and subsidence. • Poor repairs and maintenance work that don't last or are in poor/uneven condition from the time of the repair are a problem. • More and more development is being permitted without improving road quality • Lack of passing zones encourages dangerous overtaking. • On street parking is causing safety issues - obscures vision on residential streets, and on major roads parked cars reduce lane widths leading to congestion.
<p>Generally, road condition needs improving</p> <p><i>Mentions: 5</i></p>	<ul style="list-style-type: none"> • Need to improve road maintenance and design. • Improving road condition/maintenance is more important than reducing speed limits. • Proposed speed limit reductions are to avoid necessary road maintenance. • Infrastructure suggestions to make the roads safer. <ul style="list-style-type: none"> ○ Speed tables. ○ Better quality maintenance. ○ Improve road signage, road markings, and lighting. ○ Speed limits should be painted on roads at regular intervals.

Feedback Theme	Main points
	<ul style="list-style-type: none"> ○ Need to make roads flow better. ○ Road calming suggestions. ○ More pedestrian crossings. • Improve road signage, road markings and lighting. • Need to make roads flow better. • Poor repairs and maintenance work that don't last or are in poor/uneven condition from the time of the repair are a problem. • Poor road condition is causing regular damage to vehicles. • Need to improve motorways and invest more time in them. • More and more development is being permitted without improving road quality.
<p>Suggested changes to how safer speed limits programme is implemented</p> <p><i>Mentions: 9</i></p>	<ul style="list-style-type: none"> • Define a low-speed limit across the area (e.g. 30 km/h in urban areas and 60 km/h in rural areas and 80 km/h on motorways) and only allow roads to be faster by exception. • Consider 10km/h speed reduction rather than 20km/h. • Rural roads should be 80km/h maximum. • 30km/h is too slow, should only consider implementing 40km/h limits. • Having 10km/hr speed increments is confusing. Stick with just odd numbers (i.e. 10, 30, 50, 70, 90, 110km/h). • Straight, long stretches of road should be 60km/h. • All South Auckland roads should be 50km/h. • In areas that have various speeds, stick with just 30km/h and 50km/h. • Reduce speed limits on all urban roads to reduce confusion. • The idea that speed limits should follow from design speeds is completely backwards. Lower the limit now and then design the street around that whenever it next comes to be rebuilt. • Ensure roads are designed/changed to reflect the speed limit for the road, so that people naturally travel the speed limit and feel uncomfortable travelling faster e.g. narrower roads, trees on alternating sides of the road, plant trees between the road and the footpath. • Low-cost, tactical changes need to be rolled out to support the reduced speed limits. • In urban/residential areas reduced speed areas ought to take the form of low traffic neighbourhoods. • Do not create traffic calming that is unsuitable for small vehicles. • Speed limits should be implemented with road calming measures. • Speed limits should be implemented with extra driver education.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Do not support speed reductions on entire roads, rather just the stretch affected by crashes. • AT should be proactively monitoring and reviewing all roads for speed limit changes. • On dangerous stretches of road, yellow speed warning signs (like on state highways, where a suggested speed for hazardous corners is used) is a better measure to take. Encourage drivers to adjust to the conditions rather than set a speed target.

Times of days and locations where speed limit reductions are NOT supported

Feedback Theme	Main points
<p>Only implement speed limit reductions during peak traffic times and/or don't support 24/7 implementation</p> <p><i>Mentions: 7:</i></p>	<ul style="list-style-type: none"> • Do not support 24/7 implementation of speed limits. • Only implement during peak traffic times. • Only implement during school hours, school pick-up and drop-off times, and/or during school terms. • Speed reductions should only be between 8am and 7pm. • Speed reductions should only be between 8am and 4pm. • Reducing speeds all day for a problem that only exists for a short period of time each day doesn't make sense. • Reducing speeds for 24 hours is impractical and impossible to police. • Speed limit signage around schools should be electronic so limits can be changed when necessary (increased in evenings and weekends).
<p>Concerns with speed limit reduction around schools</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • Schools are already speed limit zones, why add extra. • Limit should be 40km/h. • Should not be 24/7, and should be notified by illuminated, variable signs. • Different schools have different start times, so speed limits should be tailored to those times. • School zones should have more monitoring at peak times, not speed limit reductions. • Too many side roads around schools are included in low-speed limit. • Should only be 30km/h for a distance of 400m from each school. • Speed limits should be around primary schools only. • Only apply 30km/h speed limits to on schools that are not on main arterial roads. • It is not speed around schools that is the problem, it is parents dropping off and picking up dangerously, and buses. • People ignore low speed zones around schools anyway. • Is there a strategy to address school related traffic volume? • Council should not approve situating schools and ECE's on main routes.

General locations where speed limit reductions are supported

Feedback Theme	Main points
<p>Lower speed limits around schools are required/important <i>Mentions: 13</i></p>	<ul style="list-style-type: none"> All schools should be included. Makes it safer for children going to/from school. Change speed limit around schools 40km/h. Speed limits around schools need to be standard, not 40kph at some and 30kph at others. Reduced speed limits should be restricted to school zones. Leave other roads 50km. Don't support the speed reductions, except around schools. There should be traffic calming measures and safety improvements (pedestrian islands) as well as lower speed limits. All schools should have flashing 30kmh signs at their boundary.
<p>Lower speed limits in residential areas are required/important <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> All residential roads should be 30km/h. Lower speed limit is important, but it should be 35km/h or 40km/h. High density town roads should be 40km/h maximum. In a cul-de-sac or tight, narrow residential road, the limit should be lower than 30km/h. All minor side streets should be 30km/h. Need lower speed limits around parks, where children play. Residential roads have more potential for conflict (people turning out of driveways, pedestrians crossing the road, parked cars) and often have worse visibility. Modern cars are large and dangerous, lower speed limits in suburban roads would be safer for pedestrians.

Other comments and concerns

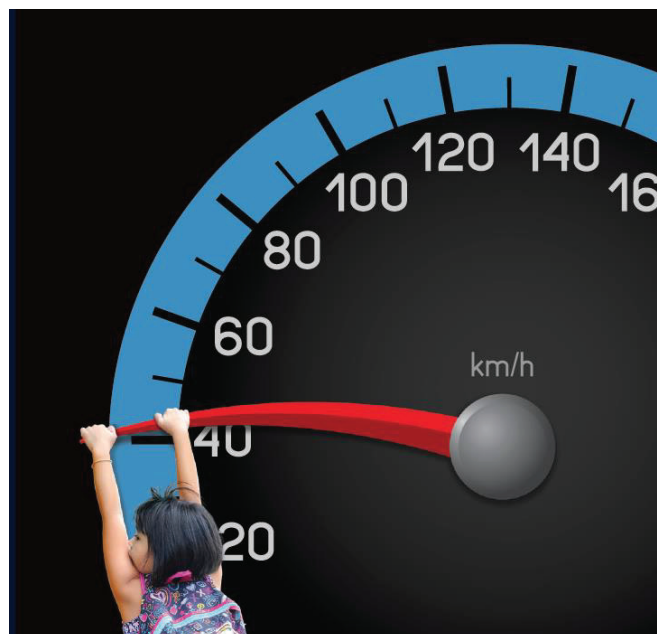
Feedback Theme	Main points
<p>Concerns with the public engagement, and/or that AT won't listen to feedback <i>Mentions: 4</i></p>	<ul style="list-style-type: none"> AT will not listen to public feedback. AT did not listen to feedback regarding last speed limit review in Franklin, it is now more dangerous. AT needs to communicate their responses to feedback better. There is very limited opportunity to provide feedback. The outcomes have already been decided as you state, "no change is not an option". AT only listens to vocal minority groups. Sick of the government deciding things without consulting the ratepayers. AT never propose increased speed limits. AT need to release statistics to show proof of speed limit reduction requirements on each road. Consultation website was poorly designed and difficult to navigate, meaning that an informed assessment cannot be made. Concerns the map in the brochure drop is deceptive - the dots are incorrectly placed. Had technical issues with the online survey and/or interactive map tool. Concerns the leaflet is propaganda and doesn't contain accurate statistics. Concern that there is a discrepancy between the online information when giving feedback and the leaflet drop: D'Oyly Drive included in the leaflet but not the online 'Have your say'. Stop using Facebook groups for feedback. Need an option for people to be added to the mailing list once feedback is gathered that doesn't require giving feedback. Future proposals should be posted on local community boards. AT should communicate directly with locals and drive the roads to better understand the problems.
<p>Other comments</p>	<ul style="list-style-type: none"> People parking in unsuitable places causes congestion and is unsafe. Slows down emergency response vehicles who are only allowed to travel 20km/h above limit. Rules around the use of E-scooters and bikes need to be formalised. e.g. giving way, signalling, where to ride, interactions with pedestrians. Speed reductions of 50% or more will not be tolerated by the community. Bicycles and buses now have more road than cars.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Once implemented, will there be a grace period to allow motorists to adjust to new limits? • Road and street section selection is confusing - some cul de sacs around Great North Road (Avondale) are 30km/h but not all. • Accidents around Mt Eden, Truro Road, caused not by speed but by poor traffic management on game days. • Bus drivers need bus monitors to assist with managing order on school buses as the drivers are distracted and this is a safety issue. • Speed limits around Marae should be reduced. • Stop people parking their cars on Galaxy Drive. • Should be using digital speed signs. • Too many speed bumps are bad for the environment (braking and acceleration around speed bumps consume more fuel). • Road 'calming' measures are not fair/appropriate. • Proposed changes seem to unfairly target South Auckland • Need to better synchronise traffic lights through Auckland. • Need strict legislation around liability for cyclists and motorists causing accidents. • Consider introducing parking restrictions in busy / bottleneck areas to ease congestion and safety issues. • Ensure there is space for Loading Zones and School Drop Off Zones in busy areas, such as school zones. • Doesn't agree with the use of Te Reo Māori in the brochure. • Speed bumps in some suburbs have pushed the speeding problem into other suburbs (like Manurewa). • Electric vehicles need to make more noise so pedestrians can hear them. • Bus parking is an issue in the city. They do not indicate when they're pulling out. • Install more traffic lights at intersection of main roads/side streets to make it safer to turn right.



Safe Speeds Programme
Public feedback on proposed speed
limit changes October/November 2021

Feedback related to Waiheke Local
Board area



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November 2021 – Safer Speeds Programme – Report on feedback by local board area
Independently prepared by Viewpoints NZ



Part A – Number of submitters from within the local board area

During October and November 2021, 12 people from within the Waiheke Local Board area submitted on the Safe Speeds Programme - proposed speed limit changes.



Part B – Feedback on roads within the local board area proposed for speed limit changes

In the first part of the feedback form, respondents were asked what they thought of the proposed speed limit changes for each road. Specifically they were asked:

- What do you think of the proposed speed limit change for this road? (*tick-box answers*)
- Why do you feel this way? (*open-ended answers*)

This section outlines:

- The sentiment expressed by respondents towards the proposed speed limit changes for each road within the local board area ('What do you think of the proposed speed limit change for this road?')
- A summary of the open-ended feedback received for each road within the local board area ('Why do you feel this way?').

This section does not apply to Waiheke Local Board as there were not any roads proposed for speed limit changes on Waiheke Island.



Part C – Feedback on roads within the local board area NOT proposed for speed limit changes

Some respondents also identified roads that they thought needed changes, which were not proposed for speed limit reductions. Please note:

- To prevent having lots of themes that were only mentioned once or twice we grouped suggestions into suburbs and used the 'main points' for the themes to identify the roads being mentioned.



Suburb	Rakino Island
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> All roads on Rakino Island - lower speed limit from 50kph to 30kph: Current speed limit is excessive due to no footpaths, narrow roads that are often washed out, old vehicles, lots of children walking, and with heavy traffic (especially during holidays).



Suburb	Waiheke island
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 3</i>	<ul style="list-style-type: none"> Lower speed limit to 30kph: Oneroa shopping area between Korora Rd and Puriri Rd; Surfdale shopping area between Surfdale Rd and Allison Rd; Ostend shopping area, (that is Belgium St and part Ostend Rd) between Wharf Rd and Seaview Rd. Main road between Matiatia and Onetangi should stay 50kph. Onetangi Rd straights should remain at 60kph except the area should be reduced, with the present start point in Onetangi remaining as is, but the start point at the Ostend end being at the Quarry entrance. The rest of the roads in the urbanised western area should be reduced to 30kph except Donald Bruce Rd which could remain at 50kph with reduced speeds outside the schools at the appropriate times. Sea View Road - Lower speed limit: many walkers and e-cycles (hundreds on a busy day), Primary School that people walk to, construction traffic, high speed drivers, is narrow and windy, with blind bends, and adverse camber, and no run-off area - history of accidents here. Lower speed limits around all schools, like the rest of the proposal: The roads are Sea View Road (Waiheke Primary School), Donald Bruce Road (Te Huruhi Primary School, Waiheke High School, and the kindergarten), and Korora Road (Fossil Bay Primary School and kindergarten). Reduce the speed of all Waiheke Island rural roads to a max of 60kph.

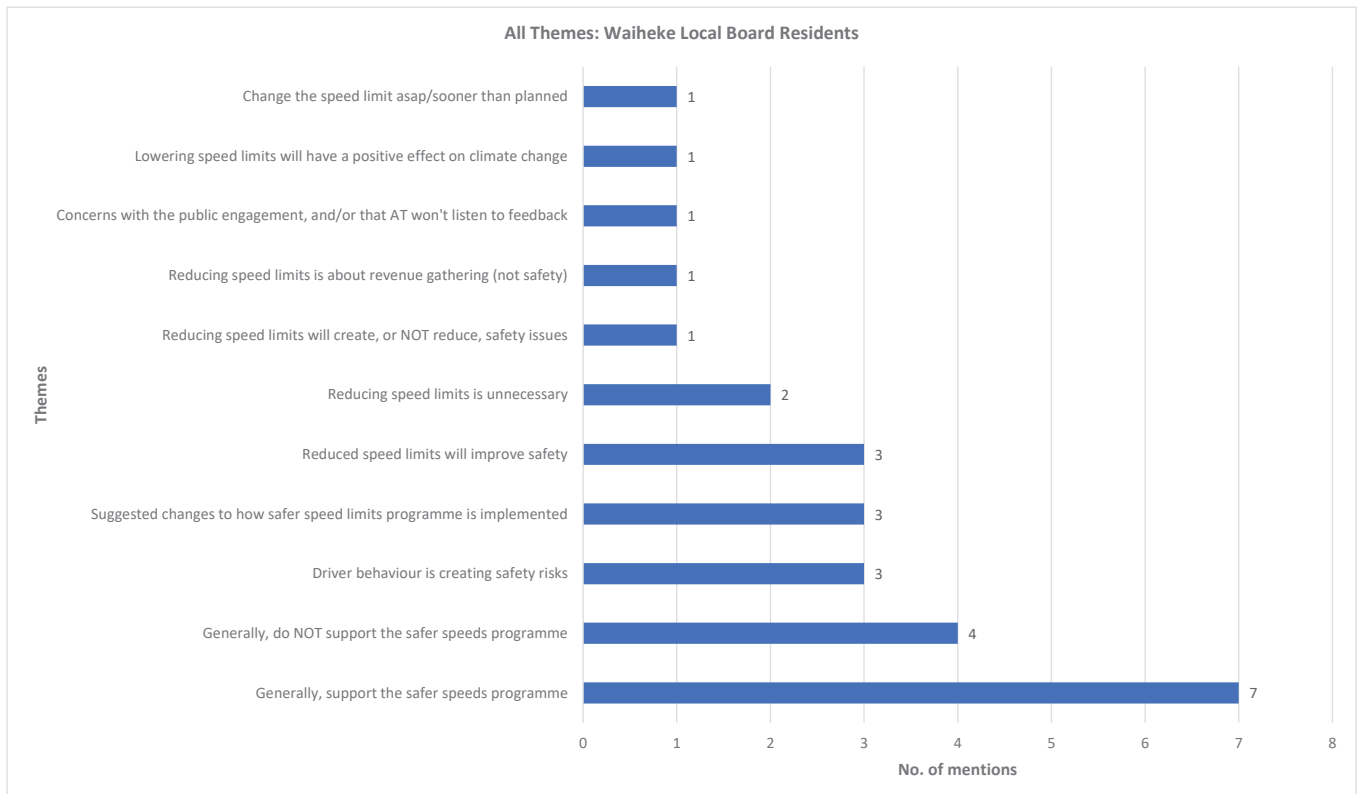
Part D – General themes from people who live within the local board area

The feedback form also provided the opportunity for respondents to provide general comments on the Safer Speed Programme. Most this feedback was general in nature and could not be attributed to a particular road.

This general feedback has been sorted into themes, and similar themes have been grouped together in topic areas. The feedback themes from respondents that said they live within the Waiheke Local Board area are outlined below.

Please note:

- The “Mentions” in the themes column of the tables indicates the number of times that theme was mentioned by people from the Waiheke Local Board area.
- It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Waiheke Local Board area, just themes.



Overall sentiment towards the Safer Speeds Programme

Feedback Theme	Main points
<p>Generally, support the safer speeds programme</p> <p><i>Mentions: 7</i></p>	<ul style="list-style-type: none"> • Support reduced speed limits as they will reduce crashes. • Making streets safer for pedestrians and cyclists can only be a good thing. • Support changes in high incident areas. • Support for speed limit changes around schools. • Support for speed limit changes around schools but only during school hours not 24/7. • Support for changes in inner city suburbs. • Believe other roads should also have a speed reduction. • Support speed reductions but don't agree with proposed speeds: <ul style="list-style-type: none"> ○ There should be less speed levels e.g. 30km/h residential, 60km/h rural and 80km/h motorway. ○ Support speed limit reduction to 40km/h not 30km/h. ○ 100km/h to 40km/h is too large of a change. • Support speed limit changes but they should be targeted to the road and researched.
<p>Generally, do NOT support the safer speeds programme</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • Don't think speed is the issue, road maintenance is. • Don't think speed is the issue, poor driving is. • Don't think speed is the issue, poor enforcement is. • Drivers who decide to speed now will speed anyway. • Will make traffic congestion worse. • Previous programme to lower speed has not had an effect on accidents or deaths. • Current 30km/h hour speed limits are not working and will not work. • Speed limits below 40km/h are unrealistic. • Think speed limits should be raised. • Cars cannot travel faster than the speed limit in Metro Auckland anyway. • Do not support speed reductions on entire roads, rather just the stretch affected by accidents. • Do not support speed limit reductions, except around schools.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Don't support reducing speed on rural roads. • Programme with various speeds will cause confusion and people will be fined. • Put roads already lowered back to 100km/h, it causes dangerous driving with passing. • Franklin community said don't change it. • Thinks programme is pointless. • Thinks programme is a guise to force people out of using private cars.

General comments and suggestions about the Safer Speeds Programme and road safety

Feedback Theme	Main points
<p>Unsure, or don't support, of the reasons/justifications for the proposed speed limit changes Mentions: 3</p>	<ul style="list-style-type: none"> • Need to show why they justify the speed limit reductions. • AT need to show how many fatal crashes on the roads proposed justify the speed limit changes. • AT need to show the number of fatal crashes on Queen Street, Quay Street, Tangihua Street, and Anzac Avenue. • Show how many crashes were caused by speed and not due to other factors. • Franklin roads do not have the accident statistics that are being claimed, would like to see the actual statistics. • Using reports of accidents to make decisions is flawed as not all accidents are reported. • Accidents caused by texting and alcohol should not impact speed decisions. • Using speed around school to justify these changes is wrong as there are already speed limits around schools and most of the proposed changes are not near schools. • Seems driven by ideology not practicality. <ul style="list-style-type: none"> ◦ Proposed changes are unrealistic. ◦ Model is flawed/decision is based on incomplete or incorrect data. • People are capable of driving to the conditions. • Congestions means speed self-limits where necessary. • Speed limit reductions are a guise to force people out of using private cars. • The increase in injuries is probably in correlation to Auckland's growth. • Reducing rural roads to 80km/h is an attempt to ensure roads last longer, not for safety. • Proposal is based not on reducing speed reducing harm, but on cost being a limiting factor in providing safe roads. • These changes are being made to hide how bad AT has made Auckland's traffic congestion. • What are the reasons for these changes? • The roads mentioned for speed changes are inconsistent. • Too many roads have been selected.
<p>Reducing speed limits is unnecessary Mentions: 2</p>	<ul style="list-style-type: none"> • There is no need to lower speed limits/existing speed limits are safe. <ul style="list-style-type: none"> ◦ Roads are safe for the current speed limits (flat, straight, visibility is good, very few hazards on the side of the road, no side roads).

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November 2021 – Safer Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ

Feedback Theme	Main points
	<ul style="list-style-type: none"> ◦ Suggested roads already have speed calming measures (speed bumps, chicanes). • Proposed speed limits are slower than necessary. <ul style="list-style-type: none"> ◦ 50km/h is a safe speed limit, no need to reduce below that. ◦ 30km/h speed limits are ridiculous / too slow / unnecessary. • Speed limit reviews are a waste of time and money. • Many roads require maintenance/upgrading to improve safety, not speed limit reductions. • Due to congestion people already travel around the city at less than 50km/h. • Auckland speed limits are much lower than other parts of New Zealand. • Many of the proposed speed limit reductions don't make sense. • Enough roads have had speed lowered already. • Vehicles do not speed on this road(s). • There have been no, or very few, crashes on this road(s). • Cars are safer than ever. • Vehicles are of better quality now and can travel at faster speeds safely. • Of the 206 rural roads in Franklin only 33 are high risk (serious injury or death), it unnecessary to reduce speeds on many of these roads. • There are no proposed developments in this area that would make this road significantly busier. • The justification that this limit should be reduced to be in keeping with surrounding roads isn't a satisfactory justification. • There is already a variable speed limit for the dangerous part of the road. • Road will still be unsafe for walking at the reduced speed limit. • The changes are being made to slow journeys to get people to ride bikes. • Just use LSZ signs.
<p>Reducing speed limits will create, or NOT reduce, safety issues Mentions: 1</p>	<ul style="list-style-type: none"> • AT's speed limit reductions have so far caused increased crashes and deaths. • Reduced speed limits have increased incidences of dangerous driving. • Reduced speed limits have increased accidents. • There is no evidence that reducing speeds will reduce deaths, in fact, the opposite has occurred. Following a non-relevant Scottish example is senseless. • Reinstate the speed limits that were recently reduced by AT.

11

November 2021 – Safer Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Driver behaviour is the problem, not the speed limits. • People who speed will still speed. • Lower speed limits (and slow drivers) create driver frustration and dangerous behaviour, such as risky overtaking. • Any motorist obeying a 50kmph limit who crashes and causes a fatality or serious injury is either elderly, pathetic, or on drugs/intoxicated. 30kmph speed limit won't change the cause of the accident. • Reduced speed limits will not reduce crashes in South Auckland, most people do not obey the current speed limits. • Reduced speed limit (to 30) will cause constant watching of speedometer instead of watching the road. • Slow traffic encourages phones use. • Variable speeds along same stretch of road causes driver distraction. • Need to also change the design speed of the road, or changes will be ineffective. • Proposal is about politicians being seen to do something, rather than actually improving safety. • AT need to research and focus on changes that will actually improve safety. • Why is AT not doing cost benefit analysis to justify these proposals? • AT need to do a full economic analysis of the impacts of reducing speed limits, such as time wasted, increased travel times for buses/delivery vehicles/taxis etc. • I work for insurance and monitor claims. 98% of our crash report claims are due to poor driver behaviour. 85% of faults causing death and serious injury are elderly. What is your strategy doing about the real cause for these areas?
Reducing speed limits is about revenue gathering (not safety) <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Reducing speed limits is about revenue gathering. • Manurewa is being unfairly targeted to be fined and generate income. • South Auckland, and therefore Māori and Pacific communities, are being unfairly targeted. • Reduced speeds will lead to more petrol consumption and therefore are purely profit generation.
Driver behaviour is creating safety risks <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Improve driver education to reduce crashes. • Drivers that should not have been given licenses is the issue. • Driver education should focus on more than speed, e.g. how to identify when it is safe to pull out, how to accelerate up to speed of other traffic. • Drivers should have to do a practical test every 10 years when they renew their licenses. • Better driver training/refresher courses. Use a hydraulic synaptic feedback chair to learn better risk assessment and understanding of poor driving decisions. • Require driver refresher courses that provide driver trainer in a hydraulic synaptic feedback chair.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Dangerous drivers are ruining it for the majority who drive within the current limits. • Driver education for teenagers in rural areas is required. • Bus drivers need more training as they create a risk. • Good driving should be rewarded to encourage better drivers. • Not fair to reduce speed limits and punish the vast majority of drivers who drive safely, for the minority that drive dangerously (who will drive dangerously anyway). • Drivers using mobile phones is causing crashes. • Cars that are poorly maintained or in poor condition are the cause of crashes, more than speed. • People are regularly running red lights which is dangerous. Install more red-light cameras. • Slow speed limits (and slow drivers) cause driver frustration and dangerous driving, such as risky overtaking. • Reduced speed limits have increased incidences of dangerous driving. • Removing passing lanes is resulting in risky overtaking. • Unless there is frequent signage drivers won't know what speed to go and will be distracted looking for signs. • Any motorist obeying a 50kmph limit who crashes and causes a fatality or serious injury is either elderly, pathic, or on drugs/intoxicated. 30kmph won't change the cause. • I work for insurance and monitor claims. 98% of our crash report claims are due to poor driver behaviour. 85% of faults causing death and serious injury are elderly. What is your strategy doing about the real cause for these areas?
Change the speed limit asap/sooner than planned <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Implement speed limit reductions sooner. • Trial temporary speed limit reductions until new limits come into effect. • AT should take a bolder approach, introduce wider speed zones at a faster pace.
Lowering speed limits will have a positive effect on climate change <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Reducing speed limits will reduce emissions. • Reducing speed limits will help to meet climate change goals. • Reducing speed limits encourages non-vehicle travel and therefore reduces emissions. • Reducing speed limits will reduce pollution.
Suggested changes to how safer speed limits programme is implemented <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Define a low-speed limit across the area (e.g. 30 km/h in urban areas and 60 km/h in rural areas and 80 km/h on motorways) and only allow roads to be faster by exception. • Consider 10km/h speed reduction rather than 20km/h.

Feedback Theme	Main points
	<ul style="list-style-type: none"> Rural roads should be 80km/h maximum. 30km/h is too slow, should only consider implementing 40km/h limits. Having 10km/hr speed increments is confusing. Stick with just odd numbers (i.e. 10, 30, 50, 70, 90, 110km/h). Straight, long stretches of road should be 60km/h. All South Auckland roads should be 50km/h. In areas that have various speeds, stick with just 30km/h and 50km/h. Reduce speed limits on all urban roads to reduce confusion. The idea that speed limits should follow from design speeds is completely backwards. Lower the limit now and then design the street around that whenever it next comes to be rebuilt. Ensure roads are designed/changed to reflect the speed limit for the road, so that people naturally travel the speed limit and feel uncomfortable travelling faster e.g. narrower roads, trees on alternating sides of the road, plant trees between the road and the footpath. Low-cost, tactical changes need to be rolled out to support the reduced speed limits. In urban/residential areas reduced speed areas ought to take the form of low traffic neighbourhoods. Do not create traffic calming that is unsuitable for small vehicles. Speed limits should be implemented with road calming measures. Speed limits should be implemented with extra driver education. Do not support speed reductions on entire roads, rather just the stretch affected by crashes. AT should be proactively monitoring and reviewing all roads for speed limit changes. On dangerous stretches of road, yellow speed warning signs (like on state highways, where a suggested speed for hazardous corners is used) is a better measure to take. Encourage drivers to adjust to the conditions rather than set a speed target.

Other comments and concerns

Feedback Theme	Main points
<p>Concerns with the public engagement, and/or that AT won't listen to feedback</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> AT will not listen to public feedback. AT did not listen to feedback regarding last speed limit review in Franklin, it is now more dangerous. AT needs to communicate their responses to feedback better. There is very limited opportunity to provide feedback. The outcomes have already been decided as you state, "no change is not an option". AT only listens to vocal minority groups. Sick of the government deciding things without consulting the ratepayers. AT never propose increased speed limits. AT need to release statistics to show proof of speed limit reduction requirements on each road. Consultation website was poorly designed and difficult to navigate, meaning that an informed assessment cannot be made. Concerns the map in the brochure drop is deceptive - the dots are incorrectly placed. Had technical issues with the online survey and/or interactive map tool. Concerns the leaflet is propaganda and doesn't contain accurate statistics. Concern that there is a discrepancy between the online information when giving feedback and the leaflet drop:- D'Oyly Drive included in the leaflet but not the online 'Have your say'. Stop using Facebook groups for feedback. Need an option for people to be added to the mailing list once feedback is gathered that doesn't require giving feedback. Future proposals should be posted on local community boards. AT should communicate directly with locals and drive the roads to better understand the problems.
Other comments	<ul style="list-style-type: none"> People parking in unsuitable places causes congestion and is unsafe. Slows down emergency response vehicles who are only allowed to travel 20km/h above limit. Rules around the use of E-scooters and bikes need to be formalised. e.g. giving way, signalling, where to ride, interactions with pedestrians. Speed reductions of 50% or more will not be tolerated by the community. Bicycles and buses now have more road than cars.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Once implemented, will there be a grace period to allow motorists to adjust to new limits? • Road and street section selection is confusing - some cul de sacs around Great North Road (Avondale) are 30km/h but not all. • Accidents around Mt Eden, Truro Road, caused not by speed but by poor traffic management on game days. • Bus drivers need bus monitors to assist with managing order on school buses as the drivers are distracted and this is a safety issue. • Speed limits around Marae should be reduced. • Stop people parking their cars on Galaxy Drive. • Should be using digital speed signs. • Too many speed bumps are bad for the environment (braking and acceleration around speed bumps consume more fuel). • Road 'calming' measures are not fair/appropriate. • Proposed changes seem to unfairly target South Auckland • Need to better synchronise traffic lights through Auckland. • Need strict legislation around liability for cyclists and motorists causing accidents. • Consider introducing parking restrictions in busy / bottleneck areas to ease congestion and safety issues. • Ensure there is space for Loading Zones and School Drop Off Zones in busy areas, such as school zones. • Doesn't agree with the use of Te Reo Māori in the brochure. • Speed bumps in some suburbs have pushed the speeding problem into other suburbs (like Manurewa). • Electric vehicles need to make more noise so pedestrians can hear them. • Bus parking is an issue in the city. They do not indicate when they're pulling out. • Install more traffic lights at intersection of main roads/side streets to make it safer to turn right.



Safe Speeds Programme
Public feedback on proposed speed limit changes October/November 2021
Feedback related to Waitākere Ranges Local Board area



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November 2021 – Safer Speeds Programme – Report on feedback by local board area
Independently prepared by Viewpoints NZ



Part A – Number of submitters from within the local board area

During October and November 2021, 171 people from within the Waitākere Ranges Local Board area submitted on the Safe Speeds Programme - proposed speed limit changes.

Part B – Feedback on roads within the local board area proposed for speed limit changes

In the first part of the feedback form, respondents were asked what they thought of the proposed speed limit changes for each road. Specifically they were asked:

- What do you think of the proposed speed limit change for this road? (*tick-box answers*)
- Why do you feel this way? (*open-ended answers*)

This section outlines:

- The sentiment expressed by respondents towards the proposed speed limit changes for each road within the Waitākere Ranges Local Board area ('What do you think of the proposed speed limit change for this road?')
- A summary of the open-ended feedback received for each road within the Waitākere Ranges Local Board area ('Why do you feel this way?').

Road name	Annison Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	3
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
Other	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> • The 30kph limit could possibly be of benefit for the Annison/Coeys streets as this is a cul-de-sac area with a large grass area and playground, makes sense to slow traffic in general as there are lots of families who use these facilities. • This road has poor safety conditions for children walking to school and other users, with some steep sections. When I use this road for walking and cycling I have had dangerous experiences with drivers who easily go too fast, particularly on the downhill sections.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> • This road has poor safety conditions for children walking to school and other users, with some steep sections. When I use this road for walking and cycling I have had dangerous experiences with drivers who easily go too fast, particularly on the downhill sections.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 2</i>	<ul style="list-style-type: none"> • 40kph during pick up and drop off (school) times would be more appropriate. • The measure of pre-school & post-school time speed limit change should be used instead of all day all time.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Coey Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> The 30kph limit could possibly be of benefit for the Annison/Coey streets as this is a cul-de-sac area with a large grass area and playground - makes sense to slow traffic in general as there are lots of families who use these facilities.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> The measure of pre-school & post-school time speed limit change should be used instead of all day all time.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Kashmir Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	4
I think the current speed limit should be kept the same	1
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> This road has poor safety conditions for children walking to school and other users, with some steep sections. When I use this road for walking and cycling I have had dangerous experiences with drivers who easily go too fast, particularly on the downhill sections.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 2</i>	<ul style="list-style-type: none"> Should be 40kph for only an hour each side of school. The measure of pre-school and post-school time speed limit change should be used instead of all day all time.
Driver behaviour is creating safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> This road has poor safety conditions for children walking to school and other users, with some steep sections. When I use this road for walking and cycling I have had dangerous experiences with drivers who easily go too fast, particularly on the downhill sections.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Kaurimu Rise
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit should be kept the same	2
Other	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> Have never had any issue, do not see any reason for these changes to be made. Is actually a dead-end street off Wirihana. No relevance to Konini Primary school location.
The proposed speed limit reductions lack local knowledge <i>Mentions: 1</i>	<ul style="list-style-type: none"> I've lived in Wirihana Road for 25 years and the current usual 50kph speed limit has never been a problem on any day of the week.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> Why will it operate 24/7 and cover non-school day and non-school time? The measure of pre-school & post-school time speed limit change should be used instead of all day all time.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Longfellow Parade
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> This road has poor safety conditions for children walking to school and other users, with some steep sections. When I use this road for walking and cycling I have had dangerous experiences with drivers who easily go too fast, particularly on the downhill sections.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> The measure of pre-school & post-school time speed limit change should be used instead of all day all time.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Mariana Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> The measure of pre-school & post-school time speed limit change should be used instead of all day all time.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Matama Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit should be kept the same	8
Other	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> Not many pedestrians or much car traffic even in normal times - dead-end road and makes no sense to make cars go 30kph - people will go 50kph anyway. Matama Rd is a cul-de-sac, starting off Glengarry Road, and for about 100m you turn left onto Nandana Road - the rest of Matama Road leads to a cul-de-sac which only residents access and this does not lead to school and school traffic. It is unreasonable for any speed limit change to occur on this small stretch of road. There is rarely speeding in this area.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 7</i>	<ul style="list-style-type: none"> This road is a cul-de-sac, without much traffic or pedestrian activity outside of school times. Only support 30kph on school days only during term. I agree with reduced speed limits on school roads 1hr before and after school, but to have so many roads reduce their speed limit to 30km 24/7 doesn't make sense. I don't agree with this being a 24/7 speed limit. I would be happy with 45 min prior and after school as an idea. Please show evidence of how many elderly, disabled and school children have been injured between the hours of 8pm to 7am. The measure of pre-school and post-school time speed limit change should be used instead of all day all time.
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> Suggest speed humps and chicanes instead of lowering speed limit. 30kph is too slow when there are no children around. 30km/h is far too slow.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Nandana Drive
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	4
I think the current speed limit should be kept the same	6

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> Some vehicles race down this road and the reduced speed limit should encourage people to go slower. The reduced speed limit should reduce crashes in the area. This road has poor safety conditions for children walking to school and other users, with some steep sections. When I use this road for walking and cycling I have had dangerous experiences with drivers who easily go too fast, particularly on the downhill sections.
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> Not much foot traffic or car use. Hardly any foot traffic, cyclists or children moving about here, 30kph is not warranted. Cars parked on this road make it impossible to speed here.
Driver behaviour is creating safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> Sometimes people race down our road on either motorbikes or cars. Dangerous experiences with drivers who easily go too fast, particularly on the downhill sections. dangerous experiences with drivers who easily go too fast, particularly on the downhill sections.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 5</i>	<ul style="list-style-type: none"> Not much traffic or many pedestrians outside of school times - 24/7 30kph is unreasonable. Unnecessary change. There is absolutely no reason for this speed to be changed 24/7. The measure of pre-school & post-school time speed limit change should be used instead of all day all time.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Paewai Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	3
I think the current speed limit on this road should be kept the same	2
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	2
Other	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> Roads nearby are windy and undulating, and there are a lot of children and infill housing lots, so many cars parked on the street - 30kph makes sense, and the sooner the better. This road has poor safety conditions for children walking to school and other users, with some steep sections. When I use this road for walking and cycling I have had dangerous experiences with drivers who easily go too fast, particularly on the downhill sections.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> This road already has speed humps and a 25kph recommendation so see no need for this to be changed. This road already has speed bumps, and a limit so don't feel this needs to be changed.
Driver behaviour is creating safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> This road has poor safety conditions for children walking to school and other users, with some steep sections. When I use this road for walking and cycling I have had dangerous experiences with drivers who easily go too fast, particularly on the downhill sections.
Change the speed limit ASAP/sooner than planned <i>Mentions: 1</i>	<ul style="list-style-type: none"> Roads nearby are windy and undulating, and there are a lot of children and infill housing lots, so many cars parked on the street - 30kph makes sense, and the sooner the better.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 2</i>	<ul style="list-style-type: none"> I think the speed limit should be at 25-30kph for school drop off and pick up periods but NOT 24/7 as proposed. The measure of pre-school & post-school time speed limit change should be used instead of all day all time.



Why do you feel this way?	
Feedback Theme	Main points
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Parked vehicles, especially during pick up/drop off times, block the road in a blind corner on a hill, obstructing visibility and you can't actually see traffic and if they are in your lane or not.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Pitcher Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Only support the proposed speed limit for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Doesn't make sense for a permanent reduced speed limit here, only during school hours, and only around the school - only from Glengarry till almost Konini Rd.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 2</i>	<ul style="list-style-type: none"> Doesn't make sense for a permanent reduced speed limit here, only during school hours, and only around the school - only from Glengarry till almost Konini Rd. The measure of pre-school & post-school time speed limit change should be used instead of all day all time.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Pedestrian crossings would help during pick up/drop off times to prevent people parking too close, like near the walk way by Annison Ave - it is clearly sign posted to not park here, but signs are too small, suggest 'no parking' for three metres both sides to help this.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Shah Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	2

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> It's an unnecessarily wide area to change the speed for on roads that people already drive slow enough on. Making it 24/7 is completely unnecessary. The measure of pre-school and post-school time speed limit change should be used instead of all day all time.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Sonnenberg Way
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	2

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> Have never had any issue, do not see any reason for these changes to be made. A dead-end street off Wirihana why would you change the speed, nowhere near Konini school.
The proposed speed limit reductions lack local knowledge <i>Mentions: 1</i>	<ul style="list-style-type: none"> I've lived in Wirihana Road for 25 years and the current usual 50kph speed limit has never been a problem on any day of the week.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Surat Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> The measure of pre-school and post-school time speed limit change should be used instead of all day all time.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Tagor Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	5
Other	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> Motorists drive slowly on this road already - the issue is that it is narrow with cars parked on both sides (suggest 'no parking' restrictions). This is an inner road, quite steep and a short stretch connecting Nandana Rd to Kashmir Rd and is hard to achieve 50kph in any case. Not much foot traffic, school children, two-wheelers, cycles etc. Totally unnecessary to make any changes to the speed limits. With cars parked on the road, it is impossible to speed here.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 4</i>	<ul style="list-style-type: none"> Not much traffic or many pedestrians outside of school times - a 24/7 30kph speed limit is unreasonable. The measure of pre-school and post-school time speed limit change should be used instead of all day all time.
Other physical improvement suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> Suggest 'no parking' restrictions, as this road is quite narrow with cars parked on both sides - speed not an issue. There should be no street parking on this road as it is so narrow and windy.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Wirihana Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	3
I think the current speed limit on this road should be kept the same	6
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
Other	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> I have children at Konini Primary School. This road has poor safety conditions for children walking to school and other users - corners, lots of hills/valleys. When I use this road for walking and cycling I have had dangerous experiences with drivers who easily go too fast, particularly on the downhill sections.
The reduced speed limit is unnecessary <i>Mentions: 6</i>	<ul style="list-style-type: none"> Have never had any issue, do not see any reason for these changes to be made. Have lived in this street for many years and my children have grown up here. Never had any issues with the speed of vehicles on it. * Lived here for most of my life and have gone to the local schools around and have never felt the speed limits were an issue. I think they should be kept at 50kms. No school near or on this street. Konini primary is quite some distance away. People generally drive slowly/carefully around the times kids are going to or returning from school already. Anyone that does n't is not going to change their ways due to a speed sign changing. Kids are generally only out walking by themselves for two 30 min periods on weekdays.
The proposed speed limit reductions lack local knowledge <i>Mentions: 3</i>	<ul style="list-style-type: none"> Have never had any issue, do not see any reason for these changes to be made. Have lived in this street for many years and my children have grown up here. Never had any issues with the speed of vehicles on it. Lived here for most of my life and have gone to the local schools around and have never felt the speed limits were an issue. I think they should be kept at 50kms.



Why do you feel this way?	
Feedback Theme	Main points
Only support the reduced speed limit for a certain period of the day <i>Mentions: 3</i>	<ul style="list-style-type: none"> Suggest proposed speed limit only apply 8am to 4pm Monday to Friday - no value in a 30kph speed limit at 9pm at night or weekends. Seems over the top to change a speed limit 24/7 for such a specific situation that applies for only one hour in total over a 24 hour period. I have kids that walk to school and the only road I worry about is Konini which isn't even proposed anyway. Why will it operate 24/7 and cover non-school day and non-school time? The measure of pre-school & post-school time speed limit change should be used instead of all day all time.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Judder bars/speed bumps would be a good thing. 30km/h is too low. 40km/h is more reasonable.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Withers Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	13
I think the current speed limit on this road should be kept the same	10
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	3
Other	5

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 8</i>	<ul style="list-style-type: none"> The reduced speed limits will make it safer to walk and/or cycle to school. The reduced speed limit should reduce crashes in the area. Safer for children of Kononi School. Due to the intersection just before the school, the 30kph limit will be safer for children. Young children crossing this road regularly, and for kids cycling up to the pump track (lower limit will be safer). This road has poor safety conditions for children walking to school and other users, with some steep sections. When I use this road for walking and cycling I have had dangerous experiences with drivers who easily go too fast, particularly on the downhill sections.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> It is unnecessarily slow and will lead to a lot of driver frustration if it is implemented 24/7 as proposed. Lower speed limit will cause major traffic problems especially around pick up and drop off time at the many schools in this area.
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> There are already lower 40kph speed limits in place around schools, and the proposed 30kph is lower than that - there are crossings to assist kids crossing the road: no reason to be 30kph 24/7 around Kononi School. There is rarely speeding around this area. I think the current limit is an appropriate speed.



Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is not good as it will increase journey times <i>Mentions: 2</i>	<ul style="list-style-type: none"> Travel times are bad enough in Auckland and proposal will make it worse. It will cause major traffic problems.
The proposed speed limit reductions lack local knowledge <i>Mentions: 2</i>	<ul style="list-style-type: none"> There are other issues in Glen Eden such as speed humps that have killed the town centre
Too many changes in speed limits along the road (or in area) will be confusing <i>Mentions: 11</i>	<ul style="list-style-type: none"> Keep the speed limit all the same. keep it simple. 50kph in town. Then we all know the Maximum how fast you can go. When driving you need to keep your eyes on the road and what's around you not all the time on your speedo.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 11</i>	<ul style="list-style-type: none"> Shouldn't reduce the speed 24/7 when children only use the road for 2hrs a day. Only agree with restrictions during school pick up/drop off times - It's not that busy most of the time, there are wide footpaths and berms on both sides of the road for pedestrians. Should only be one hour each side of school hours. For the short time before and after school when there is safety concerns, a speed limit of 40km/hr is slow enough for pedestrians to be seen. Should only apply within approximately 500 metres of schools before school starts and after school ends to provide adequate safety for our children to and from school. The measure of pre-school & post-school time speed limit change should be used instead of all day all time. The 24/7 speed limit change instead of a focused time is illogical and irrelevant to the objective. 40kph school zone speed limit with signs posted up should be introduced to slow cars on Withers Road during the before and after school times on school days so it is in line with the other schools in the area e.g., Kaurilands and Glen Eden Intermediate, Green Bay, Prospect etc. The speed limits should respond to the needs at particular times of day. The system of having 40km/hr around schools when kids will be out and about is a good one. I think the speed limit should be at 25 or 30 for school drop off and pick up periods but NOT 24/7 as proposed. Whilst I can understand the purpose and the reason for the change, I don't agree with this being a 24/7 speed limit. Please show evidence of how many elderly, disabled and school children have been injured between the hours of 8pm to 7am if at all. The proposed changes make no sense to be a 24/7 limit. I would be happy with 45 min prior and after school as an idea. Also, during school drop off and collect times the traffic is very slow any way especially due to the raised crossings around the area installed.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> The measure of pre-school & post-school time speed limit change should be used instead of all day all time.
Only support the proposed speed limit for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Proposed area is too wide - the current restrictions for speed reduction within approximately 500 metres of schools before school starts and after school ends provides adequate safety for our children to and from school.
Other physical improvements suggested <i>Mentions: 4</i>	<ul style="list-style-type: none"> 'No parking' restrictions needed, as cars parked on blind corners are dangerous. You can't see oncoming traffic, especially the section between Kashmir and Kaurilands roads . If there are issues regarding the road being narrow due to cars parking on both sides, suggest yellow lines ('no parking') where there are bends in the road. More speed cameras or police patrols around school areas. The buses that use these narrow roads are more of concern. As more concern also is the hedges that have overgrown onto the footpaths, so walkers have to walk on verges or roads and difficult for the elderly

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

Part C – Feedback on roads within the local board area NOT proposed for speed limit changes

Some respondents also identified roads that they thought needed changes, which were not proposed for speed limit reductions. Please note:

- To prevent having lots of themes that were only mentioned once or twice we grouped suggestions into suburbs and used the 'main points' for the themes to identify the roads being mentioned.
- Some suburbs are situated within more than one local board area, as such there may be some roads in this section which are not relevant to the Waitākere Ranges Local Board area. It saved a significant amount of time reporting in this way.

Suburb	Glen Eden
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 7</i>	<ul style="list-style-type: none"> • Glengarry Rd should be considered - lots of speeding and reckless driving on straight flats. • If school safety is an issue, reducing speed on Rosier Rd or Glenview Rd would have a better effect (than Matama Rd). • West Coast Rd - lower speed limit to 30kph: Glen Eden town centre needs a 30kph speed limit, as identified in AT risk assessments and as proposed in previous consultations by AT. You now do not need to spend more on engineering features - you have just done that - and should proceed with speed reductions as originally proposed. There is a primary school, and two Early Childhood Education centres close to West Coast Road with two busy intersections adjacent (WCR-Glenview and Glenview-Clayburn-Waikumete) which should have led to consideration of this a school-based reduction. It is negligent to not include this road. Driver convenience is not a defence when safety is at risk and people have died due to the unsafe road environment. • Roads near Prospect Primary School - Lower speed limit: Should be considered in proposal due to narrow, winding roads with rat-running traffic avoiding traffic lights and congestion through Glen Eden.
Other physical improvements suggested <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Captain Scott Rd - Existing speed hump improvements are dangerous to vehicles, pedestrians, and cyclists. • Approaches to speed humps in Glen Eden town centre are too steep.
Other comments <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Glendale Rd - either do not lower speed or allow access on Captain Scott Road again - now route Titirangi to Henderson must negotiate traffic lights, speed humps and detours, as well as more traffic. Kaurilands Rd should not be a through road. • Glendale Rd: Traffic from Titirangi to Henderson has lately been made a lot harder as the main route for us, since Captain Scott route has been closed. Now we have to negotiate traffic lights and speed humps and detours. Either don't make the speed lower here or give us the Captain Scott road back. Kaurilands should not be the through road as there are many schools there and there aren't any on Captain Scott. This route is the best bicycle route between Titirangi and Glen Eden as it is flat for half of the way so we would suggest you make this route along the schools the main through cycle route and open the Captain Scott road again for cars. • Captain Scott Rd: There are now too few and too limited routes from Titirangi to Henderson. People from Titirangi are upset that the main route through Glen Eden has been closed without consultation that I have seen. The other route, Kaurilands and Glendale, has a lot of schools on it and now gets very congested around school in and out times. It is getting impossible/very hard to live in Titirangi and work in Henderson now - need to take through traffic from Titirangi to the further West into account. • Woodvale Rd: It is quite unethical to have all these speed bumps here as they are very hurtful for disabled people with back or head injuries or permanent damage or trauma.

Suburb	Oratia
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Include more West Auckland Roads in proposal, including Shaw Rd.



Suburb	Piha
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Include more West Auckland Roads, including Piha Rd.



Suburb	Swanson
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Kay Rd - Lower speed limit: Speed was reduced on Birdwood Rd nearby, but Kay is narrower, windier and has similar volumes of traffic, and the top section of the road is less than one lane wide (several near misses due to speed) and is steep and popular with cyclists. The intersection with Waitakere Rd is excessively wide and encourages high speed onto Kay Rd - should have lowered limit to match surrounding streets. • Swanson Rd - Lower speed limit from 80kph to 50kph: From Parkfield Ave to Scenic Dr North should have lower speed limit. • Mettam Dr - Lower speed limit to 30kph: This road and the whole of the new Fletcher Living subdivision in Swanson (bounded by Mettam Dr, Forbes McCammon Dr, William Wallbank Cres, and O'Meara Sts) should have lower limit due to many young families and older people who cycle, walk, and take the train. Drivers regularly drive in excess of speed limit regardless of traffic calming.



Suburb	Titirangi
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 10</i>	<ul style="list-style-type: none"> • Lower speed limit - Huia Rd; Scenic Dr; Piha Rd; Lone Kauri Road: to make them safer for pedestrians and cyclists. • Grendon Rd - Lower speed limit to 20kph: so everyone can safely walk/cycle/play here. We don't need to go fast here as we are very close to our destination. • South Titirangi Rd - Lower speed limit to 40kph: A lot of traffic comes out of the close as well as pedestrians to and from the bus stop, on a bend with limited visibility, and cyclists crossing or entering this road. Suggest lower limit and a pedestrian crossing and a warning. • Titirangi Rd - lower speed limit to 30kph: In the Titirangi Village Centre there are many roads merging, pedestrians, cars turning off into side streets, shops. • Titirangi Rd - Lower speed limit: Traffic generally exceeds speed limit here, and is unsafe for pedestrians on the narrow pavements, especially when you have to step onto the road to maintain social distance. Traffic speeds around this blind corner, and any pedestrian stepping out or crossing here is in real danger. • Konini Rd - Lower speed limit: Concern about children walking to school on this road. • Kaurilands Rd - Lower speed limit to 30kph: large numbers of children walk it (to the intermediate and to Kaurilands Primary), large traffic volumes, and increased risks from traffic due to road geometry (gradients, corners) and side intersections. It has zebra crossings and raised tables so will not require further investment in safety, but speed limit at 30kph will be far safer for thousands of students. • Include more West Auckland Roads in proposal, including Scenic Dr.
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> • South Titirangi Rd - Pedestrian facilities: A lot of traffic comes out of the close as well as pedestrians to and from the bus stop, on a bend with limited visibility, and cyclists crossing or entering this road. Suggest lower limit and a pedestrian crossing and a warning. • Kononi Rd between Kaurilands and Daffodil - 'no parking' restrictions: that way pedestrians can be seen when crossing and oncoming traffic don't have to negotiate between each other and parked cars.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Kaurilands Rd/Captain Scott Rd - Do not lower speed limit - Traffic from Titirangi to Henderson has lately been made a lot harder since the main route for us, Captain Scott route, has been closed. Now we have to negotiate traffic lights and speed humps and detours. Don't make the speed lower here or give us the Captain Scott Road back. Kaurilands Rd should not be a through road as there are many schools there and there aren't any on Captain Scott. This route is the best bicycle route between Titirangi and Glen Eden as it is flat for half of the way so we would suggest you make this route along the schools the main through cycle route and open the Captain Scott Rd again for cars.



Suburb	Waitakere
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Wairere Rd - Lower speed limit from (80kph to 60kph): Current is unsafe with many accidents. Road is hilly and winding with reduced sight lines, and residential properties. • Clark Rd - Lower vehicle speeds: Main route residents use to access Northern motorway - high vehicle speeds day and night, with only one speed bump, and is dangerous for children crossing the road (Scott Point Primary). • Waitakere Rd - Lower speed limit from 80kph to 60kph: Current speed limit is ignored, with vehicles speeding between Swanson end and Waitakere Village and school, with blind driveways that it is difficult to exit from.

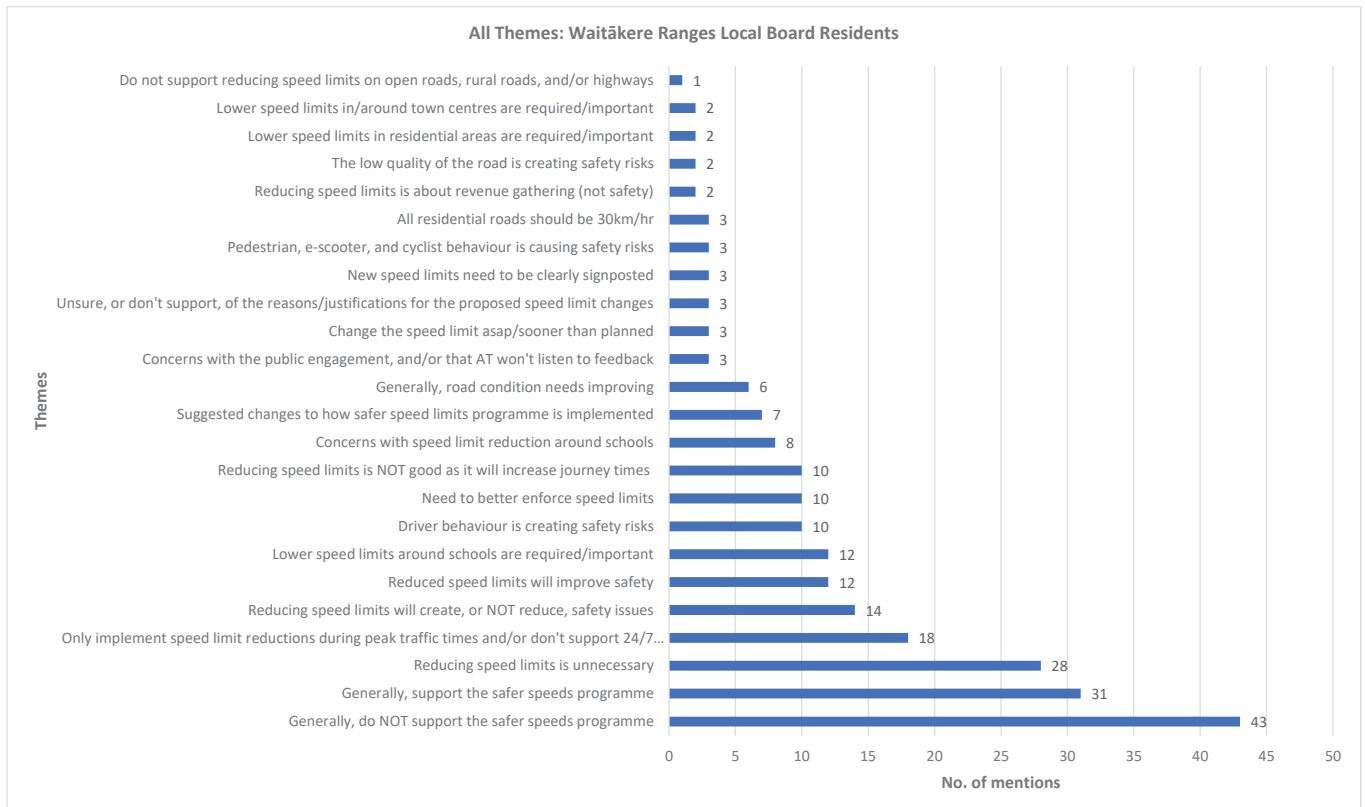
Part D – General themes from people who live within the local board area

The feedback form also provided the opportunity for respondents to provide general comments on the Safe Speeds Programme. Most this feedback was general in nature and could not be attributed to a particular road.

This general feedback has been sorted into themes, and similar themes have been grouped together in topic areas. The feedback themes from respondents that said they live within the Waitākere Ranges Local Board area are outlined below.

Please note:

- The “Mentions” in the themes column of the tables indicates the number of times that theme was mentioned by people from the Waitākere Ranges Local Board area.
- It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Waitākere Ranges Local Board area, just themes.



Overall sentiment towards the Safer Speeds Programme

Feedback Theme	Main points
<p>Generally, support the safer speeds programme</p> <p><i>Mentions: 31</i></p>	<ul style="list-style-type: none"> • Support reduced speed limits as they will reduce crashes. • Making streets safer for pedestrians and cyclists can only be a good thing. • Support changes in high incident areas. • Support for speed limit changes around schools. • Support for speed limit changes around schools but only during school hours not 24/7. • Support for changes in inner city suburbs. • Believe other roads should also have a speed reduction. • Support speed reductions but don't agree with proposed speeds: <ul style="list-style-type: none"> ○ There should be less speed levels e.g. 30km/h residential, 60km/h rural and 80km/h motorway. ○ Support speed limit reduction to 40km/h not 30km/h. ○ 100km/h to 40km/h is too large of a change. • Support speed limit changes but they should be targeted to the road and researched.
<p>Generally, do NOT support the safer speeds programme</p> <p><i>Mentions: 43</i></p>	<ul style="list-style-type: none"> • Don't think speed is the issue, road maintenance is. • Don't think speed is the issue, poor driving is. • Don't think speed is the issue, poor enforcement is. • Drivers who decide to speed now will speed anyway. • Will make traffic congestion worse. • Previous programme to lower speed has not had an effect on accidents or deaths. • Current 30km/h hour speed limits are not working and will not work. • Speed limits below 40km/h are unrealistic. • Think speed limits should be raised. • Cars cannot travel faster than the speed limit in Metro Auckland anyway. • Do not support speed reductions on entire roads, rather just the stretch affected by accidents. • Do not support speed limit reductions, except around schools.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Don't support reducing speed on rural roads. • Programme with various speeds will cause confusion and people will be fined. • Put roads already lowered back to 100km/h, it causes dangerous driving with passing. • Franklin community said don't change it. • Thinks programme is pointless. • Thinks programme is a guise to force people out of using private cars.

General comments and suggestions about the Safer Speeds Programme and road safety

Feedback Theme	Main points
<p>Unsure, or don't support, of the reasons/justifications for the proposed speed limit changes</p> <p>Mentions: 3</p>	<ul style="list-style-type: none"> • Need to show why they justify the speed limit reductions. • AT need to show how many fatal crashes on the roads proposed justify the speed limit changes. • AT need to show the number of fatal crashes on Queen Street, Quay Street, Tangihua Street, and Anzac Avenue. • Show how many crashes were caused by speed and not due to other factors. • Franklin roads do not have the accident statistics that are being claimed, would like to see the actual statistics. • Using reports of accidents to make decisions is flawed as not all accidents are reported. • Accidents caused by texting and alcohol should not impact speed decisions. • Using speed around school to justify these changes is wrong as there are already speed limits around schools and most of the proposed changes are not near schools. • Seems driven by ideology not practicality. <ul style="list-style-type: none"> ◦ Proposed changes are unrealistic. ◦ Model is flawed/decision is based on incomplete or incorrect data. • People are capable of driving to the conditions. • Congestions means speed self-limits where necessary. • Speed limit reductions are a guise to force people out of using private cars. • The increase in injuries is probably in correlation to Auckland's growth. • Reducing rural roads to 80km/h is an attempt to ensure roads last longer, not for safety. • Proposal is based not on reducing speed reducing harm, but on cost being a limiting factor in providing safe roads. • These changes are being made to hide how bad AT has made Auckland's traffic congestion. • What are the reasons for these changes? • The roads mentioned for speed changes are inconsistent. • Too many roads have been selected.
<p>Reducing speed limits is unnecessary</p> <p>Mentions: 28</p>	<ul style="list-style-type: none"> • There is no need to lower speed limits/existing speed limits are safe. <ul style="list-style-type: none"> ◦ Roads are safe for the current speed limits (flat, straight, visibility is good, very few hazards on the side of the road, no side roads).

Feedback Theme	Main points
	<ul style="list-style-type: none"> ◦ Suggested roads already have speed calming measures (speed bumps, chicanes). • Proposed speed limits are slower than necessary. <ul style="list-style-type: none"> ◦ 50km/h is a safe speed limit, no need to reduce below that. ◦ 30km/h speed limits are ridiculous / too slow / unnecessary. • Speed limit reviews are a waste of time and money. • Many roads require maintenance/upgrading to improve safety, not speed limit reductions. • Due to congestion people already travel around the city at less than 50km/h. • Auckland speed limits are much lower than other parts of New Zealand. • Many of the proposed speed limit reductions don't make sense. • Enough roads have had speed lowered already. • Vehicles do not speed on this road(s). • There have been no, or very few, crashes on this road(s). • Cars are safer than ever. • Vehicles are of better quality now and can travel at faster speeds safely. • Of the 206 rural roads in Franklin only 33 are high risk (serious injury or death), it unnecessary to reduce speeds on many of these roads. • There are no proposed developments in this area that would make this road significantly busier. • The justification that this limit should be reduced to be in keeping with surrounding roads isn't a satisfactory justification. • There is already a variable speed limit for the dangerous part of the road. • Road will still be unsafe for walking at the reduced speed limit. • The changes are being made to slow journeys to get people to ride bikes. • Just use LSZ signs.
<p>Reducing speed limits will create, or NOT reduce, safety issues</p> <p>Mentions: 14</p>	<ul style="list-style-type: none"> • AT's speed limit reductions have so far caused increased crashes and deaths. • Reduced speed limits have increased incidences of dangerous driving. • Reduced speed limits have increased accidents. • There is no evidence that reducing speeds will reduce deaths, in fact, the opposite has occurred. Following a non-relevant Scottish example is senseless. • Reinstate the speed limits that were recently reduced by AT.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Driver behaviour is the problem, not the speed limits. • People who speed will still speed. • Lower speed limits (and slow drivers) create driver frustration and dangerous behaviour, such as risky overtaking. • Any motorist obeying a 50kmph limit who crashes and causes a fatality or serious injury is either elderly, pathetic, or on drugs/intoxicated. 30kmph speed limit won't change the cause of the accident. • Reduced speed limits will not reduce crashes in South Auckland, most people do not obey the current speed limits. • Reduced speed limit (to 30) will cause constant watching of speedometer instead of watching the road. • Slow traffic encourages phones use. • Variable speeds along same stretch of road causes driver distraction. • Need to also change the design speed of the road, or changes will be ineffective. • Proposal is about politicians being seen to do something, rather than actually improving safety. • AT need to research and focus on changes that will actually improve safety. • Why is AT not doing cost benefit analysis to justify these proposals? • AT need to do a full economic analysis of the impacts of reducing speed limits, such as time wasted, increased travel times for buses/delivery vehicles/taxis etc. • I work for insurance and monitor claims. 98% of our crash report claims are due to poor driver behaviour. 85% of faults causing death and serious injury are elderly. What is your strategy doing about the real cause for these areas?
Reduced speed limits will improve safety <i>Mentions: 12</i>	<ul style="list-style-type: none"> • Lower speed limits will make people less likely to crash. • Lower speed limits improve pedestrian safety. • Lower speed limits will make our streets safer for children, elderly, and those with mobility issues. • Limiting speed will make cycling safer. • Lower speed limits in areas with speed related incidents. • Lowering speed limit is the only option on some roads that cannot be improved in other ways. • Road conditions are not suitable for the current speed limits, lowering them will improve safety.
Reducing speed limits is NOT good as it will increase journey times <i>Mentions: 10</i>	<ul style="list-style-type: none"> • Reducing speed limits will increase journey times. • Reduced speed limits increases pollution. • Reduced speed will impact traffic flow.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Reduced speed will increase congestion. • Reduced speed limits will increase journey times for emergency services - they cannot exceed 30km/h over the limit. • Reduced driving speeds is increasing journey times from Pukekohe to Auckland. • Driving around rural roads in Franklin will take too long at lower speeds. • Slower speeds, slows the economy. • Longer journey times mean increased risk of accidents. • Increased journey times will create risky, impatient drivers. • Reduced speed limits will negatively affect the public transport network. • Want to be compensated for wasted time. • Want to be compensated for wasted fuel.
Reducing speed limits is about revenue gathering (not safety) <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Reducing speed limits is about revenue gathering. • Manurewa is being unfairly targeted to be fined and generate income. • South Auckland, and therefore Māori and Pacific communities, are being unfairly targeted. • Reduced speeds will lead to more petrol consumption and therefore are purely profit generation.
New speed limits need to be clearly signposted <i>Mentions: 3</i>	<ul style="list-style-type: none"> • New speed limits need to be clearly signposted. • New speed limits should be painted on the road as well as signposted.
Need to better enforce speed limits <i>Mentions: 10</i>	<ul style="list-style-type: none"> • Proposed changes will have minimal impact if not enforced. • General concerns about how speed limits will be enforced. • Better police roads with 50km/h speed limits. • Need more traffic cops. • Install speed cameras around schools. • Need more speed cameras can increase safety. • Need more random license and WOF checks. • Ensure courts enforce the law. • Need stronger penalties for breaking the road rules (one submitter suggested vehicles seized and if a repeat offender, crushed). • Need harsher penalties for those that speed past schools.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Make those caught speeding attend a course. • Need to police those driving too slow. • Great South Road between Drury and Papakura is never policed.
Driver behaviour is creating safety risks <i>Mentions: 10</i>	<ul style="list-style-type: none"> • Improve driver education to reduce crashes. • Drivers that should not have been given licenses is the issue. • Driver education should focus on more than speed, e.g. how to identify when it is safe to pull out, how to accelerate up to speed of other traffic. • Drivers should have to do a practical test every 10 years when they renew their licenses. • Better driver training/refresher courses. Use a hydraulic synaptic feedback chair to learn better risk assessment and understanding of poor driving decisions. • Require driver refresher courses that provide driver trainer in a hydraulic synaptic feedback chair. • Dangerous drivers are ruining it for the majority who drive within the current limits. • Driver education for teenagers in rural areas is required. • Bus drivers need more training as they create a risk. • Good driving should be rewarded to encourage better drivers. • Not fair to reduce speed limits and punish the vast majority of drivers who drive safely, for the minority that drive dangerously (who will drive dangerously anyway). • Drivers using mobile phones is causing crashes. • Cars that are poorly maintained or in poor condition are the cause of crashes, more than speed. • People are regularly running red lights which is dangerous. Install more red-light cameras. • Slow speed limits (and slow drivers) cause driver frustration and dangerous driving, such as risky overtaking. • Reduced speed limits have increased incidences of dangerous driving. • Removing passing lanes is resulting in risky overtaking. • Unless there is frequent signage drivers won't know what speed to go and will be distracted looking for signs. • Any motorist obeying a 50kmph limit who crashes and causes a fatality or serious injury is either elderly, pathic, or on drugs/intoxicated. 30kmph won't change the cause. • I work for insurance and monitor claims. 98% of our crash report claims are due to poor driver behaviour. 85% of faults causing death and serious injury are elderly. What is your strategy doing about the real cause for these areas?

Feedback Theme	Main points
Pedestrian, e-scooter, and cyclist behaviour is causing safety risks <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Improve pedestrian education/road safety. • Children need to be taught road safety. • Pedestrians are distracted on their phones. • Pedestrians should be made responsible for their own actions. • Speed limits are fine; money would be better spent on teaching pedestrians/children to cross the road safely. • Children around schools running out on the road are unsafe. • Speed limits are fine, cyclists making risky decisions is the safety issue. • Cyclists should have registration numbers, some are dangerous. • Cyclists should be legally required to use cycle lanes where available and ride single file. • E-scooters on the road are a safety issue.
The low quality of the road is creating safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Roads are dangerous due to lack of road maintenance. • Improve road quality with more crossings, stop signs, give ways etc. • Improve road signage and markings. • Various maintenance issues of concern, such as potholes, uneven surfaces, road slope, road surface, narrow roads, and subsidence. • Poor repairs and maintenance work that don't last or are in poor/uneven condition from the time of the repair are a problem. • More and more development is being permitted without improving road quality • Lack of passing zones encourages dangerous overtaking. • On street parking is causing safety issues - obscures vision on residential streets, and on major roads parked cars reduce lane widths leading to congestion.
Generally, road condition needs improving <i>Mentions: 6</i>	<ul style="list-style-type: none"> • Need to improve road maintenance and design. • Improving road condition/maintenance is more important than reducing speed limits. • Proposed speed limit reductions are to avoid necessary road maintenance. • Infrastructure suggestions to make the roads safer. <ul style="list-style-type: none"> ○ Speed tables. ○ Better quality maintenance. ○ Improve road signage, road markings, and lighting. ○ Speed limits should be painted on roads at regular intervals.

Feedback Theme	Main points
	<ul style="list-style-type: none"> ○ Need to make roads flow better. ○ Road calming suggestions. ○ More pedestrian crossings. ● Improve road signage, road markings and lighting. ● Need to make roads flow better. ● Poor repairs and maintenance work that don't last or are in poor/uneven condition from the time of the repair are a problem. ● Poor road condition is causing regular damage to vehicles. ● Need to improve motorways and invest more time in them. ● More and more development is being permitted without improving road quality.
Change the speed limit asap/sooner than planned <i>Mentions: 3</i>	<ul style="list-style-type: none"> ● Implement speed limit reductions sooner. ● Trial temporary speed limit reductions until new limits come into effect. ● AT should take a bolder approach, introduce wider speed zones at a faster pace.
Suggested changes to how safer speed limits programme is implemented <i>Mentions: 7</i>	<ul style="list-style-type: none"> ● Define a low-speed limit across the area (e.g. 30 km/h in urban areas and 60 km/h in rural areas and 80 km/h on motorways) and only allow roads to be faster by exception. ● Consider 10km/h speed reduction rather than 20km/h. ● Rural roads should be 80km/h maximum. ● 30km/h is too slow, should only consider implementing 40km/h limits. ● Having 10km/hr speed increments is confusing. Stick with just odd numbers (i.e. 10, 30, 50, 70, 90, 110km/h). ● Straight, long stretches of road should be 60km/h. ● All South Auckland roads should be 50km/h. ● In areas that have various speeds, stick with just 30km/h and 50km/h. ● Reduce speed limits on all urban roads to reduce confusion. ● The idea that speed limits should follow from design speeds is completely backwards. Lower the limit now and then design the street around that whenever it next comes to be rebuilt. ● Ensure roads are designed/changed to reflect the speed limit for the road, so that people naturally travel the speed limit and feel uncomfortable travelling faster e.g. narrower roads, trees on alternating sides of the road, plant trees between the road and the footpath. ● Low-cost, tactical changes need to be rolled out to support the reduced speed limits. ● In urban/residential areas reduced speed areas ought to take the form of low traffic neighbourhoods.

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November 2021 – Safer Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ

Feedback Theme	Main points
	<ul style="list-style-type: none"> ● Do not create traffic calming that is unsuitable for small vehicles. ● Speed limits should be implemented with road calming measures. ● Speed limits should be implemented with extra driver education. ● Do not support speed reductions on entire roads, rather just the stretch affected by crashes. ● AT should be proactively monitoring and reviewing all roads for speed limit changes. ● On dangerous stretches of road, yellow speed warning signs (like on state highways, where a suggested speed for hazardous corners is used) is a better measure to take. Encourage drivers to adjust to the conditions rather than set a speed target.

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November 2021 – Safer Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ

Times of days and locations where speed limit reductions are NOT supported

Feedback Theme	Main points
<p>Only implement speed limit reductions during peak traffic times and/or don't support 24/7 implementation</p> <p><i>Mentions: 18</i></p>	<ul style="list-style-type: none"> Do not support 24/7 implementation of speed limits. Only implement during peak traffic times. Only implement during school hours, school pick-up and drop-off times, and/or during school terms. Speed reductions should only be between 8am and 7pm. Speed reductions should only be between 8am and 4pm. Reducing speeds all day for a problem that only exists for a short period of time each day doesn't make sense. Reducing speeds for 24 hours is impractical and impossible to police. Speed limit signage around schools should be electronic so limits can be changed when necessary (increased in evenings and weekends).
<p>Do not support reducing speed limits on open roads, rural roads, and/or highways</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> Do not support reducing speed limits on open roads and/or highways. Rural roads should have an open road speed limit so people can decide how fast they travel.
<p>Concerns with speed limit reduction around schools</p> <p><i>Mentions: 8</i></p>	<ul style="list-style-type: none"> Schools are already speed limit zones, why add extra. Limit should be 40km/h. Should not be 24/7, and should be notified by illuminated, variable signs. Different schools have different start times, so speed limits should be tailored to those times. School zones should have more monitoring at peak times, not speed limit reductions. Too many side roads around schools are included in low-speed limit. Should only be 30km/h for a distance of 400m from each school. Speed limits should be around primary schools only. Only apply 30km/h speed limits to on schools that are not on main arterial roads. It is not speed around schools that is the problem, it is parents dropping off and picking up dangerously, and buses. People ignore low speed zones around schools anyway. Is there a strategy to address school related traffic volume?

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November 2021 – Safer Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ

General locations where speed limit reductions are supported

Feedback Theme	Main points
<p>Lower speed limits around schools are required/important</p> <p><i>Mentions: 12</i></p>	<ul style="list-style-type: none"> All schools should be included. Makes it safer for children going to/from school. Change speed limit around schools 40km/h. Speed limits around schools need to be standard, not 40kph at some and 30kph at others. Reduced speed limits should be restricted to school zones. Leave other roads 50km. Don't support the speed reductions, except around schools. There should be traffic calming measures and safety improvements (pedestrian islands) as well as lower speed limits. All schools should have flashing 30kmh signs at their boundary.
<p>Lower speed limits in residential areas are required/important</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> All residential roads should be 30km/h. Lower speed limit is important, but it should be 35km/h or 40km/h. High density town roads should be 40km/h maximum. In a cul-de-sac or tight, narrow residential road, the limit should be lower than 30km/h. All minor side streets should be 30km/h. Need lower speed limits around parks, where children play. Residential roads have more potential for conflict (people turning out of driveways, pedestrians crossing the road, parked cars) and often have worse visibility. Modern cars are large and dangerous, lower speed limits in suburban roads would be safer for pedestrians.
<p>All residential roads should be 30km/hr</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> All residential roads should be 30km/h. Will enable vehicles and bikes to share the road. Should be supported by physical measures to reduce speeds.
<p>Lower speed limits in/around town centres are required/important</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> Town centres are high pedestrian areas so should have lower speed limits. Agree with speed reductions but speed limits should be 40km/h. The city should be 30km/h everywhere, with wider footpaths and narrower streets to encourage slow speeds.

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November 2021 – Safer Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ

Other comments and concerns

Feedback Theme	Main points
<p>Concerns with the public engagement, and/or that AT won't listen to feedback</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • AT will not listen to public feedback. • AT did not listen to feedback regarding last speed limit review in Franklin, it is now more dangerous. • AT needs to communicate their responses to feedback better. • There is very limited opportunity to provide feedback. • The outcomes have already been decided as you state, "no change is not an option". • AT only listens to vocal minority groups. • Sick of the government deciding things without consulting the ratepayers. • AT never propose increased speed limits. • AT need to release statistics to show proof of speed limit reduction requirements on each road. • Consultation website was poorly designed and difficult to navigate, meaning that an informed assessment cannot be made. • Concerns the map in the brochure drop is deceptive - the dots are incorrectly placed. • Had technical issues with the online survey and/or interactive map tool. • Concerns the leaflet is propaganda and doesn't contain accurate statistics. • Concern that there is a discrepancy between the online information when giving feedback and the leaflet drop:- D'Oyly Drive included in the leaflet but not the online 'Have your say'. • Stop using Facebook groups for feedback. • Need an option for people to be added to the mailing list once feedback is gathered that doesn't require giving feedback. • Future proposals should be posted on local community boards. • AT should communicate directly with locals and drive the roads to better understand the problems.
<p>Other comments</p>	<ul style="list-style-type: none"> • People parking in unsuitable places causes congestion and is unsafe. • Slows down emergency response vehicles who are only allowed to travel 20km/h above limit. • Rules around the use of E-scooters and bikes need to be formalised. e.g. giving way, signalling, where to ride, interactions with pedestrians. • Speed reductions of 50% or more will not be tolerated by the community. • Bicycles and buses now have more road than cars.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Once implemented, will there be a grace period to allow motorists to adjust to new limits? • Road and street section selection is confusing - some cul de sacs around Great North Road (Avondale) are 30km/h but not all. • Accidents around Mt Eden, Truro Road, caused not by speed but by poor traffic management on game days. • Bus drivers need bus monitors to assist with managing order on school buses as the drivers are distracted and this is a safety issue. • Speed limits around Marae should be reduced. • Stop people parking their cars on Galaxy Drive. • Should be using digital speed signs. • Too many speed bumps are bad for the environment (braking and acceleration around speed bumps consume more fuel). • Road 'calming' measures are not fair/appropriate. • Proposed changes seem to unfairly target South Auckland • Need to better synchronise traffic lights through Auckland. • Need strict legislation around liability for cyclists and motorists causing accidents. • Consider introducing parking restrictions in busy / bottleneck areas to ease congestion and safety issues. • Ensure there is space for Loading Zones and School Drop Off Zones in busy areas, such as school zones. • Doesn't agree with the use of Te Reo Māori in the brochure. • Speed bumps in some suburbs have pushed the speeding problem into other suburbs (like Manurewa). • Electric vehicles need to make more noise so pedestrians can hear them. • Bus parking is an issue in the city. They do not indicate when they're pulling out. • Install more traffic lights at intersection of main roads/side streets to make it safer to turn right.



Safe Speeds Programme

Public feedback on proposed speed limit changes October/November 2021

Feedback related to Waitemātā Local Board area



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Part A – Number of submitters from within the local board area

During October and November 2021, 610 people from within the Waitemata Local Board area submitted on the Safe Speeds Programme - proposed speed limit changes.



Part B – Feedback on roads within the local board area proposed for speed limit changes

In the first part of the feedback form, respondents were asked what they thought of the proposed speed limit changes for each road. Specifically they were asked:

- What do you think of the proposed speed limit change for this road? (*tick-box answers*)
- Why do you feel this way? (*open-ended answers*)

This section outlines:

- The sentiment expressed by respondents towards the proposed speed limit changes for each road within the Waitemata Local Board area ('What do you think of the proposed speed limit change for this road?')
- A summary of the open-ended feedback received for each road within the Waitemata Local Board area ('Why do you feel this way?').



Road name	Albany Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	5

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Already has traffic calming measures - lower speed limit unnecessary. • Children will not be accessing this road to go to school. • No issue with existing speed limits, no history of accidents in this road, traffic calming already in place which is adequate. • I've been cycling around here for years and never had a problem with cars at the current speed limit. I think the proposed changes are unreasonable.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Anglesea Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	2

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Not justified to reduce speed limit for the mere handful of cyclists that use it in a day. • Wide street with good visibility.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Ardmore Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	4
I think the current speed limit on this road should be kept the same	2
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> Will be safer for school children at school start/finish times, as well as pedestrians/residents in general: small roads with a lot of parked cars and resulting visibility issues. On-street parking narrows the road and current 50kph limit is unsafe - proposed will be much better and maybe even deter some traffic from using the route. Current chicanes do not deter speeding drivers at all.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Existing traffic calming already slows traffic - speed limit should stay as current.
Only support the proposed speed limit for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Speed limit should only be lowered to 30kph if it is a road that a school is directly on - otherwise leave at 50kph to keep traffic moving.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> Agree with including Ardmore Road in the 240min parking restrictions to stop all-day parkers.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Barrie Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Speed limit should be 30kph. Cars roar around the corner from Picton Street - one cat has been hit, and cyclists have had to veer into berms to avoid being hit.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Bayard Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> The streets in this area will be safer with the proposed changes. Absolutely necessary to have lower speed limits.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Bayfield Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> This is a dead end road, not a thoroughfare, and motorists and pedestrians already share the road space safely.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Beresford Street Central
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Beresford Street West
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> This street services Western Park as do all the streets that run off Hepburn Street.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> This is a dead-end street with a stop sign at the Hepburn Street intersection (no need to change speed limit).
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> Do not waste time or money with these changes.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Blake Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> Current speed is appropriate for this road. Mostly local traffic (not through traffic) - there is not an issue to solve here.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Brisbane Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2
Other	1

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Buller Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Other physical improvements suggested <i>Mentions:</i>	<ul style="list-style-type: none"> Used as a rat-run from Kelmarna Avenue to Jervois Street to avoid the lights - this street is narrow and has SUVs parked on both sides. Suggest something be done to deter 'rat-runners'.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed. Proposed lower speed limit on Buller Street and Kelmarna Avenue will assist in discouraging 'rat-running'.



Road name	Burns Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	2
I think the speed limit should be lower than what is proposed	1

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Clarence Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	4
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 4</i>	<ul style="list-style-type: none"> This is the link road from O'Neill Street - used as a rat-run from Jervois to avoid Three Lamps. Need to restrict speed due to proximity of schools. Cars and trucks use as a through-road to the Harbour bridge, and often speed/drive fast. Twice a day children walk to/from the school.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> This road already has width/speed restrictors and a 40kph limit during school times, so reduced limit is unnecessary.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Colin Shaw Lane
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Collingwood Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	21
I think the current speed limit on this road should be kept the same	2
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 17</i>	<ul style="list-style-type: none"> • Lower speed limit will be safer. • 50kph is too fast for this street. • Lower speed limit will encourage people to drive slower (currently people speed and use it as a cut-through, and GPS directs them here as the 'fastest route' compared to Franklin Road 30kph). • Motorists speed up on this street and it is unsafe to park/move out of park/cross the road (especially for or with children). • Many near misses, especially at Heke Street intersection. • 30kph, and traffic calming improvements, would mitigate the negative impacts of the roundabout recently installed on Franklin Road (motorists avoiding this by speeding up Collingwood) - any rat-running will be significantly slower and safer for the residents. • Traffic volume and speed here have increased. • Limited visibility due to parked cars, in a densely populated residential street. • I fully support the reduction of speed limits on neighbourhood streets, especially around schools. It enhances safety and improves the environment for pedestrians and cyclists. • Many cars still use this as a rat-run to Ponsonby Road - a 30kph speed would slow or discourage them and be safer for parents crossing road to get to day-care with little children and babies.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> • People do not drive faster than 50kph. The hills and heavy traffic help restrict speeds. • Little traffic on this road and most drive on or below the limit - it is a wide road with good visualisation so no real safety issues.



Why do you feel this way?	
Feedback Theme	Main points
Driver behaviour is causing safety risks <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Commuters currently speed up the road to Heke Street. • Many motorists currently exceed 50kph. • Many drivers go faster than the posted speed limits, meaning 50km/h frequently becomes at least 60km/h-plus to some drivers, either deliberately or inadvertently. • Vehicles revving and racing up the street outside our property, causing huge traffic noise and potentially, risking injury to residents trying to cross the road, especially children and the elderly.
Need to better enforce speed limits <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Suspect there will be an issue with enforcement of the new speed limit. • Advocate for policing of speeds in this and the surrounding streets - sceptical of lowering the speed limit without enforcement. • Please reduce the speed limit as suggested and hopefully install speed-cameras if the speed limit is not being adhered to.
Change the speed limit asap/sooner than planned <i>Mentions: 1</i>	<ul style="list-style-type: none"> • I strongly support a reduction in the speed limit to 30kph and hope that this can be implemented with minimal delay.
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> • 30kph is too slow to be practical without driving down hill with breaks on the whole time - recommend 40kph instead or leave the speed limit the same. Little traffic on this road and most drive on or below the limit - it is a wide road with good visualisation so no real safety issues. • Support/suggest physical traffic calming to work with speed limit reduction to deter rat-runners avoiding the new Franklin Road roundabout, speeding up Collingwood Street.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Cowan Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	3
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> This street is narrow and not suitable for driving at speed, yet people do regardless of existing chicanes. Currently feel unsafe with vehicle speeds.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Motorists coming from Ponsonby Rd drive fast down Cowan Street - concerns for parents picking up/dropping off/parked by the All Saints Early Learning Centre.
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> Motorists coming from Ponsonby Rd drive fast down Cowan Street - concerns for parents picking up/dropping off/parked by the All Saints Early Learning Centre. Currently feel unsafe with vehicles speeding.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Regardless of chicanes, motorists still speed here. Suggest speed bump and pedestrian platform on the section between Bayard Street and Ponsonby Road to reduce speeds.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Cox Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	2

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> Speed limits are not the problem. Tight corners, people drive slow anyway. Safe crossings for children are already available.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Dean Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> It's a narrow street that has parking on both sides.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Ideally Dean Street would either be one-way, or perhaps parking allowed on one side only, or both!

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	George Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	14
I think the current speed limit on this road should be kept the same	10
I think the speed limit should be lower than what is proposed	2
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 11</i>	<ul style="list-style-type: none"> Currently has speeding traffic. Poor visibility at the corner of George Street/Morgan Street. Traffic calming measures are not working, vehicles speed up around the speed bumps. Heavy vehicles (truck and trailers) use this is a through road. There are two schools situated on this road, with children and adults frequently having to cross the road to go between car parking and the school entrance. The children cross it regularly to get to the Domain. When there is no road patrol for children vehicles are speeding down the street trying to beat traffic that is backed up along Carlton Gore Road, Davis Crescent, and Parnell Road. Some drivers do not stop at the cross walk when there are pedestrians present. Installing signs won't be a waste of money if it decreases death % risk. All residential streets should have a 30kph limit. Outside school should have a 20kph limit Very strongly support speed reduction outside school. Vehicles should not be using George Street as a through-road but they do to avoid traffic on other streets, an attractive short cut for drivers, but next to a major park and a school. Cycling is not safe enough due to traffic speeds and ineffective traffic calming.
The reduced speed limit is unnecessary	<ul style="list-style-type: none"> There are existing barriers, speed bumps and traffic calming devices on this road and the traffic goes slow enough so the current speed limit is appropriate.

Why do you feel this way?	
Feedback Theme	Main points
Mentions: 7	<ul style="list-style-type: none"> Do not confuse people driving in this area with a brief change of road speed from 50-30-50. Money spent on road signage, would be better spent on road education for children. Interrupting the flow of traffic, is a completely unnecessary initiative to protect children who could easily otherwise be kept safe with the many footpaths, pedestrian crossings, and traffic lights. Traffic is slow during rush hour anyway.
Driver behaviour is causing safety risks Mentions: 3	<ul style="list-style-type: none"> Speeding traffic is a danger to pedestrians and children near the Domain or being picked up/dropped off at school. Have seen motorists driving through pedestrian crossing while children are using it. Is used as a bypass to avoid Newmarket traffic.
Too many changes in speed limits along the road (or in area) will be confusing Mentions: 1	<ul style="list-style-type: none"> Road already has traffic calming measures - no need to confuse people driving in this area with a brief change of road speed from 50-30-50.
Proposal is a waste of money Mentions: 3	<ul style="list-style-type: none"> Money spent on road signage, would be better spent on road education for children. Waste of time and money and resources reducing speed limit.
Only support the reduced speed limit for a certain period of the day Mentions: 1	<ul style="list-style-type: none"> Residents and businesses should not suffer having permanent 30kph signs for a private school that fixed to move into a business and residential area. They are slowing the flow of traffic if permanent speed signs are used instead of electronic signs which should also only apply before and after school hours.
Other suggested safety improvements Mentions: 2	<ul style="list-style-type: none"> Install a pedestrian crossing from Parnell Road across George Street as there are 3 lanes of traffic to cross. Current traffic calming features are not sufficient to slow drivers.
Other comments Mentions: 1	<ul style="list-style-type: none"> Do not think it is appropriate that heavy vehicles (particularly empty truck and trailers) use George Street as a bypass.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

Road name	Grattan Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Hayden Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Hector Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> 30 kph is too slow, it becomes difficult to control the speed when going up and down hill

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

Road name	Heke Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> The incline of this road makes it impossible to drive safely at 50kph.
Change the speed limit asap/sooner than planned <i>Mentions: 1</i>	<ul style="list-style-type: none"> Safer speeds needed here urgently.
Too many changes in speed limits along the road (or in area) will be confusing <i>Mentions: 1</i>	<ul style="list-style-type: none"> Note that Heke Street is 30kph one way up the street but 50kph going down the street.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

Road name	Hepburn Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	4
I think the current speed limit on this road should be kept the same	4
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
I think the speed limit should be lower than what is proposed	1
Other	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> Used as a rat-run to/from Ponsonby Road - increasing volume of traffic. 50kph is dangerous for large number of children walking to/from Freemans Bay School, and parents going to day care centres. Reduced speed limit will be safer for kids on bikes with traffic currently speeding up and down the hill. A steep hill in a residential area with less-than-ideal junctions but where lots of drivers speed.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> Not a busy street and not one for traffic incidents - current speed limit working fine. The school has speed signs to regulate traffic during school hours (no need to reduce speed limit).
Reduced speed is not good as it will increase journey times <i>Mentions: 2</i>	<ul style="list-style-type: none"> Unnecessarily low speeds 24/7 will clog the streets with traffic and we will never be able to leave our suburb for the congestion
Driver behaviour is causing safety risks <i>Mentions: 3</i>	<ul style="list-style-type: none"> Parent driving behaviour during pick-up/drop-off is dangerous, in the middle of rush hour, arterial traffic to the motorway on-ramp and to the CBD. Address that issue before clogging the arterial 24/7 with unnecessarily low speeds. Reduced speed limit will be safer for kids on bikes with traffic currently speeding up and down the hill. A steep hill in a residential area with less-than-ideal junctions but where lots of driver's speed.

The reduced speed limit is unsuitable for this road <i>Mentions: 2</i>	<ul style="list-style-type: none"> This is a steep road and drivers need to be able to drive it at a speed appropriate to the conditions. Arterial road.
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> 40kph from Anglesea to Wellington streets is a good thing but should be 30kph to really slow down traffic. Should be 30kph due to narrow street if cars parked both sides - can be dangerous to pass especially by Community Centre.
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> Make one-way for traffic, and the other half can be for bikes and scooters. Provide a solution for dangerous parent driving behaviour during pick-up/drop-off before clogging the arterial 24/7 with unnecessarily low speeds.
Only support the proposed speed limit for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Should only be 30kph around schools, and that's it - not justified to bring all streets to a crawl.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> Speed limits should be 30kph only for the duration when children are likely to be arriving and departing school, and up to 40kph after this.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed. For this phase of the programme the focus has been on streets that are already operating at relatively low speeds. For this reason, we are not proposing physical improvement measures. However, we will monitor vehicle speeds after the speed limit changes have been implemented to determine whether additional engineering treatment are necessary to help support the lower speed limit.

Road name	Hereford Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> No proper raised table here means that the east bound cycleway is dangerous. A 30kph speed limit is essential here, to match Karangahape Road and the rest of the Pokapū Tāone.
Only support the proposed speed limit for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Too many people treat this street as a rat run between Hopetoun, Karangahape and Ponsonby roads. Traffic calming may also be required.
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> Too many people treat this street as a rat run between Hopetoun, Karangahape and Ponsonby roads. Traffic calming may also be required. 30kph is unwarranted, but due to the poor design of the Karangahape Road cycleway, a reduction to 40kph could be warranted.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed. For this phase of the programme the focus has been on streets that are already operating at relatively low speeds. For this reason, we are not proposing speed calming measures such as speed humps. However, we will monitor vehicle speeds after the speed limit changes have been implemented to determine whether additional engineering measures are necessary to help support the lower speed

Road name	Home Street
Part of road	between Kirk Street and 30m west of King Street

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	7
I think the current speed limit on this road should be kept the same	2
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Extra safety near schools is important. • There are always cars parked on either side which obscures children from drivers. • Support lower speed around Newton Central School. • Cars currently speed unnecessarily. • Home Street, and the other relatively low traffic streets surrounding Newton Central School that are part of this proposal are narrow, steep, have narrow footpaths, and are a popular way for kids to walk to school. (Roads running between Great North Road and Niger/Keppel/Partridge/Monmouth).
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> • No reason why the speed limit on this road should be reduced. • Reducing these speed limits is ridiculous. AT has totally lost touch with those that it is supposed to be serving.
Generally, road condition needs improving <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Fix the road instead of lowering the speed limit.

Road name	Hopetoun Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	12
I think the current speed limit on this road should be kept the same	14
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	4
I think the speed limit should be lower than what is proposed	1
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 7</i>	<ul style="list-style-type: none"> • 5 high-rise apartment blocks mean lots of people living, walking, riding bikes and scooters, Auckland Grammar School students - too many people drive at high speed for safety. • The Hopetoun bridge is very narrow, and cyclists simply aren't safe. Hopetoun Street is a crucial through road to get from the Nelson Street cycleway to Ponsonby, but due to the bridge there are areas where cars pass cyclists unsafely. Reducing speeds here will help level the playing field so that cyclists can get through without contending with motorists trying to push past. • It is a critical pedestrian and cycling link but is not safe for pedestrians as cars travel as if it were part of the motorway. • Since the restriction of traffic on Karangahape Rd there is more traffic on Hopetoun and Hereford Streets. • Many pedestrians, especially children, cross this street to access Auckland Girls Grammar School and Western Park. There are no pedestrian crossings along Hopetoun, except at Howe Street and Ponsonby Road. • Current motor traffic is well above 50kph- drivers maintain 50kph up the bridge, then accelerate down the other side. • Road should be 30kph.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> • This is a major road traffic connector from the Pitt Street On/Off Ramps to the inner-Western Bays that sees very little pedestrian or cycle traffic, so should be kept at 50kph. Lowering to 30kph would increase the likelihood of fatalities due to lowering the situational awareness of non-motor vehicle users.

<p>The reduced speed limit is unnecessary <i>Mentions: 9</i></p>	<ul style="list-style-type: none"> Cars do not drive faster than 50kph, hills and heavy traffic help restrict speeds. There have been no serious accidents on the roads included in the proposal in Freemans Bay. Current speed limit is appropriate, and area is not a high-risk accident area. Limited cyclists (no need to lower speed). Wide feeder road, not a lot of pedestrian traffic. Near both schools there are plenty of opportunities to cross the road safely should the pedestrians choose to use them rather than crossing at random.
<p>Reduced speed is not good as it will increase journey times <i>Mentions: 3</i></p>	<ul style="list-style-type: none"> Speed limit needs to remain unchanged to prevent unnecessary delays and traffic congestion. Should only be 30kph around schools, it is not justified to bring all streets to a crawl. Such a low-speed limit will increase the time it takes people to get to work and it may also deter people from visiting the central city (which already has low limits) because it will add yet more time to the journey.
<p>Driver behaviour is causing safety risks <i>Mentions: 3</i></p>	<ul style="list-style-type: none"> Motorists treat this road like a section of motorway and speed up and down it. Most drivers do not obey the current limit.
<p>Need to better enforce speed limits <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> Most drivers flout the current speed limit - it is pointless having a lower limit unless you enforce it. What will AT do to enforce these limits.
<p>Proposal is a waste of money <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> Auckland Transport the decision has been made regardless. Making this process a waste of time and money.
<p>The reduced speed is unsuitable for this road <i>Mentions: 7</i></p>	<ul style="list-style-type: none"> Pedestrians have safe footpath to use and there are no houses or apartments across the bridge part. Very little pedestrian or cycle traffic so should be kept at 50kph. There is already a pedestrian walkway and via Karangahape Road which has been effectively blocked to traffic and via under the bridge up Howe Street to the Karangahape Road train station. Reducing speed will cause unnecessary delays and traffic congestion. A 30kph limit is way too slow for this through road - as it is for Union and Cook Streets where you are on this road as a link to get to the motorway. This is a major road traffic connector from the Pitt St On/Off Ramps to the inner-Western Bays, should be kept at 50kph, not suited to lower limit.
<p>Only support the proposed speed limit for a portion of the road <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> Should only be 30kph around schools, it is not justified to bring all streets to a crawl.

<p>Extend the reduced speed limit to cover more of the road <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> In the map of the speed restrictions Part of Hopetoun Street is not marked as being reduced to 30kph, this is the one way street between Howe Street and Hopetoun Street - Is this included?
<p>Other suggestions for reduced vehicle speeds <i>Mentions: 5</i></p>	<ul style="list-style-type: none"> Hopetoun Street is wide- 40kph would be more suitable to match Ponsonby Road (which it connects to) 30kph is too slow for this main road - suggest 40kph. 30kph is too slow on the bridge section.
<p>Other physical improvements suggested <i>Mentions: 4</i></p>	<ul style="list-style-type: none"> Hopetoun Bridge is very narrow, and cyclists are at risk from cars - suggest safe cycling provisions or speed reduced to 30kph for Hopetoun Street. Hopetoun Street is wide and will need narrowing or traffic calming if 30kph is introduced - 40kph would be more suitable to match Ponsonby Road, which it connects to. If there is a need to protect pedestrians and scooter users in these streets this is a case for railing along the footpath and a minimum 40kph speed limit as on Ponsonby Road. Suggest traffic calming required to prevent people using Hopetoun Street like part of the motorway. Need funding for pedestrian safety enhancements designed for this street that were defunded last year - densely populated area and Hopetoun Street has been identified as a major pedestrian and cyclist route in every Auckland Council plan and is planned for growth with the CRL and NPS-UD.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed.

For this phase of the programme the focus has been on streets that are already operating at relatively low speeds. For this reason, we are not proposing new engineering measures such as cycle lane or speed humps. However, we will monitor vehicle speeds after the speed limit changes have been implemented to determine whether additional engineering measures are necessary to help support the lower speed limit.

Road name	Howe Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	17
I think the current speed limit on this road should be kept the same	6
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	2
I think the speed limit should be lower than what is proposed	1
Other	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 14</i>	<ul style="list-style-type: none"> Howe Street has lots of children, cyclists, and pedestrians. Howe Street is residential with schools and childcare centre nearby as well as entrances to Western Park and the James Liston emergency housing unit. Howe Street is busy and downhill traffic often goes faster than is safe. Intersection of Howe Street/Wellington Street is dangerous, especially during peak traffic and lower speed limit will make it safer for residents. Howe Street is steep with bus stops. Howe Street has children crossing all the time without a pedestrian crossing down the bottom. Howe Street has low visibility because of the angle of the dip, the huge trees, and the 'traffic calming islands' with hedges that obscure children. Especially bad visibility from vehicles speeding down the hill from Karangahape Road. Vehicles currently speed down the hill towards Karangahape Road, 30km/h would make it a lot safer. Howe Street is a busy school road, reduce to 40kmh. Too busy and too dangerous for pedestrians walking along Wellington Street and crossing Howe St.
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> People do not drive faster than 50kph. The hills and heavy traffic help restrict speeds. Howe Street already has speed bumps here and a school zone. No reason to reduce 24/7. The current speed limit is sufficient, there is normally so much traffic that there are few occasions to reach the limit.

Driver behaviour is causing safety risks <i>Mentions: 9</i>	<ul style="list-style-type: none"> One of the busiest streets due to the adjacency of the Northern and Southern motorways and experience some of the most dangerous driver behaviours. Motorists often speed up and down this road, and is dangerous for pedestrians and a noise nuisance, especially at night. Bad visibility from vehicles speeding down the hill from Karangahape Road. Children, adults, and pets are being put in danger by reckless driving. A reduced speed limit, if properly enforced, would enable the road to become safer for all, with the bonus of the area becoming quieter for residents. Cars swerve into Howe Street from Wellington Street and speed up and down the hill to Karangahape Road, endangering children, adults and pets, and other road users. Driver behaviour coming out of Howe St trying to get onto the on-ramp or coming down from Union Street trying to get onto the on-ramp is dangerous. This area needs an engineering solution to stop the risky behaviour of drivers on what is a major pedestrian road.
Need to better enforce speed limits <i>Mentions: 2</i>	<ul style="list-style-type: none"> A reduced speed limit, if properly enforced, would enable the road to become safer for school children, pedestrians, and cyclists, with the added bonus of the area becoming quieter for residents.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 3</i>	<ul style="list-style-type: none"> Suggest 40kph for most roads in Freeman's Bay, especially those on hills, as one needs to constantly break going down them (school start/end times could be 30kph) We already have speed bumps here and a school zone. No reason to reduce 24/7. If the applicable times for this "improved safety" are 1 hour at each end of the school day, for 5 days per week for about 40 weeks per year, this amounts to less than 5% of total hours. 24/7 speed limit is unjustifiable and unreasonable, and drivers will just ignore the speed limit.
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> Howe Street is a residential street and was not designed as a major arterial. People are using it as a 'rat run' to avoid Pitt Street-Union Street-Wellington Street, which are the designed way to get onto the north-bound motorway. Howe Street should be made one-way only, or extremely traffic calmed. Driver behaviour coming out of Howe St trying to get onto the on-ramp or coming down from Union Street trying to get onto the on-ramp is dangerous. This area needs an engineering solution to stop the risky behaviour of drivers on what is a major pedestrian road.
Other physical improvements suggested <i>Mentions: 7</i>	<ul style="list-style-type: none"> Howe Street needs a mid-block pedestrian crossing so pedestrians can cross to the childcare, the Grammar School and Western Park. And it needs a pedestrian crossing at the Wellington Street end. Install a roundabout at intersection of Howe Street and Wellington Street - currently busy as is prime access from Ponsonby/Newton to Northern Motorway and becomes extremely congested. Drivers attempting to find alternatives dangerously U-turn in Wellington Street to avoid the queues, or having gotten into the wrong lane. Need a pedestrian crossing instead of the 'traffic calming islands' to assist children crossing the road (schools and day-care, low visibility due to odd angles, huge trees, planters, and vehicles speeding down the hill). Install a pedestrian crossing instead of lowering the limit 24/7.

Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> The removal of the Speed limit for Howe Street is marked for 13/6/22. Should this be 31/5/22, as on this day all of Howe Street is scheduled to be 30kph? It is nonsensical to reduce the speed on entire road with part of the proposal but only remove the school speed restriction on the 13/6/22.
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AT recommended way forward Implement safe and appropriate road speed limit as proposed. Implementation dates have been amended in response to consultation feedback to change all speeds within a geographical area at the same time, i.e. not to separate out school areas.

Road name	Hukanui Crescent
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	4
I think the current speed limit on this road should be kept the same	4

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> Street is narrow, with curves and planting, and high traffic volumes due to rat-running from Kelmarna Avenue to Jervois Street - currently feels unsafe to cycle. Lower speed limit will reinforce safer driving. Reducing the speed to 30km is safer than the current 50km. This is a busy area with a school and Kelmarna Organic Gardens both attracting lots of pedestrian and cycle traffic, so slowing vehicle speeds is important.
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> This road and the surrounding roads already have significant traffic calming measures. This is a main thoroughfare for traffic - traffic flow is important. Lower speeds everywhere prioritise cyclists/pedestrians over motorists and punish those who are responsible drivers. The problem on Hukanui Crescent is the high number of cars using the street, more than the speed at which they are travelling. The high volume of traffic on such a narrow street creates risk to pedestrians and parked cars. Focus on changing the surrounding road system to reduce the number of cars on Hukanui Crescent. Generally cars stay at 40kph due to all the traffic calming measures, so a speed reduction to 40kph is best.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> Little point wasting money on signage and confusing drivers by formalising a permanent lower limit when the majority of people are complying.

AT recommended way forward Implement safe and appropriate road speed limit as proposed + reason
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Road name	Islington Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> On-street parking narrows the road and current 50kph limit is unsafe - proposed will be safer and may deter traffic from using the route.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

Road name	John Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	46
I think the current speed limit on this road should be kept the same	3
I think the speed limit should be lower than what is proposed	4
Other	2

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 43</i>	<ul style="list-style-type: none"> Lower speed limit will prevent rat-running and improve resident access. Road is too narrow with parked cars for current speed limit (lots of smashed wing mirrors). Lower speed limit will create much nicer family community. Residential area with many people, young and old, who walk, cycle and drive. Lower speed limit will reduce the chances of a serious crash. Lower speed limit will make this street much safer - currently prone to speeding through-traffic. Currently cars park on the footpath, forcing pedestrians to walk on the road: dangerous for everyone, particularly cyclists. Road width not appropriate for existing 50kph. One-way road in places and cars need to slow down to give way to each other. Lower speed limit will discourage use as a rat-run as now.
Driver behaviour is causing safety risks	<ul style="list-style-type: none"> One-way road in places and cars need to slow down to give way to each other, too much traffic.

Mentions: 8	<ul style="list-style-type: none"> Rat-running and speeding is an issue. Cars speed up in this section, 40-60kph, and have witnessed heavy vehicles mounting footpath at speed to pass oncoming and parked cars. Currently cars park on the footpath, forcing pedestrians onto the road - need to enforce this law.
Only support the reduced speed limit for a certain period of the day Mentions: 1	<ul style="list-style-type: none"> Major through road, with no deaths in the last 20 years, and no reason for there to be a 30kph speed limit 24/7, just around the school area at school times.
Only support the proposed speed limit for a portion of the road Mentions: 1	<ul style="list-style-type: none"> Major through road, with no deaths in the last 20 years, and no reason for there to be a 30kph speed limit 24/7, just around the school area at school times.
Change the speed limit asap/sooner than planned Mentions: 1	<ul style="list-style-type: none"> Safer speed as proposed is needed here urgently.
The reduced speed limit is unsuitable for this road Mentions: 2	<ul style="list-style-type: none"> This is a major through road, with no deaths in the last 20 years. As a connector between Jervois Street and Richmond Road, John Street should remain as 50kph.
Other suggestions safety improvements Mentions: 6	<ul style="list-style-type: none"> Lowering the speed limit is a good start, but more needs to be done to support the family community area and prevent it being used as a rat run. Something needs to be done about the excessive on-street parking. Traffic calming is required by the Richmond Road shops, and at the Richmond Road/John Street intersection to slow traffic. Suggest residents only access from near Summer Street. Suggest blocking one end of John Street and have a one way exit only at the Richmond Rd/John St end to reduce the throughfare. The real issue is people parking on footpaths, forcing pedestrians onto the road - need to enforce this law.

Road name	Kelmarna Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	4
I think the current speed limit on this road should be kept the same	12
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer Mentions: 3	<ul style="list-style-type: none"> Reduced speed will be safer for school. 30kph on feeder roads will facilitate 40kph on Jervois Road. Proposed speed limit compliments the traffic calming already in place. Road can be quite busy. Cars use Kelmarna Avenue as a short cut to Jervois Road and speed up the road.
The reduced speed limit is unnecessary Mentions: 10	<ul style="list-style-type: none"> The current speed limit is fine, there have been no incidents to require lower limit. This is existing traffic calming measures that already slow traffic, and a pedestrian crossing for children. It is not possible to speed, it can be gridlocked at times. This is a thoroughfare and with the new Countdown Metro going it would grossly impact on the flow of traffic. Important access road for locals- don't understand the rationale for proposed change. Lower speeds everywhere prioritise cyclists/pedestrians over motorists and punish those who are responsible drivers. Should remain at 50kph.
Need to better enforce speed limits Mentions: 1	<ul style="list-style-type: none"> Need active enforcement of new speed limit on Kelmarna Avenue.
The reduced speed limit is unsuitable for this road	<ul style="list-style-type: none"> This is a major through road, with no deaths in the last 20 years.



Mentions: 1	<ul style="list-style-type: none"> Kelmarna Avenue/Parawai Crescent is a key link between Herne Bay and Grey Lynn and any speed reduction will negatively impact traffic flows.
Only support the reduced speed limit for a certain period of the day Mentions: 1	<ul style="list-style-type: none"> No reason for there to be a 30kph speed limit 24/7 just around the school area at school times.
Only support the proposed speed limit for a portion of the road Mentions: 1	<ul style="list-style-type: none"> No reason for there to be a 30kph speed limit 24/7 just around the school area at school times.
Other suggested safety improvements Mentions: 1	<ul style="list-style-type: none"> Lower speeds everywhere prioritise cyclists/pedestrians over motorists and punishes those who are responsible drivers - instead use physical traffic calming to slow cars where it is an issue.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Keppell Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	King Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> This street is a large road unlike the rest of the roads in Arch Hill. It doesn't need to be a lower speed limit road as it isn't near schools, and it is nowhere as busy as what you probably expect it to be.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> Changing all of Arch Hill to 30kph 24/7 is unnecessary - will add to congestion and doesn't need to be outside school hours.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Kirk Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Support the speed changes around Newton Central School.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Maunsell Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	8
I think the current speed limit on this road should be kept the same	3

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> Lower traffic speeds will keep pedestrians safer and be consistent with the generally lower speed limit in the domain. The Road is used by so many pedestrians accessing the Auckland Museum, Domain, Birthcare, and the Parnell Lawn Tennis Club.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> Children are easily kept safe with the many footpaths, pedestrian crossings, and traffic lights - no need to interrupt the traffic flow. Already lots of traffic calming on this road and vehicles go slow enough - current speed limit is appropriate.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> Money spent on road signage would be better spent on road education for children.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Motorists often travel at over 50kph speeds.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Moira Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Mokau Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Monmouth Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	4
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> Need to reduce speed limits on all suburban roads, for the safety of all. Narrow, blind streets full of kids - 30kph as proposed is much better and safer.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Morgan Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2
I think the current speed limit on this road should be kept the same	2

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Virtually no traffic on this road - 40kph would be adequate.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> Why should residents and businesses be inconvenienced by a private school who decided to move into a residential and commercial area and dictate that we all have to slow down permanently. They could have at least asked for electronic speed signs that slow down only before and after school hours. They are ruining the area with their overly restricted speed signs like it already is in the CBD. These private school children are being dropped off by their wealthy parents in their SUVs so it's not like they are all walking around. Crossings around AGC exist where they can cross the road safely.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Niger Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	O'Neill Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	4

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> • One of the narrowest residential roads in Auckland and is used as a link through to Jervois Rd to avoid the Three Lamps. • One-way street used as a rat run that people drive on way too fast. • Street is downhill and particularly narrow, and too many cars park on the footpath which requires people to walk on roads regularly, in harm's way.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Paget Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Parawai Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Currently used as a throughfare, with high volumes of traffic - a slower speed would deter this and make a nicer/safer atmosphere.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Curvy road, lots of dodging other cars. Should be 25kph.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Partridge Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

Road name	Picton Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2
I think the current speed limit on this road should be kept the same	2
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	2
I think the speed limit should be lower than what is proposed	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> * Relatively short street - no reason to go above 30kph. * The speed limit should be 30kph as there is an increase the area / street of children, prams, dogs, cyclists and walkers. Currently cars use this as a speed strip - often dangerous.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> Growing traffic will naturally slow speeds anyway - reducing the speed limit will only create congestion and slow it too much. * Not justified to reduce speed limit for the mere handful of cyclists that use it in a day.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Should only be 30kph around schools, and that's it - not justified to bring all streets to a crawl.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> The speed limit should be 30kph as there is an increase the area / street of children, prams, dogs, cyclists and walkers. Currently cars use this as a speed strip - often dangerous.
Only support the proposed speed limit for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Should only be 30kph around schools, and that's it - not justified to bring all streets to a crawl.

Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> * The speed limit should be 30kph as there is an increase the area / street of children, prams, dogs, cyclists and walkers. Currently cars use this as a speed strip - often dangerous. There should also be speed bumps on this road. * 30kph is too slow - 40kph would be better.
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AT recommended way forward
Implement safe and appropriate road speed limit as proposed

Road name	Pompallier Terrace
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	5
I think the current speed limit on this road should be kept the same	3
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 6</i>	<ul style="list-style-type: none"> Lowered speed limit is a good start for safety of children and residents. Concerned about the welfare of the children of Ponsonby School, and the residents. Tight roads with visibility often restricted by large vehicles. 10kpm slower is not going to significantly inconvenience drivers, and will be safer for children, pedestrians, and cyclists. These are narrow, residential streets with large numbers of children in the area. Not designed or intended (and should not be used) as main thoroughfare. 50kph as current limit allows is too fast on this road - no-one should be going over 30kph anyway. Be much safer for children to walk and bike to school with proposed limit, particularly on Pompallier: 30kph would make it easier and safer for kids to cross.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Proposed limit will cause frustration and traffic hold ups.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> The school zones already have lowered limits, and the school only operates a portion of the time. The proposed 30kph limit is too slow and will lead to frustration and traffic hold ups.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Proposed limit will cause frustration and traffic hold ups.

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November 2021 – Safer Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ

The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> This is a main thoroughfare for traffic - traffic flow is important.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Urgently request speed humps to force lower speeds, as the chicanes do not work.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

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November 2021 – Safer Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ



Road name	Ponsonby Terrace
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> Community hall, school, children, and pets will be safer with lower speed limit. Many motorists miss the 'dead end' and turn around, speeding up the street dangerously.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> 30kph is too slow and will not be complied with: Franklin Rd example, no one is following the 30kph limit. Making it too slow just makes the limit irrelevant.
Driver behaviour is causing safety risks <i>Mentions: 3</i>	<ul style="list-style-type: none"> 30kph is too slow and will not be complied with: Franklin Rd example, no one is following the 30kph limit. Making it too slow just makes the limit irrelevant. Many motorists miss the 'dead end' and turn around, speeding up the street dangerously.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> The speed limit for cars coming off Ponsonby Rd should be the same as Ponsonby Rd - it doesn't make sense to have them increase to 50kph, but 30kph is too slow, and no one will follow it.
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> Request better signage indicating 'dead end' - many motorists miss the 'dead end' and turn around, speeding up the street dangerously. Set up cameras - you will make a fortune.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Potatau Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> If we don't get a speed reduction then we will be advocating for a speed hump to slow the traffic.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> If we don't get a speed reduction then we will be advocating for a speed hump to slow the traffic.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Pratt Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Prosford Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	2

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> • 24/7 speed change is not justified - 50kph is sufficient. • Very wide street with wide footpaths, with mostly residential only traffic - there is not an issue to solve here.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Provost Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Putiki Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Redmond Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Cause: Slowing traffic will cause congestion to get worse at peak, and gridlock Ponsonby. The confusing change in speed limits (Ponsonby Road 40kph to Redmond 30kph for 200m, then to Jerovis at 50kph) may increase the risk of a crash.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Reduced speed limit unnecessary - There are two pedestrian crossings on this road and another one on Pompellier to help cross the road safely. • Minimal residential on this street, footpaths are very wide for pedestrians, and foot traffic tends to use Ponsonby Rd (as partly under cover). • Redmond is wide and one way with no parking on one side. Traffic already slowed by pedestrian crossing (end of Ponsonby Rd) and the sharp turns from Ponsonby, and traffic lights at Jerovis end. • Never seen a crash nor many cyclists here.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Main road and thoroughfare with a lot of traffic: traffic flow is important.
Too many changes in speed limits along the road (or in area) will be confusing <i>Mentions: 1</i>	<ul style="list-style-type: none"> • The confusing change in speed limits (Ponsonby Road 40kph to Redmond 30kph for 200m, then to Jerovis at 50kph) may increase the risk of a crash.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Scott Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Sheehan Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Smith Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Summer Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2
I think the current speed limit on this road should be kept the same	2
I think the speed limit should be lower than what is proposed	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Have been in an accident in these streets due to speeding drivers. No need to consult, just do this for all residential streets.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> This road is not frequently used by school traffic and is an excessively far reach from Ponsonby Intermediate which is the driving factor for the change. Leave as is, current speed limit is fine.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Tahuna Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> It services Western Park as do all the streets that run off Hepburn.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Nothing in Freeman's Bay should be lowered. It's already slow enough with traffic.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> 30kph is too slow - 40kph would be better.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

Road name	Tawariki Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> There is a school at the end, no reason to drive fast due to corners or dead end - reduced speed limit will be safer for everyone.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> This location is nowhere near the school - reduced speed limit unnecessary.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

Road name	Titoki Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	11
I think the current speed limit on this road should be kept the same	3

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 7</i>	<ul style="list-style-type: none"> High traffic, parked cars restricting visibility and width: a high-risk environment for pedestrians, including students. Have been many near misses of both school children and car accidents. Currently many motorists don't slow down for school zone, possibly due to ignorance of the school being there - no crossing outside school or traffic calming, so lower limit will be safer. Lots of cars parked on road reduce visibility and available width. Support 30kph limit outside school and the centre for the blind, for pedestrian, student and cyclist safety - motorists don't respect intersections like they should, and most drive large utes and SUVs. Children from the primary school frequently cross this road to access the Domain from the school, as it is right near the Domain. This is an attractive short cut for drivers, but next to a major park and a school. The engineering features here are not sufficient to slow many drivers. Cycling in particular is not safe enough due to these factors.
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> Never been a problem here - no need to change. Children are easily kept safe with the many footpaths, pedestrian crossings, and traffic lights - no need to interrupt the traffic flow. Already lots of traffic calming on this road and vehicles go slow enough - current speed limit is appropriate.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> Money spent on road signage would be better spent on road education for children.

<p>Driver behaviour is causing safety risks</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • Currently many motorists don't slow down for school zone, possibly due to ignorance of the school being there - no crossing outside school or traffic calming, so lower limit will be safer. • Support 30kph limit outside school and the centre for the blind, for pedestrian, student and cyclist safety - motorists don't respect intersections like they should, and most drive large utes and SUVs. • This is an attractive short cut for drivers, but next to a major park and a school. The engineering features here are not sufficient to slow many drivers. Cycling in particular is not safe enough due to these factors. • Support 30kph limit outside school and the centre for the blind, for pedestrian, student and cyclist safety - motorists don't respect intersections like they should, and most drive large utes and SUVs.
<p>Other suggestions for reduced vehicle speeds</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Proposed or even lower. Have seen so many near misses of both school children car accidents occurring year on year.
<p>Other physical improvements suggested</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Remove parking on one side of the road (preferably the Domain side) to improve visibility - Many near misses as students appear from between parked cars, and plenty of short-term parking nearby, people don't need to park here.

Road name	Tole Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Trinity Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	3
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Slower traffic speeds will be safer for cyclists, particularly at night.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> This is a main thoroughfare for traffic - traffic flow is important.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Should be 25km/h.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Waima Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> I agree with the reduction in the speed limit. This area has narrow streets and a lot of pedestrian traffic especially kids going to and from the primary school.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> The Waima St and Monmouth St intersections are incredibly dangerous for parents and students getting to and from Newton Central School. There needs to be a raised crossing area here to ensure safe passage for pedestrians.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

Road name	Wanganui Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> We know making residential streets 30kph will create safer neighbourhoods - no need to consult.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> Already has traffic calming measures - lower speed limit unnecessary.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

Road name	Wellington Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	25
I think the current speed limit on this road should be kept the same	15
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	4
I think the speed limit should be lower than what is proposed	2
Other	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 23</i>	<ul style="list-style-type: none"> Lots of children, cyclists, and pedestrians. Residential street with schools and childcare centre nearby. Wellington Street is busy and downhill traffic often goes faster than is safe. Intersection of Howe/Wellington is also dangerous, especially during peak traffic and lower speed limit will make it safer for residents. In the mornings and afternoons there are large numbers of children walking home from school. Lower speeds on Wellington will make it safer to turn into or out of Howe Street due to visibility issues and vehicles going downhill at speed. A busy road with the main entrance to a school and kids coming from all directions. Most cars already go quite slowly down here so the odd car that goes at 50kph can catch people off guard. The current speed limits prioritise the convenience of drivers over the safety of children - and should be reduced. Current speed limits encourage people to treat our neighbourhood as a rat run. Children at school and day care and parents cycling with them - dangerously high speeds on this street - should be reduced to school zone speeds. People drive up fast on Wellington Street, often trying to catch the green lights. There is a primary school on the street, so young children are often out and about in the area. It would be safer for them if the speed limit was reduced (and enforced). Traffic hurtles up and down Wellington St, despite its steep hills, tricky junctions and lots of school children walking from Pitt St and elsewhere.

	<ul style="list-style-type: none"> This is a school, with over 600 hundred students aged 5-10. They deserve safe roads to walk along, cross, etc. The volume of cycling, scootering, pedestrian traffic along this route is extremely high around school hours, but also outside of school hours - there is a kindergarten, several early-childhood centres, and playcentre, and western park also in this area, attracting a lot of walking, cycling and scootering. As this road is outside a school the limit should be 30kph to be consistent with the surrounding neighbourhood.
<p>The reduced speed limit is unnecessary</p> <p><i>Mentions: 10</i></p>	<ul style="list-style-type: none"> People do not drive faster than 50kph. The hills and heavy traffic help restrict speeds. Good visibility, with no incidents regarding school children on this road. It has separated bike lanes, footpaths well away from traffic, plenty of pedestrian crossing protection - 30kph is impractical and unnecessary. Not justified to reduce speed limit for the mere handful of cyclists that use it in a day. There have only been two serious injury accidents in the last 22 years. The current speed limit is both safe and appropriate to Wellington St's function. This is a major connector road from the Pitt St On/Off Ramps to the inner-Western Bays that has multiple light-controlled pedestrian crossings. A reduction in speed-limit is unwarranted. These changes are unnecessary and have nothing to do with protecting children at all. This is a busy connection road from Freemans Bay to the motorway and the central city. 50kph is slow enough. If cars travelled at the 50kph limit or less then that is adequately safe.
<p>The reduced speed limit is unsuitable for this road</p> <p><i>Mentions: 10</i></p>	<ul style="list-style-type: none"> Road is a main thoroughfare. Wellington Street is a main road between Franklin Road & the motorway and the current speed limit is appropriate for the size and purpose of the road. Road is near motorway and traffic needs to flow smoothly and quickly, and pedestrians need to be wary of this (rather than complacent at 30kph traffic). The current speed limit is fine as it is relevant to a main road that runs downhill in both directions which makes keeping a constant speed more challenging and it's one that also enters a motorway on ramp. The main arterial routes like Franklin Road, Ponsonby Road and Wellington Street should be 40kph. With separated bike lanes, footpaths that are well away from traffic and plenty of pedestrian crossing protection, the road is made to work for all users and 30kph is simply impractical and unnecessary. This is a major access route for the suburb to get to the motorway and CBD. Wellington St is a distributor road with similar traffic levels during the week to Franklin Road. It is not laid out as a neighbourhood street and there have only been two serious injury accidents in the last 22 years. The current speed limit is both safe and appropriate to Wellington Streets function. This is a major connector road from the Pitt St On/Off Ramps to the inner-Western Bays that has multiple light-controlled pedestrian crossings. A reduction in speed-limit is unwarranted. This is a busy connection road from Freemans Bay to the motorway and the central city. 50kph is slow enough.

<p>The proposed speed limit reductions lack local knowledge</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> The speed limit is too low - listen to the population.
<p>Driver behaviour is causing safety risks</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> One of the busiest streets due to the adjacency of the Northern and Southern motorways and experience some of the most dangerous driver behaviours. The average speed on the road currently appears to be significantly above the 50kph limit - a reduction is definitely called for. Cars come off the motorway and seem to be in a frenzy, and it's not unusual for them to skip through lights - near misses with pedestrians crossing with the pedestrian light.
<p>Need to better enforce speed limits</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> Keep it simple: set ALL of Auckland Central 40kph AND enforce it. Only have very few, clear exceptions, such as higher for Nelson and Hobson motorway feeders, and lower limits around schools. People drive up fast on Wellington Street, often trying to catch the green lights. There is a primary school on the street, so young children are often out and about in the area. It would be safer for them if the speed limit was reduced (and enforced).
<p>Too many changes in speed limits along the road (or in area) will be confusing</p> <p><i>Mentions: 7</i></p>	<ul style="list-style-type: none"> Speed should be consistent from motorway exit through to Ponsonby Rd, as this is confusing. When driving the three different speed limits are confusing and not always adhered to. (50,40,30kph) If all streets around here are 30kph it will be safer and less confusing. Keep it simple: set ALL of Auckland Central 40kph AND enforce it. Only have very few, clear exceptions, such as higher for Nelson and Hobson motorway feeders, and lower limits around schools. To many changes in speed limits along the road will be confusing. Should be 30kph for residential streets, and 40kph for arterials - keep things simple with only two limits. The existing speed limits are very confusing - 30kph on Franklin, 30kph on Union, but 50kph on Wellington, *except* around school start and end times, when it is 40kph.
<p>Extend the reduced speed limit to cover more of the road</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> Extend the proposed new speed limit to cover all of Wellington St. There are regular accidents, there is a school, a motorway interchange, and multiple limits is confusing and requires multiple signage.
<p>Only support the reduced speed limit for a certain period of the day</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> Suggest 40kph for most roads in Freeman's Bay, especially those on hills, as one needs to constantly break going down them (school start/end times could be 30kph) Current 30kph limit on Franklin Road is not adhered to, and this will not be either, except maybe during school start/end times, near the school.

<p>Other suggestions for reduced vehicle speeds</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Install traffic calming: These streets, especially Wellington Street and Howe St should be for local residents, not the general thoroughfares that they are used for. Speed tables would help.
<p>Other physical improvements suggested</p> <p><i>Mentions: 7</i></p>	<ul style="list-style-type: none"> • Remove single car park immediately in front of 58 Wellington Street - space behind dangerously and illegally used for pickups and drop offs, and people dangerously weave across traffic on foot, ignoring the pedestrian crossings - this blocks visibility of/for residents. • Install a roundabout at intersection of Howe and Wellington Streets - currently busy as prime access from Ponsonby/Newton to Northern Motorway and becomes extremely congested. Drivers attempting to find alternatives dangerously U-turn in Wellington Street to avoid the queues or having gotten into the wrong lane. • Increase the amount of signage. • Traffic calming measures - such as additional signalised crossings should also be considered (not a roundabout - which might slow traffic a little but would undermine the safety of the children, other pedestrians, and cyclists). • Should be reduced to school zone speeds as well as proper cycling and walking infrastructure and enforcing parking on paths. • The issues with traffic safety here are during pick up/drop off times, and people turning from Howe Street to get on the motorway and exiting the advertising agency next to the motorway start doing exotic things trying to access the motorway. Suggest a traffic light at the Howe Street intersection would be a far more productive and safer alternative to what is proposed. • 8 Several stoplights on this stretch should be enough to control the speed of cars on the street. • At number 34 - This is outside of the scope of the consultation, but this slip road is too dangerous. The pedestrian refuge island bordered by the slip-road is too small for the number of pedestrians - mostly children - who congregate on it to cross the road. I've been abused, and seen others abused by drivers because children are taking a normal child-amount to time to cross the pedestrian crossing here. Other times, when traffic is low, drivers blast around here without looking for pedestrians because they are focussed on looking right up Union Street to make sure another vehicle isn't going to take them out. • Hard cycle lanes should be installed to allow kids to safely bike to school separated from traffic. This will reduce "school run" traffic and thus help to ease congestion during busy periods. • Install traffic calming: These streets, especially Wellington Street and Howe St should be for local residents, not the general thoroughfares that they are used for. Speed tables would help.

<p>AT recommended way forward</p>
<p>Implement safe and appropriate road speed limit as proposed.</p> <ul style="list-style-type: none"> - Auckland Transport is also investigating other safety improvements along Wellington Street. The investigation is still in the early stage; Auckland Transport will carry out consultation on any further safety improvements separately. - Parking changes new cycle lanes and slip road is not within the scope of this consultation.



Road name	Wharf Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> On quiet cul-de-sac streets such as Wharf Rd there is no need to reduce the speed limit dramatically down to 30km. Drivers naturally travel between 30-40km around these areas anyway. The childcare and school which is in the vicinity are at the top of the road at an intersection. Again, naturally drivers slowdown in these areas.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Winn Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> A suburban residential environment close to city centre, with rat-run and speeding potential (drivers trying to avoid traffic) - lower speed limits will keep residential area safer and improve noise/traffic amenity.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

Part C – Feedback on roads within the local board area NOT proposed for speed limit changes

Some respondents also identified roads that they thought needed changes, which were not proposed for speed limit reductions. Please note:

- To prevent having lots of themes that were only mentioned once or twice we grouped suggestions into suburbs and used the 'main points' for the themes to identify the roads being mentioned.
- Some suburbs are situated within more than one local board area, as such there may be some roads in this section which are not relevant to the Waitemata Local Board area. It saved a significant amount of time reporting in this way.

Suburb	Auckland CBD
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 8</i>	<ul style="list-style-type: none"> • Victoria St W - Lower speed limit to 40kph (not 30kph). • Wellesley St W - Lower speed limit to 40kph (not 30kph). • Wellesley St W - Do not lower speed limit: A wide main road, 30kph would cause far too much traffic congestion. There are places for pedestrians to cross the road so it's unnecessary and counter-productive to lower the speed limit. • Victoria St W - Lower speed limit: Keep the speed limit lower than 50kph. • Beresford Sq - Do not change speed limit: No need to reduce it to suit a handful of cyclists that use it once in a while. • Beaumont St - Improve speed limit signage: Many vehicles drive faster than this, due to speed environment, and surrounding streets being higher speeds, confusing drivers. The 40kph signage for Fanshaw street as you exit the motorway is clearer than the small 30kph for Beaumont, so many driver mistakenly travel 40kph (or above). • Union St/Sam Wrigley Dr - Lower traffic speeds: This intersection is very difficult to cross, cars come very fast off of the onramp, and the blind corner gives very little notice of a car coming.
Suggestions for speed limit increases <i>Mentions: 9</i>	<ul style="list-style-type: none"> • Increase speed limits in CBD. • Reinstate the prior CBD speed limits. • Cook St - Increase speed limit to 40kph: Speed limit changes are confusing (from 40kph to 30kph for less than 100m, then back to 40kph) - suggest consistent 40kph, as safe and appropriate for the road between Hobson and Nelson. • Victoria St W - Increase speed limit to 50kph: This is a main feeder, and cyclists are protected by concrete lanes but don't seem to use it anyway. • Queen St - Increase speed limit to 50kph. • Cook St, Union St - Increase speed limit: Impractical to expect drivers to exit motorway into 30kph area, and dangerous for those not expecting this hurried reduction - not a high pedestrian area, and confusing to go from 80kph (motorway) to 30kph (Union St) to 50kph (Wellington St) makes no sense when Wellington has more pedestrians. • Victoria St W - Increase speed limit to 50kph: Major arterial route with numerous traffic-light controlled crossings, current is too low.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Nicholls Ln - Suggest pedestrian crossing: Pedestrians heading from Parnell Station to the University have to cross two roads here (Stanley St and Alten Rd) to get up to the university - should be a parallel crossing leading directly to the entrance of the shared path up to Grafton Rd.

Suburb	Eden Terrace
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 6</i>	<ul style="list-style-type: none"> Haslett St - Lower vehicle speeds: This is a major drop off/entry point for parents/children crossing the bridge to/from the school. Haslett St - Lower speed limit: Street terminates in a footbridge crossing the motorway that leads directly to Newton Central School and is a popular drop-off/pick-up point for parents, and limit needs to be lower than 50kph for this steep and narrow (effectively one lane) road. Haslett St - Lower speed limit to 30kph: Major pick-up/drop-off area for students, and a cul-de-sac. Parents are often reversing and turning in this area before/after school. Haslett St: Lower vehicle speeds: Cars come from the 60kph limit on Ian McKinnon Drive straight down this hill at speed. It is narrow with views impeded by parked cars, lots of children walking/cycling to use the footbridge to get to Newton Central School. This footpath is also terrible and often blocked by bins, so kids and parents are often forced onto the road. Haslett St - Lower speed limit: Sharp downhill off a two-lane road, with lots of young families around getting to Newton Central School via the footbridge over the motorway. Vehicles speed down this hill to Valima Way to rat-run to New North Rd. Copeland St, Haslett St - Lower speed limit: Should be included in proposal due to Newton Central School students using these streets to go to school more than others that are included.

Suburb	Freemans Bay
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 8</i>	<ul style="list-style-type: none"> All residential streets (in inner suburbs) should be 30kph, and wider and better maintained arterial routes like Franklin Rd, Ponsonby Rd and Wellington St should be 40kph to keep traffic flowing evenly and discourage rat running and GPS re-routing. Hopetoun St extension links Howe St to Hopetoun St and is a short section of road next to the Girls' school - should be included in lowered speed limits proposal. I generally support all speed reductions. BUT the patchwork of speed changes 50 to 30 to 40 to... is very confusing and distracting (as a driver). Keep it simple: set ALL of Auckland Central 40kph AND enforce it. Only have very few, clear exceptions, such as higher for Nelson and Hobson motorway feeders, and lower limits around schools. College Hill is a death trap for pedestrians trying to cross the road. Please reduce the speed limit here too. Many workers in the offices around Hargreaves/Gudgeon St walk across College Hill daily to get to supermarket/cafes etc. It is very dangerous with cars racing down the hill. All of Freemans bay should be 30 to protect children, walkers, cyclists. Middle Street is a rat run from College Hill to Franklin Rd. We have a constant problem of vehicles speeding through this street - including trucks. In addition there are side streets off Middle St leading to Victoria Park New World - so there are many pedestrians crossing Middle Street/Cascade Street to walk up to Freeman's Bay / Ponsonby. 1) 30km/r should be enforced. There are no 30km/hr signs on Middle Street or any of the sides streets. Suburbs of Grey Lynn, Ponsonby, Freemans Bay, Arch Hill should have consistent speed limit (rather than 30, 40, 50) - too much signage is distracting (suggest speed limit painted on-road like Ponsonby), and adjacent roads should have lower limit also.
Suggestions for speed limit increases <i>Mentions: 8</i>	<ul style="list-style-type: none"> Franklin Rd - increase to 40kph or 50kph: <ul style="list-style-type: none"> 30kph requires heavy braking, which suggests the speed limit is too slow for the topography of the road. 30kph is unwarranted on a major route through Freemans Bay and should be raised to 40kph, in line with Ponsonby Rd. After the separation of cyclists and vehicles, the road should be returned to 50kph. The lower speed limit is not adhered to, so it is a risk of arbitrary and prejudiced enforcement. Bikes and scooters frequently exceed this 30kph limit.
Other physical improvements suggested <i>Mentions: 3</i>	<ul style="list-style-type: none"> Middle St: is a rat run from College Hill to Franklin Rd, with cars and trucks speeding. In addition there are side streets off Middle St leading to Victoria Park New World - so many pedestrians cross Middle St/Cascade St to walk up to Freeman's Bay/Ponsonby. Need to enforce 30kph and install signage on Middle St and all side streets. Ban trucks from using this rat run, and Police cars from Gudgeon St HQ should be using alternative routes (Scotland St or College Hill) as Middle St is too narrow with too many side streets. Consider making this one-way, and installing a speed camera on Franklin Rd. In the suburbs of Ponsonby, Freemans Bay, Grey Lynn, and Arch Hill multiple speed limits (50, 40, 30) on side streets - suggest one consistent speed, and on-road painted signage indicating speed limits (like Ponsonby Rd).



Feedback Theme	Main points
	<ul style="list-style-type: none"> The speed limit here is not enforced nor posted clearly enough. There are multiple hazards, large trees blocking view when entering Franklin Road from a driveway, tight parallel parks, cyclists, vehicles, scooters, and cyclists.
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> The bike path through the park (Western Park) is too slow with pedestrians mixed in. How about fixing the roads? Just look at the "new" Karangahape Rd/ Ponsonby Rd intersection. Restricted left turn from Ponsonby Rd. Traffic snarl-ups all day. Franklin Rd: The speed limit here is not enforced nor posted clearly enough. There are multiple hazards, large trees blocking view when entering Franklin Rd from a driveway, tight parallel parks, cyclists, vehicles, scooters, and cyclists. 30kph is perfectly reasonable for the above hazards but needs to be signposted more clearly and enforced.



Suburb	Grafton
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 4</i>	<ul style="list-style-type: none"> Khyber Pass Rd - Lower speed limit and suggest cycling facilities: Lots of new apartments and housing built here - add bike lanes, reduce lanes and lower the speed limit - currently like a motorway. Park Rd - Lower speed limit to 30kph: to improve pedestrian safety. Park Rd - Lower speed limit to 30kph and install pedestrian crossings: There is no safe way for pedestrians to access the park from the other side of the road. Khyber Pass Rd - Lower vehicle speeds: very dangerous place to cycle on key route.
Other physical improvements suggested <i>Mentions: 3</i>	<ul style="list-style-type: none"> Khyber Pass Rd - Lower speed limit and suggest cycling facilities: Lots of new apartments and housing built here - add bike lanes, reduce lanes, and lower the speed limit - currently like a motorway. Park Rd - Lower speed limit to 30kph and install pedestrian crossings: There is no safe way for pedestrians to access the park from the other side of the road. Khyber Pass Road, Newton Road, and the intersection of these roads with Symonds Street is unsafe. Pavements should be widened, and more crossings added.

Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds – Richmond Road <i>Mentions: 8</i>	<ul style="list-style-type: none"> Lower speed limit to 40kph from the junction of Ponsonby Rd through to Parawai Cres: Cars regularly speed on Richard Rd creating safety concerns for residents and school children. Also install speed cameras. Lower speed limit: is an incredibly busy road where children from multiple local school are crossing road - from Ponsonby side to Grey Lynn side. We have noticed so many near misses. Current 40kph during before and after school and lights in front of RRS are not sufficient! Richmond Rd/Castle St - Lower speed limit or change intersection design: Limit needs to be lowered at this point or the right turn out of Castle Street redesigned or prohibited. Current right hand turn out of Castle street doesn't have the required sight lines for a safe turn given the actual car speeds. Lower speed limit to 30kph: from Brown St to Sackville St - very busy section of road now. Lower speed limit to 30kph: Extend existing 30kph zone further south to the intersection with Surrey Cres. The 50kph speed limit is too fast here. Lower speed limit to 30kph: from West Lynn Shops to Parawai Cres all-inclusive due to the high levels of pedestrian traffic and blind spots accessing Richmond Rd from side roads. Many people cross Richmond Rd to get to bus stop and/or access to residential streets leading to Cox's Bay Park. Lower speed limit to 30kph: from the West Lynn Shops (Edwards St) to Parawai Cres all-inclusive due to the high levels of pedestrian traffic and blind spots accessing Richmond Rd from side roads. For example turning out of Sackville St (from the southern end) is extremely challenging because of the parked cars on Richmond Rd restricting visibility of oncoming traffic. This is the same for The exit of Summerfield Villas at 386 Richmond Rd. Richmond Rd/St John junction - Lower vehicle speeds: People park and dart into the dairy, no pedestrian crossing, and pull out quickly again onto St Johns with blind corner - many accidents and near misses. Lower speeds near shops, activity, blind corners, not random side streets.
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 35</i>	<ul style="list-style-type: none"> All of Grey Lynn, Ponsonby and Westmere should be included. Suburbs of Grey Lynn, Ponsonby, Freemans Bay, Arch Hill should have consistent speed limit (rather than 30, 40, 50) - too much signage is distracting (suggest speed limit painted on-road like Ponsonby), and adjacent roads should have lower limit also. Scanlan St - Lower speed limit: many pedestrians and people parking - currently very dangerous to cross. Scanlan St - Lower speed limit: Current 50kph is too fast with on-street parking, and volume of walking pedestrians - difficult to cross. Williamson Ave - Lower speed limit: cars speed down the road and children cross on a regular basis. Need to reduce speed limits on all suburban roads, for the safety of all (chose one street, but intended to apply to all). Chapman, Burgoyne, and Nixon streets - Lower speed limit to 30kph. Schofield St - Lower speed limit: All the roads around the park should be a lower speed limit as is a popular park and 50kph is dangerous and is getting more so with the increase in SUV's and double cab trucks. Haslett St, Copeland St, Bright St - Lower speed limit to 30kph: A lot of kids access the school by walking or cycling from the other side of the Haslett Footbridge.

Feedback Theme	Main points
	<ul style="list-style-type: none"> Haslett St - Lower speed limit: should be extended across the overpass bridge to Haslett St as many students are picked up and dropped off here each morning and afternoon. Bullock Track - Lower vehicle speeds: Poor visibility at the crossing at the top, and lots of young children going to the daycare centre and school nearby. It is difficult to cross this road. Beaconsfield St - Lower speed limit: many children, park users - cars/buses speed on this road. These streets are used as rat runs when Bond St traffic lights cause congestion. Very dangerous driving, near misses with people and animals on a regular basis. Extend to all streets west of Bond St. Sherwood Ave - Lower speed limit to 30kph: All off Grey Lynn should be included in the 30kph zone. Hakanoa St - Lower speed limit to 30kph: Drivers turning into Hakanoa St (a narrow residential street) from Richmond Rd are confronted with a 50kph sign - an invitation (recently installed) to drive at this speed which is too fast for this location. All of these narrow Grey Lynn streets need to be moved to 30kph as soon as possible. Sackville St - Lower speed limit to 30kph: from the West Lynn Shops (Edwards St) to Parawai Cres all-inclusive due to the high levels of pedestrian traffic and blind spots accessing Richmond Rd from side roads. 30kph is acceptable along this route. For example turning out of Sackville St (from the southern end) is extremely challenging because of the parked cars on Richmond Rd resulting in limited visibility of oncoming traffic. This is the same for The exit of Summerfield Villas at 386 Richmond Rd. Sussex St and surrounding streets - Lower speed limit to 30kph: Could keep arterial roads of Williamson Ave and Gt Nth Rd at 40kph, but side streets better at 30kph. Other residential streets (not already identified) should be included in this round of plans to ensure safe use for Ponsonby Intermediate/Western Springs High School/St Paul's High School and the feeder primary school students. Many of these residential streets are already effectively operating at 30kph - making this official and enforceable will set the expectation and be safer. Farrar St - Lower speed limit and install traffic calming: The section from Cockburn St., intersecting Jessel St, to Richmond Rd - often high vehicle speeds from rat-runners, and main gate into St. Paul's College is directly opposite the junction of Farrar and Richmond roads. Many young pedestrians walking or being dropped off to go to the college and also Richmond Rd Primary. Chapman St - Lower speed limit to 30kph and install traffic calming: Traffic volumes and speed are very high due to rat-running to avoid left-turn light on Great Nth Rd - lots of people living/walking in this narrow street and nearby. Need lower limit and somehow stop this rat-running. Chapman, Burgoyne, and Nixon streets should also be in 30kph zone. Chapman St - Lower speed limit or install traffic calming: rat running here at speed, after entering from Newton Rd. Is a safety risk to pedestrians, who often have visibility obscured. Castle St - Lower speed limit to 30kph: Current speed limit is 50kph and drivers use this road as a cut through which is lethal. Richmond Rd/Castle St - Lower speed limit or redesign intersection: Lower limit here or redesign or prohibit the right-turn out of Castle St: Right-turn Castle onto Richmond doesn't have the required sight lines for a safe turn given the actual car speeds.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Rose Rd and Murdoch Rd - Lower speed limit to 40kph: longish streets with cars often wanting to cross them, and many pedestrians, and cars occasionally speed over 60kph. • Surrey Cres - Lower speed limit to 30kph: around primary school. Artificial traffic calming has already been put in place so if the goal is for lower speeds, signposted speeds should also change. • Surrey Cres - Lower vehicle speeds: parents with young children struggle to cross this road - the day care centre is here but there isn't much parking close to the school and visibility not great. • Burgoyne St: Suited for 30kph. • Copeland St, Haslett St - Lower speed limit: The Newton School speed zone should also include these streets - many students cross the motorway footbridge and walk along these streets before/after school. It seems strange that this wouldn't be included in the school as more students walk on these roads than some of the streets in Arch Hill. • Commercial Rd, Cooper St, Seddon St - Lower speed limit to 30kph: These streets are steep and narrow and would benefit safety of residents and tamariki with a reduce speed limit. • Cooper St, Seddon St, Commercial Rd - Lower speed limit or install traffic calming: has both heritage and conservation status which prevents residents from building off street car parking, so it is regularly jam packed with parked cars making it less than two clear lanes wide. Vehicles avoiding the Bond St traffic lights regularly speed up and down Cooper St, creating a very unsafe environment. If the posted speed limit cannot be reduced in line with the Arch Hill streets east of Bond St, then other speed control measures have to be implemented. • Cooper St - Lower speed limit to 30kph: it is so dangerous people often skid around the corner before hooning up the street and some get really aggro when we are parking outside our houses because they have to stop. • Cooper St - Lower speed limit: to make this safer for bikers, walkers, children.
Suggestions for speed limit increases <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Richmond Rd - speed limit was changed from 50 to 30kph. More dangerous having it so low, people will stop paying attention. Make it 40kph if you want to keep it below 50kph.
Other physical improvements suggested – Richmond Road <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Median barrier: blind corner, often used by Uber drivers and others to perform a U-turn on this busy road, and as a cyclist, submitter has nearly been hit multiple times. • Pedestrian crossing needs improved sight lined: limited visibility, and cars struggle to see pedestrians. • Richmond Rd/Castle St - Lower speed limit or redesign intersection: Lower limit or redesign (or prohibit) right-turn from Richmond onto Castle - currently doesn't have the required sight lines for a safe turn given the actual car speeds. • Build out kerb to narrow left turn from Richmond into St John St: currently cars turn here at high speed due to width of corner. If the curb was built out to make the corner tighter that could help.
Other physical improvements suggested	<ul style="list-style-type: none"> • Speed limit on Scanlan Street should be lowered due to many pedestrians and people parking. Suggest traffic calming also. • Pedestrian crossings for Great North Road, as promised ages ago, will create safer streets around Newton Central School.

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November 2021 – Safer Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ

Feedback Theme	Main points
<i>Mentions: 10</i>	<ul style="list-style-type: none"> • Richmond Road/Castle Street: The speed limit on Richmond Rd needs to be lowered at this point or the right turn out of Castle Street redesigned or prohibited. Current right hand turn out of Castle street doesn't have the required sight lines for a safe turn given the actual car speeds. • Crummer Road West: No right-hand turn implemented. The right-hand turn can be dangerous as traffic comes around corners from right and left. Vehicles wanting to turn left have safer options by using laterals to Williamson Ave to access Grey Lynn retail or continue travel west through light controlled intersections. • Great north road needs protected hard cycling infrastructure to link K Road to the Northwestern cycleway via Bond street. If you are going from Hopetown or Ponsonby you will not go backwards to Queen Street to access. There is no protected lane West of Queen that allows access onto the Northwestern cycleway. Bond Street and especially Newton roads are incredibly dangerous for cyclists, scooter users and pedestrians. • Great North Rd - Lower speed limit to 30kph: Long, wide roads encourage speeding and dangerous driving, particularly in the evenings. Lower speed limits and pedestrianizing would turn this into a great residential and shopping zone. • Seddon Street: Block this off to avoid rat-running and create a calm LTN in Seddon, Cooper and Commercial - just like Arch Hill on the other side of Bond Street. • Peel St - Install pedestrian crossing: Pedestrian access to the bus stop at Peel St is difficult without a crossing and cars travel fast along this road. • Suggest Chapman St one-way be changed to opposite direction to prevent rat-runners dodging traffic lights - a number of apartment blocks, plus a new one being built, and children from these blocks attending Newton School. Random impatient drivers on this street impose risk on children and parents. • The speed bumps closer to Surrey Cres School are really dangerous! Can't be seen easily by people on motorbikes. Really weird designs those. • Surrey Cres: Just need to prevent parents crossing too close to blind corner up near Coles. E.g. give parents a safe crossing option further down. And give people safety areas to assist with crossing.
Other comments <i>Mentions: 3</i>	<ul style="list-style-type: none"> • As the HaveOurSay opening discussion document states, "(AT) are legally obligated to improve the safety of these roads. Making no change is not an option." - it feels like this consultation is not genuine if change is already decided. • Crummer Road West: Hazardous stretch of Gt. North Road, with traffic merging after very busy intersection and immediately entering 40kph zone with multiple bus stops. Particularly hazardous for bicycles and motorcyclists.

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November 2021 – Safer Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ



Suburb	Herne Bay
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Sentinal Rd - Lower speed limit to 30kph: The Northern streets of Herne Bay should have 30kph limit to match Ponsonby. This would create a larger area conducive to pedestrians, cyclists, slowing down, building community. • Curran St - Lower vehicle speeds: Vehicles speed down the hill to get up to motorway speed - Junction at Sarsfield Rd is dangerous even with speed table added on one side.



Suburb	New Market
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 9</i>	<ul style="list-style-type: none"> • Khyber Pass Rd - Lower speed limit: buses regularly travel down at 60-70kph, and road is not maintained, and concrete is broken at several points, and passes two schools. • Carlton Gore Rd - Lower vehicle speeds: traffic travels worryingly fast. • Carlton Gore Rd - Lower vehicle speeds: As a cyclist and car driver the calmer and slower vehicles travel around here the better. Fewer cars hitting pedestrians. Also Blind Foundation and schools and market days around here. • Carlton Gore Rd - Lower speed limit to 30kph: improves ped safety, and drivers are only marginally inconvenienced. • All of Newmarket should be lowered to 30kph just like the city centre: there's just as many people walking around here at all times. • Gillies Ave - Lower speed limit: Newmarket Primary School here, why are other schools lowering speeds, but NPS isn't? Please improve safety for these kids as well. When driving traffic is often blocked along here anyways so no time lost. • Nuffield St - Lower speed limit: Feels very unsafe here on a bike and while walking. Many others also use this street to access shops, not just cars. • Broadway - Lower speed limit to 30kph: high pedestrian traffic area and widely used by cyclists. • Broadway - Lower speed limit to 30kph: Way too many pedestrians and bikes here to ignore making this 30kph. No-brainer once you realize traffic is already doing 30kph.
Suggestions for speed limit increases <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Broadway - Do not lower speed limit: To be honest, the amount of traffic always present in Newmarket already limits driver speeds to 30-40kph on this stretch of road, so I don't think officially limiting the speed limit will actually make any difference or make it any safer.
Other physical improvements suggested <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Khyber Pass Rd - Maintain/upgrade footpath: footpath is totally unmaintained and narrow, with virtually no kerb along most of its length. • Parnell Rd/George St - Pedestrian crossing: A crosswalk across George Street would be nice here. It is tough to dodge three lanes of traffic during rush hour. • Broadway - Cycling facilities: Please build hard separated cycling infrastructure.

Suburb	Parnell
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 6</i>	<ul style="list-style-type: none"> • Parnell Rd - Lower speed limit: makes sense here as it is a town centre with many shops and restaurants on both sides. • Parnell Rd - Lower speed limit to 30kph: A town centre with many pedestrians and multiple pedestrian crossings - no reason anyone should be driving over 30kph. • Gladstone Rd - Lower speed limit: Very popular route for cyclists and pedestrians to Rose Gardens and to waterfront. Suggest lower speed limit, traffic calming, protected cycle path, more safe crossing facilities. Traffic frequently exceeds speed limit here, and there many children around, and are insufficient safe crossing points. • The Strand - Lower speed limit: currently very loud to live near here due to constant container trucks, and weekend/evening modified cars and loud motorbikes. 30kph would make this area much more liveable. • The Strand - Do not change speed limit: While noise is an issue on the strand, it's not a safety issue. This is not a residential road, its a major thoroughfare. • The Strang - Lower speed limit: The Strand/Gladstone Rd intersection is really dangerous because there are no turning bays. Please either install traffic lights or lower the speed limit.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> • The Strand/Gladstone Rd intersection: Install traffic lights.

Suburb	Ponsonby
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 10</i>	<ul style="list-style-type: none"> • All of Grey Lynn, Ponsonby and Westmere (for instance) should be included in proposal. • Should be 30kph on all residential streets, and around all schools, otherwise too many changes in speed limits, with people speeding up on residential areas. • Make the 30kph limit standard on all the roads in Ponsonby Grey Lynn - from Franklin Rd, up and over Ponsonby Rd and down Richmond Rd to Ariki St, along Ariki St to Jervois Rd, and back up to Ponsonby Rd. Consistency makes it easy to get driver's to comply, easy to police and easy to sign and implement. • Extend 30kph speed limit to streets between Richmond Rd, Surrey Cres, Williamson Ave, Ponsonby Rd. Residential streets with many children, and unsafe for vehicles to travel at 50kph anyway - no sense to be 40kph on Ponsonby, then speed up on these streets. Lots of walking/cycling to/from Grey Lynn Park. • Extend 30kph speed limit to streets from Vermont through to Brown streets. Two of these streets border Richmond Road school, so many young children walking/crossing these streets. • Norfolk, Douglas, Brown, and Fitzroy - Lower speed limit: Douglas and Brown both border a primary school with vulnerable road users. • Mira St - Lower speed limit: cars speed despite chicanes and speed bumps. Residential street with pedestrians, children (many learning to ride bikes) and pets and is a popular cycling route from Ponsonby to Grey Lynn (but they can be slow up the hill). • College Hill Rd - Lower speed limit: Cars speed downhill at 50-60kph, and many workers from the offices in Gudeon St/Hargreaves St cross this busy road to go to the supermarket etc and it is very dangerous. • Reduced speed limits needed outside Western Springs school. • Old Mill Rd/Garnet Rd intersection - Lower speed limit to 30kph and install raised pedestrian crossing: busy and complicated intersection, with shops and the potential to be a town centre - needs a raised crossing and lower limit. • Traffic calming should be consistent: single chicanes (at the top of Ardmore Rd) and speed bumps (the next street over, John St) work well. The double chicanes at the bottom of Ardmore Rd are pointless. • Jervois Rd - Lower speed limit: for public safety. • Jervois Rd - Lower speed limit to 40kph: to reinforce good habits on the 30kph school zones and be consistent with Ponsonby Rd.
Other physical improvements suggested <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Ponsonby Road needs a dedicated separated cycleway for bikes and scooters. • Ponsonby Rd: Reduce lanes available to traffic and reallocate two existing lanes to cycle and pedestrian infrastructure. • Ponsonby Rd: Install raised pedestrian crossings. • Ponsonby Rd: Change the light phasing's to better accommodate pedestrians and people with disabilities. Or better, shut the street off to traffic altogether and allow for outdoor dining.



Feedback Theme	Main points
	<ul style="list-style-type: none"> • Suggest broader infrastructure due to traffic volumes - new high volume link road between Jerois/Westend Rd and Richmond Rd. It can be controlled with direct , controlled intersections at each end. The payoff would be additional high density strip housing designed acoustically with traffic volume in mind. The link road could be used as a public transport and infrastructure link (with a bridge portion across the creek). • New supermarket traffic patterns: Divert traffic away from Marist and encourage left turn traffic, install a controlled intersection at the top of Wharf Rd to enable a left turn pattern off Jerois Rd via Buller St. It provides better guidance for drop off and pick up traffic from Bayfield School during the high-volume peaks and a clear left turn link to the new supermarket. • No speed bumps: They just increase road noise. 30kph is ok in the Avenues but some consideration has to be given to the legion of North Shore traffic that have established a rat run through the area. • Lincoln Rd - Prohibit vehicle access: Drivers from Richmond Rd to Lincoln St should be prohibited entry - this intersection often backs up, and it is unnecessary for drivers to use Lincoln St as a through-road.



Suburb	Westmere
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 7</i>	<ul style="list-style-type: none"> • Fife St - Lower vehicle speeds: High traffic volumes due to rat-running Meola to West End Rd, with many young families/children about and a busy tennis club with frequent drop offs and pick-ups. • Cumberland Ave - Lower speed limit from 50kph to 30kph: High traffic volumes due to rat-running, and current speed limit is too fast. Keep Garnet at 50kph, but the avenues should all be 30kph. • Peel St - Lower driver speed: Used to rat-run to Warnock Street / Westmere area so vehicles speed out of the roundabout but is a narrow residential street so speed should be lower for the safety of the residents in the area. • Kingsley St - Lower speed limit from 50kph to 30kph: Busy road especially with sports events/practices in Coxs Bay Reserve. Many pedestrians and cyclists (for the Greenways walking/cycling route). Cars parked on both sides, especially during work hours, and some vehicles travel too fast (to rat run Pt Chev to Ponsonby). • Richmond Rd from Parawai St to Surrey Cres - Lower speed limit from 50kph to 30kph: 50kph is far too fast. • Warnock Street - Lower speed limit: Currently a rat run due to Warnock Avenue now having speed bumps - lots of on-street parking and increased traffic makes it difficult to enter/exit driveways safely, and dangerous for children crossing to school. • Roads East of Westmere Primary/Garnet Road - Lower speed limit. • Peel St, Larchwood St, Kingsley St, Wellpark St, Warwick St and Livingstone St - Lower speed limit to 30kph: would make it a lot safer around Westmere Primary, and students going to Ponsonby Intermediate too. • All of Grey Lynn, Ponsonby and Westmere (for instance) should be included in the proposal. • Kotare Ave - suggest speed bumps: Traffic volume is increasing and is a residential area with some shops - great for cyclists but lowering traffic speed will be safer.

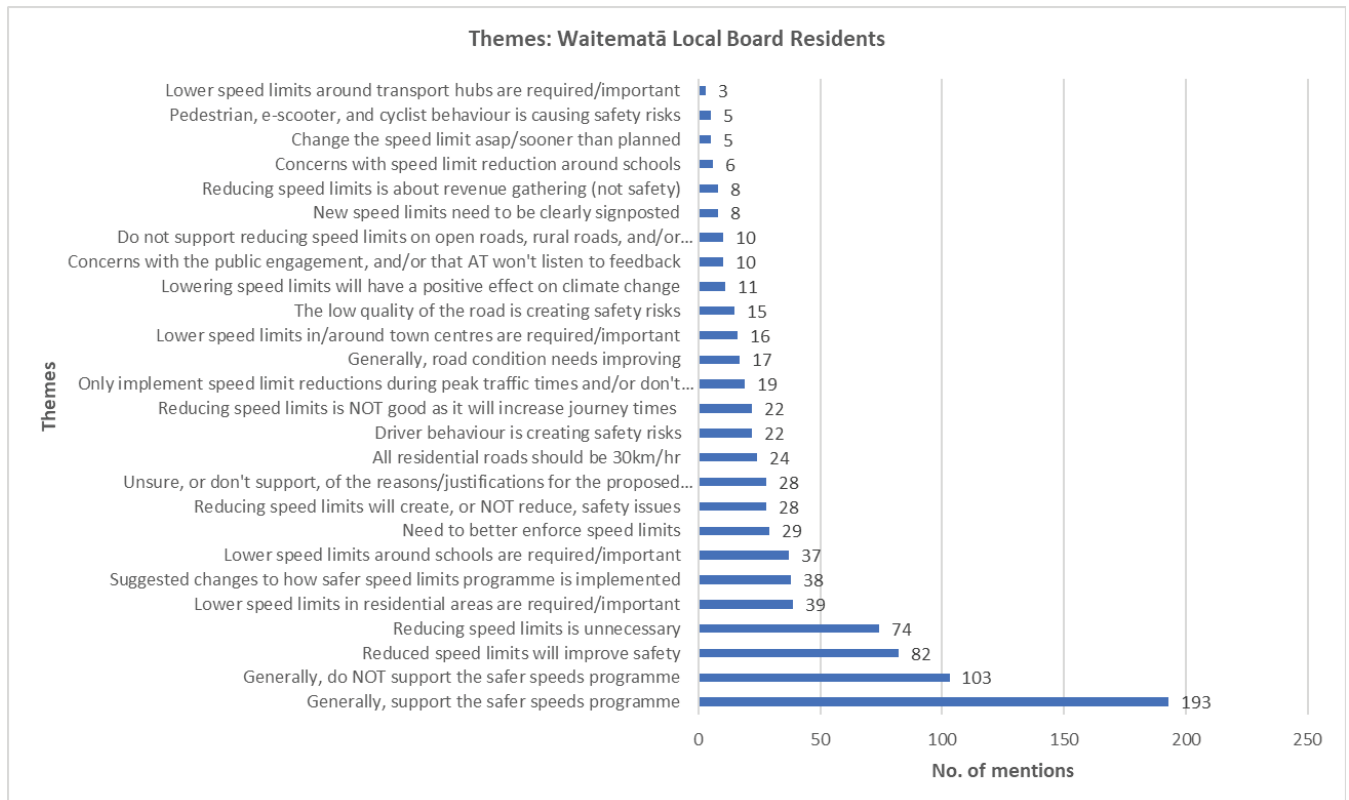
Part D – General themes from people who live within the local board area

The feedback form also provided the opportunity for respondents to provide general comments on the Safe Speed Programme. Most this feedback was general in nature and could not be attributed to a particular road.

This general feedback has been sorted into themes, and similar themes have been grouped together in topic areas. The feedback themes from respondents that said they live within the Waitemātā Local Board area are outlined below.

Please note:

- The “Mentions” in the themes column of the tables indicates the number of times that theme was mentioned by people from the Waitemātā Local Board area.
- It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Waitemātā Local Board area, just themes.



Overall sentiment towards the Safer Speeds Programme

Feedback Theme	Main points
<p>Generally, support the safer speeds programme Mentions: 193</p>	<ul style="list-style-type: none"> • Support reduced speed limits as they will reduce crashes. • Making streets safer for pedestrians and cyclists can only be a good thing. • Support changes in high incident areas. • Support for speed limit changes around schools. • Support for speed limit changes around schools but only during school hours not 24/7. • Support for changes in inner city suburbs. • Believe other roads should also have a speed reduction. • Support speed reductions but don't agree with proposed speeds: <ul style="list-style-type: none"> • There should be less speed levels e.g. 30km/h residential, 60km/h rural and 80km/h motorway. • Support speed limit reduction to 40km/h not 30km/h. • 100km/h to 40km/h is too large of a change. • Support speed limit changes but they should be targeted to the road and researched.
<p>Generally, do NOT support the safer speeds programme Mentions: 103</p>	<ul style="list-style-type: none"> • Don't think speed is the issue, road maintenance is. • Don't think speed is the issue, poor driving is. • Don't think speed is the issue, poor enforcement is. • Drivers who decide to speed now will speed anyway. • Will make traffic congestion worse. • Previous programme to lower speed has not had an effect on accidents or deaths. • Current 30km/h hour speed limits are not working and will not work. • Speed limits below 40km/h are unrealistic. • Think speed limits should be raised. • Cars cannot travel faster than the speed limit in Metro Auckland anyway. • Do not support speed reductions on entire roads, rather just the stretch affected by accidents. • Do not support speed limit reductions, except around schools.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Don't support reducing speed on rural roads. • Programme with various speeds will cause confusion and people will be fined. • Put roads already lowered back to 100km/h, it causes dangerous driving with passing. • Franklin community said don't change it. • Thinks programme is pointless. • Thinks programme is a guise to force people out of using private cars.

General comments and suggestions about the Safer Speeds Programme and road safety

Feedback Theme	Main points
<p>Unsure, or don't support, of the reasons/justifications for the proposed speed limit changes Mentions: 28</p>	<ul style="list-style-type: none"> • Need to show why they justify the speed limit reductions. • AT need to show how many fatal crashes on the roads proposed justify the speed limit changes. • AT need to show the number of fatal crashes on Queen Street, Quay Street, Tangihua Street, and Anzac Avenue. • Show how many crashes were caused by speed and not due to other factors. • Franklin roads do not have the accident statistics that are being claimed, would like to see the actual statistics. • Using reports of accidents to make decisions is flawed as not all accidents are reported. • Accidents caused by texting and alcohol should not impact speed decisions. • Using speed around school to justify these changes is wrong as there are already speed limits around schools and most of the proposed changes are not near schools. • Seems driven by ideology not practicality. <ul style="list-style-type: none"> • Proposed changes are unrealistic. • Model is flawed/decision is based on incomplete or incorrect data. • People are capable of driving to the conditions. • Congestions means speed self-limits where necessary. • Speed limit reductions are a guise to force people out of using private cars. • The increase in injuries is probably in correlation to Auckland's growth. • Reducing rural roads to 80km/h is an attempt to ensure roads last longer, not for safety. • Proposal is based not on reducing speed reducing harm, but on cost being a limiting factor in providing safe roads. • These changes are being made to hide how bad AT has made Auckland's traffic congestion. • What are the reasons for these changes? • The roads mentioned for speed changes are inconsistent. • Too many roads have been selected.
<p>Reducing speed limits is unnecessary Mentions: 74</p>	<ul style="list-style-type: none"> • There is no need to lower speed limits/existing speed limits are safe. <ul style="list-style-type: none"> • Roads are safe for the current speed limits (flat, straight, visibility is good, very few hazards on the side of the road, no side roads).

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November 2021 – Safer Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Suggested roads already have speed calming measures (speed bumps, chicanes). • Proposed speed limits are slower than necessary. <ul style="list-style-type: none"> • 50km/h is a safe speed limit, no need to reduce below that. • 30km/h speed limits are ridiculous / too slow / unnecessary. • Speed limit reviews are a waste of time and money. • Many roads require maintenance/upgrading to improve safety, not speed limit reductions. • Due to congestion people already travel around the city at less than 50km/h. • Auckland speed limits are much lower than other parts of New Zealand. • Many of the proposed speed limit reductions don't make sense. • Enough roads have had speed lowered already. • Vehicles do not speed on this road(s). • There have been no, or very few, crashes on this road(s). • Cars are safer than ever. • Vehicles are of better quality now and can travel at faster speeds safely. • Of the 206 rural roads in Franklin only 33 are high risk (serious injury or death), it unnecessary to reduce speeds on many of these roads. • There are no proposed developments in this area that would make this road significantly busier. • The justification that this limit should be reduced to be in keeping with surrounding roads isn't a satisfactory justification. • There is already a variable speed limit for the dangerous part of the road. • Road will still be unsafe for walking at the reduced speed limit. • The changes are being made to slow journeys to get people to ride bikes. • Just use LSZ signs.
<p>Reducing speed limits will create, or NOT reduce, safety issues Mentions: 28</p>	<ul style="list-style-type: none"> • AT's speed limit reductions have so far caused increased crashes and deaths. • Reduced speed limits have increased incidences of dangerous driving. • Reduced speed limits have increased accidents. • There is no evidence that reducing speeds will reduce deaths, in fact, the opposite has occurred. Following a non-relevant Scottish example is senseless. • Reinstate the speed limits that were recently reduced by AT.

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November 2021 – Safer Speeds Programme – Report on feedback by local board area

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Feedback Theme	Main points
	<ul style="list-style-type: none"> • Driver behaviour is the problem, not the speed limits. • People who speed will still speed. • Lower speed limits (and slow drivers) create driver frustration and dangerous behaviour, such as risky overtaking. • Any motorist obeying a 50kmph limit who crashes and causes a fatality or serious injury is either elderly, pathetic, or on drugs/intoxicated. 30kmph speed limit won't change the cause of the accident. • Reduced speed limits will not reduce crashes in South Auckland, most people do not obey the current speed limits. • Reduced speed limit (to 30) will cause constant watching of speedometer instead of watching the road. • Slow traffic encourages phones use. • Variable speeds along same stretch of road causes driver distraction. • Need to also change the design speed of the road, or changes will be ineffective. • Proposal is about politicians being seen to do something, rather than actually improving safety. • AT need to research and focus on changes that will actually improve safety. • Why is AT not doing cost benefit analysis to justify these proposals? • AT need to do a full economic analysis of the impacts of reducing speed limits, such as time wasted, increased travel times for buses/delivery vehicles/taxis etc. • I work for insurance and monitor claims. 98% of our crash report claims are due to poor driver behaviour. 85% of faults causing death and serious injury are elderly. What is your strategy doing about the real cause for these areas?
Reduced speed limits will improve safety <i>Mentions: 82</i>	<ul style="list-style-type: none"> • Lower speed limits will make people less likely to crash. • Lower speed limits improve pedestrian safety. • Lower speed limits will make our streets safer for children, elderly, and those with mobility issues. • Limiting speed will make cycling safer. • Lower speed limits in areas with speed related incidents. • Lowering speed limit is the only option on some roads that cannot be improved in other ways. • Road conditions are not suitable for the current speed limits, lowering them will improve safety.
Reducing speed limits is NOT good as it will increase journey times <i>Mentions: 22</i>	<ul style="list-style-type: none"> • Reducing speed limits will increase journey times. • Reduced speed limits increases pollution. • Reduced speed will impact traffic flow.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Reduced speed will increase congestion. • Reduced speed limits will increase journey times for emergency services - they cannot exceed 30km/h over the limit. • Reduced driving speeds is increasing journey times from Pukekohe to Auckland. • Driving around rural roads in Franklin will take too long at lower speeds. • Slower speeds, slows the economy. • Longer journey times mean increased risk of accidents. • Increased journey times will create risky, impatient drivers. • Reduced speed limits will negatively affect the public transport network. • Want to be compensated for wasted time. • Want to be compensated for wasted fuel.
Reducing speed limits is about revenue gathering (not safety) <i>Mentions: 8</i>	<ul style="list-style-type: none"> • Reducing speed limits is about revenue gathering. • Manurewa is being unfairly targeted to be fined and generate income. • South Auckland, and therefore Māori and Pacific communities, are being unfairly targeted. • Reduced speeds will lead to more petrol consumption and therefore are purely profit generation.
New speed limits need to be clearly signposted <i>Mentions: 8</i>	<ul style="list-style-type: none"> • New speed limits need to be clearly signposted. • New speed limits should be painted on the road as well as signposted.
Need to better enforce speed limits <i>Mentions: 29</i>	<ul style="list-style-type: none"> • Proposed changes will have minimal impact if not enforced. • General concerns about how speed limits will be enforced. • Better police roads with 50km/h speed limits. • Need more traffic cops. • Install speed cameras around schools. • Need more speed cameras can increase safety. • Need more random license and WOF checks. • Ensure courts enforce the law. • Need stronger penalties for breaking the road rules (one submitter suggested vehicles seized and if a repeat offender, crushed). • Need harsher penalties for those that speed past schools.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Make those caught speeding attend a course. • Need to police those driving too slow. • Great South Road between Drury and Papakura is never policed.
Driver behaviour is creating safety risks <i>Mentions: 22</i>	<ul style="list-style-type: none"> • Improve driver education to reduce crashes. • Drivers that should not have been given licenses is the issue. • Driver education should focus on more than speed, e.g. how to identify when it is safe to pull out, how to accelerate up to speed of other traffic. • Drivers should have to do a practical test every 10 years when they renew their licenses. • Better driver training/refreshers courses. Use a hydraulic synaptic feedback chair to learn better risk assessment and understanding of poor driving decisions. • Require driver refresher courses that provide driver trainer in a hydraulic synaptic feedback chair. • Dangerous drivers are ruining it for the majority who drive within the current limits. • Driver education for teenagers in rural areas is required. • Bus drivers need more training as they create a risk. • Good driving should be rewarded to encourage better drivers. • Not fair to reduce speed limits and punish the vast majority of drivers who drive safely, for the minority that drive dangerously (who will drive dangerously anyway). • Drivers using mobile phones is causing crashes. • Cars that are poorly maintained or in poor condition are the cause of crashes, more than speed. • People are regularly running red lights which is dangerous. Install more red-light cameras. • Slow speed limits (and slow drivers) cause driver frustration and dangerous driving, such as risky overtaking. • Reduced speed limits have increased incidences of dangerous driving. • Removing passing lanes is resulting in risky overtaking. • Unless there is frequent signage drivers won't know what speed to go and will be distracted looking for signs. • Any motorist obeying a 50kmph limit who crashes and causes a fatality or serious injury is either elderly, pathic, or on drugs/intoxicated. 30kmph won't change the cause. • I work for insurance and monitor claims. 98% of our crash report claims are due to poor driver behaviour. 85% of faults causing death and serious injury are elderly. What is your strategy doing about the real cause for these areas?

Feedback Theme	Main points
Pedestrian, e-scooter, and cyclist behaviour is causing safety risks <i>Mentions: 5</i>	<ul style="list-style-type: none"> • Improve pedestrian education/road safety. • Children need to be taught road safety. • Pedestrians are distracted on their phones. • Pedestrians should be made responsible for their own actions. • Speed limits are fine; money would be better spent on teaching pedestrians/children to cross the road safely. • Children around schools running out on the road are unsafe. • Speed limits are fine, cyclists making risky decisions is the safety issue. • Cyclists should have registration numbers, some are dangerous. • Cyclists should be legally required to use cycle lanes where available and ride single file. • E-scooters on the road are a safety issue.
The low quality of the road is creating safety risks <i>Mentions: 15</i>	<ul style="list-style-type: none"> • Roads are dangerous due to lack of road maintenance. • Improve road quality with more crossings, stop signs, give ways etc. • Improve road signage and markings. • Various maintenance issues of concern, such as potholes, uneven surfaces, road slope, road surface, narrow roads, and subsidence. • Poor repairs and maintenance work that don't last or are in poor/uneven condition from the time of the repair are a problem. • More and more development is being permitted without improving road quality • Lack of passing zones encourages dangerous overtaking. • On street parking is causing safety issues - obscures vision on residential streets, and on major roads parked cars reduce lane widths leading to congestion.
Generally, road condition needs improving <i>Mentions: 17</i>	<ul style="list-style-type: none"> • Need to improve road maintenance and design. • Improving road condition/maintenance is more important than reducing speed limits. • Proposed speed limit reductions are to avoid necessary road maintenance. • Infrastructure suggestions to make the roads safer. <ul style="list-style-type: none"> • Speed tables. • Better quality maintenance. • Improve road signage, road markings, and lighting. • Speed limits should be painted on roads at regular intervals.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Need to make roads flow better. • Road calming suggestions. • More pedestrian crossings. • Improve road signage, road markings and lighting. • Need to make roads flow better. • Poor repairs and maintenance work that don't last or are in poor/uneven condition from the time of the repair are a problem. • Poor road condition is causing regular damage to vehicles. • Need to improve motorways and invest more time in them. • More and more development is being permitted without improving road quality.
Change the speed limit asap/sooner than planned <i>Mentions: 5</i>	<ul style="list-style-type: none"> • Implement speed limit reductions sooner. • Trial temporary speed limit reductions until new limits come into effect. • AT should take a bolder approach, introduce wider speed zones at a faster pace.
Lowering speed limits will have a positive effect on climate change <i>Mentions: 11</i>	<ul style="list-style-type: none"> • Reducing speed limits will reduce emissions. • Reducing speed limits will help to meet climate change goals. • Reducing speed limits encourages non-vehicle travel and therefore reduces emissions. • Reducing speed limits will reduce pollution.
Suggested changes to how safer speed limits programme is implemented <i>Mentions: 38</i>	<ul style="list-style-type: none"> • Define a low-speed limit across the area (e.g. 30 km/h in urban areas and 60 km/h in rural areas and 80 km/h on motorways) and only allow roads to be faster by exception. • Consider 10km/h speed reduction rather than 20km/h. • Rural roads should be 80km/h maximum. • 30km/h is too slow, should only consider implementing 40km/h limits. • Having 10km/hr speed increments is confusing. Stick with just odd numbers (i.e. 10, 30, 50, 70, 90, 110km/h). • Straight, long stretches of road should be 60km/h. • All South Auckland roads should be 50km/h. • In areas that have various speeds, stick with just 30km/h and 50km/h. • Reduce speed limits on all urban roads to reduce confusion.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • The idea that speed limits should follow from design speeds is completely backwards. Lower the limit now and then design the street around that whenever it next comes to be rebuilt. • Ensure roads are designed/changed to reflect the speed limit for the road, so that people naturally travel the speed limit and feel uncomfortable travelling faster e.g. narrower roads, trees on alternating sides of the road, plant trees between the road and the footpath. • Low-cost, tactical changes need to be rolled out to support the reduced speed limits. • In urban/residential areas reduced speed areas ought to take the form of low traffic neighbourhoods. • Do not create traffic calming that is unsuitable for small vehicles. • Speed limits should be implemented with road calming measures. • Speed limits should be implemented with extra driver education. • Do not support speed reductions on entire roads, rather just the stretch affected by crashes. • AT should be proactively monitoring and reviewing all roads for speed limit changes. • On dangerous stretches of road, yellow speed warning signs (like on state highways, where a suggested speed for hazardous corners is used) is a better measure to take. Encourage drivers to adjust to the conditions rather than set a speed target.

Times of days and locations where speed limit reductions are NOT supported

Feedback Theme	Main points
<p>Only implement speed limit reductions during peak traffic times and/or don't support 24/7 implementation</p> <p><i>Mentions: 19</i></p>	<ul style="list-style-type: none"> Do not support 24/7 implementation of speed limits. Only implement during peak traffic times. Only implement during school hours, school pick-up and drop-off times, and/or during school terms. Speed reductions should only be between 8am and 7pm. Speed reductions should only be between 8am and 4pm. Reducing speeds all day for a problem that only exists for a short period of time each day doesn't make sense. Reducing speeds for 24 hours is impractical and impossible to police. Speed limit signage around schools should be electronic so limits can be changed when necessary (increased in evenings and weekends).
<p>Do not support reducing speed limits on open roads, rural roads, and/or highways</p> <p><i>Mentions: 10</i></p>	<ul style="list-style-type: none"> Do not support reducing speed limits on open roads and/or highways. Rural roads should have an open road speed limit so people can decide how fast they travel.
<p>Concerns with speed limit reduction around schools</p> <p><i>Mentions: 6</i></p>	<ul style="list-style-type: none"> Schools are already speed limit zones, why add extra. Limit should be 40km/h. Should not be 24/7, and should be notified by illuminated, variable signs. Different schools have different start times, so speed limits should be tailored to those times. School zones should have more monitoring at peak times, not speed limit reductions. Too many side roads around schools are included in low-speed limit. Should only be 30km/h for a distance of 400m from each school. Speed limits should be around primary schools only. Only apply 30km/h speed limits to on schools that are not on main arterial roads. It is not speed around schools that is the problem, it is parents dropping off and picking up dangerously, and buses. People ignore low speed zones around schools anyway. Is there a strategy to address school related traffic volume?

General locations where speed limit reductions are supported

Feedback Theme	Main points
<p>Lower speed limits around schools are required/important</p> <p><i>Mentions: 37</i></p>	<ul style="list-style-type: none"> All schools should be included. Makes it safer for children going to/from school. Change speed limit around schools 40km/h. Speed limits around schools need to be standard, not 40kph at some and 30kph at others. Reduced speed limits should be restricted to school zones. Leave other roads 50km. Don't support the speed reductions, except around schools. There should be traffic calming measures and safety improvements (pedestrian islands) as well as lower speed limits. All schools should have flashing 30kmh signs at their boundary.
<p>Lower speed limits in residential areas are required/important</p> <p><i>Mentions: 39</i></p>	<ul style="list-style-type: none"> All residential roads should be 30km/h. Lower speed limit is important, but it should be 35km/h or 40km/h. High density town roads should be 40km/h maximum. In a cul-de-sac or tight, narrow residential road, the limit should be lower than 30km/h. All minor side streets should be 30km/h. Need lower speed limits around parks, where children play. Residential roads have more potential for conflict (people turning out of driveways, pedestrians crossing the road, parked cars) and often have worse visibility. Modern cars are large and dangerous, lower speed limits in suburban roads would be safer for pedestrians.
<p>All residential roads should be 30km/hr</p> <p><i>Mentions: 24</i></p>	<ul style="list-style-type: none"> All residential roads should be 30km/h. Will enable vehicles and bikes to share the road. Should be supported by physical measures to reduce speeds.
<p>Lower speed limits around transport hubs are required/important</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> Transport hubs are high pedestrian areas so should have lower speed limits.

Feedback Theme	Main points
Lower speed limits in/around town centres are required/important <i>Mentions: 16</i>	<ul style="list-style-type: none"> • Town centres are high pedestrian areas so should have lower speed limits. • Agree with speed reductions but speed limits should be 40km/h. • The city should be 30km/h everywhere, with wider footpaths and narrower streets to encourage slow speeds.

Other comments and concerns

Feedback Theme	Main points
Concerns with the public engagement, and/or that AT won't listen to feedback <i>Mentions: 10</i>	<ul style="list-style-type: none"> • AT will not listen to public feedback. • AT did not listen to feedback regarding last speed limit review in Franklin, it is now more dangerous. • AT needs to communicate their responses to feedback better. • There is very limited opportunity to provide feedback. • The outcomes have already been decided as you state, "no change is not an option". • AT only listens to vocal minority groups. • Sick of the government deciding things without consulting the ratepayers. • AT never propose increased speed limits. • AT need to release statistics to show proof of speed limit reduction requirements on each road. • Consultation website was poorly designed and difficult to navigate, meaning that an informed assessment cannot be made. • Concerns the map in the brochure drop is deceptive - the dots are incorrectly placed. • Had technical issues with the online survey and/or interactive map tool. • Concerns the leaflet is propaganda and doesn't contain accurate statistics. • Concern that there is a discrepancy between the online information when giving feedback and the leaflet drop:- D'Oyly Drive included in the leaflet but not the online 'Have your say'. • Stop using Facebook groups for feedback. • Need an option for people to be added to the mailing list once feedback is gathered that doesn't require giving feedback. • Future proposals should be posted on local community boards. • AT should communicate directly with locals and drive the roads to better understand the problems.



Safe Speeds Programme

Public feedback on proposed speed limit changes October/November 2021

Feedback related to Whau Local Board area



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Part A – Number of submitters from within the local board area

During October and November 2021, 198 people from within the Whau Local Board area submitted on the Safe Speeds Programme - proposed speed limit changes.



Part B – Feedback on roads within the local board area proposed for speed limit changes

In the first part of the feedback form, respondents were asked what they thought of the proposed speed limit changes for each road. Specifically they were asked:

- What do you think of the proposed speed limit change for this road? (*tick-box answers*)
- Why do you feel this way? (*open-ended answers*)

This section outlines:

- The sentiment expressed by respondents towards the proposed speed limit changes for each road within the Whau Local Board area ('What do you think of the proposed speed limit change for this road?')
- A summary of the open-ended feedback received for each road within the Whau Local Board area ('Why do you feel this way?').



Road name	Addison Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	9
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 9</i>	<ul style="list-style-type: none"> Taylor Street is a main connecting road from Blockhouse Bay to Wolverson Road of which Addison connects onto - many school children exit Addison and cross Taylor, and traffic exceeds 80kph. Busy street during morning drop offs and after school picks for the Primary and Intermediate students.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Hardly any student movement on this or the adjacent Taylor Street, and no need to lower speed limit.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Aspen Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	12
I think the current speed limit on this road should be kept the same	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 12</i>	<ul style="list-style-type: none"> There are a lot of school children. Main connector street from Rosebank Road, which is one of the busiest roads in Auckland, to the streets with the schools - gets very busy and people speed, especially around school pick up/drop off times. Short road that for the safety of all 30kph would be safe and easily achieved.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Speed is already reduced during school hours/weeks on this street.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Gets very busy and people speed, especially around school pick up/drop off times.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Beatrix Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Motorists use this as a bypass for the lights on Victor Street, and it is very narrow with lots of parked cars (dangerously obscuring driveways), which is likely to get worse due to new dense developments.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> It is a short road, with residential vehicles parked on-street which narrows it, so vehicles are unlikely to be able to get up to speed anyway.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Needs to be supported with traffic calming on Plane St and single sided parking on Beatrix St. This would make it consistent with the other 30km/h zone roads (Victor, Holly etc).

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Busby Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	3
I think the current speed limit on this road should be kept the same	1
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Busy street during morning drop-offs and after school pick-ups.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Have never seen any issues on this street, no need to lower speed limits here.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Chaucer Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Will be safer (at lowered speed limit).

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Colorado Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Small cul-de-sac - if people drive fast, they are likely to end up on someone's property if something goes wrong.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Congreve Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> A lot of blind spots around corners - slower is better.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Crowther Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	3
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> Street is narrow, and visibility is restricted when backing out of driveways due to parked vehicles too close to driveways. Vehicles travel at 45kph at least, and this is too fast due to restricted visibility. New housing and lots more residents now, so reduced speed limit is appropriate to ensure their safety. Road is narrow with cars parked on both sides - lower speed limit will be safer.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> No need for 30kph speed zone near Chaucer School.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

Road name	Eastdale Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	16
I think the current speed limit on this road should be kept the same	8
Other - Should be higher than current	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 12</i>	<ul style="list-style-type: none"> This road has schools and high volumes of school traffic. There are two light spots on Eastdale opposite sides that turn green - if cars are speeding through, ignorant of this, there could be an accident. Lower speed limit will be safer for children and ducks. Lots of families walking around and can get very busy during business hours. Many near misses (children, other cars) and dead animals. 50kph max around schools. A lot of children cross this road. Area located near parks and schools, increasing likelihood of people travelling to these places, who should be kept as safe as possible. Around 3500 students from 3 schools less than 1km from each other is a lot of students and the cars need to slow down.
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> There are no problems at current speed limit - no need to change it. There are already speed bumps. Due to raised speed bumps you cannot drive over 30kph anyway.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Drivers speed down this road.
Other suggestions for reduced vehicle speeds	<ul style="list-style-type: none"> There are already speed bumps, recommend 40kph instead. 30kph is way too low - suggest 40kph.

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November 2021 – Safer Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ

Why do you feel this way?	
Feedback Theme	Main points
<i>Mentions: 2</i>	
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Around 3500 students from 3 schools less than 1km from each other is a lot of students and the cars need to slow down. We should also put in cycle lanes for these roads.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

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November 2021 – Safer Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ



Road name	Falkirk Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	3

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> • There is a bend where visibility is restricted, and Chaucer Primary is here. • Many children living and wandering around in this area. • Before and after school hours, there are many school kids walking, cycling, and driving in these areas. Outside of these times these are quiet suburban roads isolated from the main arterial network - lowering speed limit will create a more friendly residential environment. • Busy road during morning drop offs and after pick-ups, doesn't help that it is a narrow road too.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Highbury Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2
I think the current speed limit on this road should be kept the same	1
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Reduced speed limit will be safer for the residents of the street - during school hours students from Avondale College park on Highbury and occasionally speed up and down the street. • Is a short one-way road so 30kph is fine.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Holly Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	29
I think the current speed limit on this road should be kept the same	11
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 21</i>	<ul style="list-style-type: none"> • Avondale Intermediate on this road. • Windy, bendy, bumpy road with school at one end. • Lower speed limit would improve safety for pedestrians, students, and wildlife/pets, and reduce noise. • Existing speed humps are not working to slow vehicles down. • It's the best for everyone's safety.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> • There are already speed bumps on this road that lower traffic to less than 50kph - 40kph more appropriate but expect minimal impact due to existing speed bumps (will not make any difference to safety outcomes).
The reduced speed limit is unnecessary <i>Mentions: 6</i>	<ul style="list-style-type: none"> • There are already speed bumps on this road that lower traffic to less than 50kph - 40kph may be more appropriate but expect minimal impact from lower limit due to existing speed bumps. • No reason to lower speed limits. • So many raised speed bumps that there is no need to change the speed limit.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Lower speed limit won't help if new limits aren't enforced (as they are not currently).



Why do you feel this way?	
Feedback Theme	Main points
Only support the reduced speed limit for a certain period of the day <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Speed limit should only be reduced during school hours. • Against 24/7 speed reduction.
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> • 30kph is unnecessary - there are already speed bumps, recommend 40kph instead. • 30kph is way too low - suggest 40kph.
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Needs an island where Holly Street meets Eastdale Road at that intersection - many drivers cut others off when indicating right do go down Eastdale. • Need clearway for Holly Street to help traffic flow ('no parking' restrictions).

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Keats Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Lidcombe Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Malory Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Marlowe Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
Other	1

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Mayville Avenue
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	5
I think the current speed limit on this road should be kept the same	1
I think the speed limit should be lower than what is proposed	3
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 4</i>	<ul style="list-style-type: none"> Children cross the road often, and Mayville is a cul-de-sac and does not require a higher (than proposed) speed limit. Small, narrow no-exit street with a Special Needs School whose students are at serious risk of being hit. Vehicles need to slow down.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Have never seen/heard of anyone injured or killed - it's a short dead-end street with no need to speed.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> It is a waste of time and money to change something that's been working fine for so long.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> It's not long road, and cul-de-sac. I haven't seen any car drive fast. Also, the school is special school, and all students are in and out by taxi provided as school bus. Agree with lower speed limits to keep this the norm, but request no speed bumps, for consideration of the disabled students who can find these discomfoting.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> There are too many cars parking on this street, and on footpaths and too close to driveways, obscuring visibility and making it difficult for residents to access. One development is causing particular issues in this regard, with people parking illegally.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

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November 2021 – Safer Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ



Road name	Meredith Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Narrow width street - lower speed limit will be safer for children.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

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November 2021 – Safer Speeds Programme – Report on feedback by local board area

Independently prepared by Viewpoints NZ



Road name	Plane Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	3

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> This road is used to bypass the lights from Victor St to Great North Road and cars come down here very fast.
Driver behaviour is creating safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Reducing the speed limit may not change this without supplementary engineering changes though as cars already regularly break the speed limit.
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> Needs to be supported with traffic calming on plane st and single sided parking on Beatrix St. This would make it consistent with the other 30km/h zone roads (Victor, Holly etc). Need clearway for Holly Street to help traffic flow ('no parking' restrictions).

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Swinburne Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK	N/A

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Ulster Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	3
I think the current speed limits in this road should be kept the same	3
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> Reduced speed limit will be safer for those living and working on this narrow road, with many trying to bypass traffic and are speeding.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> No need for 30kph speed zone near Chaucer School. Submitter often walks and cycles along these roads and never has issue with vehicles travelling at 50kph.
Driver behaviour is causing safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Many motorists try to bypass traffic using Ulster and are speeding.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> 30kph just seems too slow.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> I think that the design of this street encourages speeding. The speed limit of this street could be kept the same if speed control measures like kerb bailouts, tree planting, etc were implemented.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Victor Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	31
I think the current speed limit on this road should be kept the same	13

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 26</i>	<ul style="list-style-type: none"> Schools in this area. Runs parallel with Alberton Ave with the 3 schools and also another entrance to two of them. We need to decrease the speed limit to try and prevent speeding. Teenage drivers speed on this street and it is dangerous for school children. These streets are home to one of the largest High schools in the countries, and shares boundaries with 4 other education institutes with children ages from 0-12yrs. Three schools equating to around 3500 students within less than 1 kilometre of each other finish and start school at the same time. The traffic is carnage and anything to slow people down during school beginning is and endings is good. The existing speed bumps slow traffic already and it is used a lot around school time, and the rest of the time residents can go carefully over the bumps at 30kph. I think with kids and school on the street, a speed reduction would be great. Drivers often race (not literally) down this street.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> There are already speed bumps on this road that lower traffic to less than 50kph - 40kph expect minimal impact due to existing speed bumps (will not make any difference to safety outcomes). There are already speed bumps in a number of roads including ours (Victor St), so I don't feel AT have fully looking at the congestion impacts to residents, or the parking congestion, which will only get worse with more high-rise apartments being built in the immediate area.
The reduced speed limit is unnecessary <i>Mentions: 6</i>	<ul style="list-style-type: none"> There are already speed bumps on this road that lower traffic to less than 50kph - 40kph more appropriate but expect minimal impact due to existing speed bumps. Seems to work fine as is. Speed is already reduced during school hours/weeks on this street.

Why do you feel this way?	
Feedback Theme	Main points
Driver behaviour is causing safety issues <i>Mentions: 3</i>	<ul style="list-style-type: none"> Regardless of speed limit, drivers will still be reckless. Too many cars speed on this road.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> Lower speed limit won't help if new limits aren't enforced (as they are not currently).
Reduce the speed limit further than proposed for a section of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> High volume of children especially after school - 40kph is not low enough during school hours - suggest 50kph outside school hours, and 30kph as the new school zone speed limit.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> Only support the reduced speed limit for a certain period of the day.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> 30kph is way too low - suggest 40kph.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed

Part C – Feedback on roads within the local board area NOT proposed for speed limit changes

Some respondents also identified roads that they thought needed changes, which were not proposed for speed limit reductions. Please note:

- To prevent having lots of themes that were only mentioned once or twice we grouped suggestions into suburbs and used the 'main points' for the themes to identify the roads being mentioned.
- Some suburbs are situated within more than one local board area, as such there may be some roads in this section which are not relevant to the Whau Local Board area. It saved a significant amount of time reporting in this way.

Suburb	Avondale
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 8</i>	<ul style="list-style-type: none"> Mead St - Lower speed limit: very narrow road with no speed limit signage, and many parked cars. Rosebank Rd, Great North Rd - Do not lower speed limits: lowering limits here will cause congestion on Victor St, making it even more difficult to leave driveways. Great North Rd - Lower vehicle speeds: Many pedestrians crossing for the shops, and children around with Primary school, and high vehicle speeds. Trent St - Lower vehicle speeds: Many residences, with poor footpath, and courier drivers going very fast. Blockhouse Bay Rd - Lower vehicle speeds. Riversdale Rd - Lower vehicle speeds: Too many people speeding despite speed bumps - improve child safety. Ash St - Lower vehicle speed: Cars and trucks drive far in excess of speed limit - very scary and have been accidents. Rosebank Rd - Lower speed limit: There are frequently accidents on this part, which is why hit sticks have been put in. Clearly the speed limit needs to be lowered. Rosebank Rd - 3 schools and a community park lead out to Rosebank Road at this location. It is essential to reduce speed here, between Honan Road and Ash Street. This should be a 30kph zone. Rosebank Rd - Lower speed limit to 30kph: wherever possible, for safety of children, schools, and town centre.

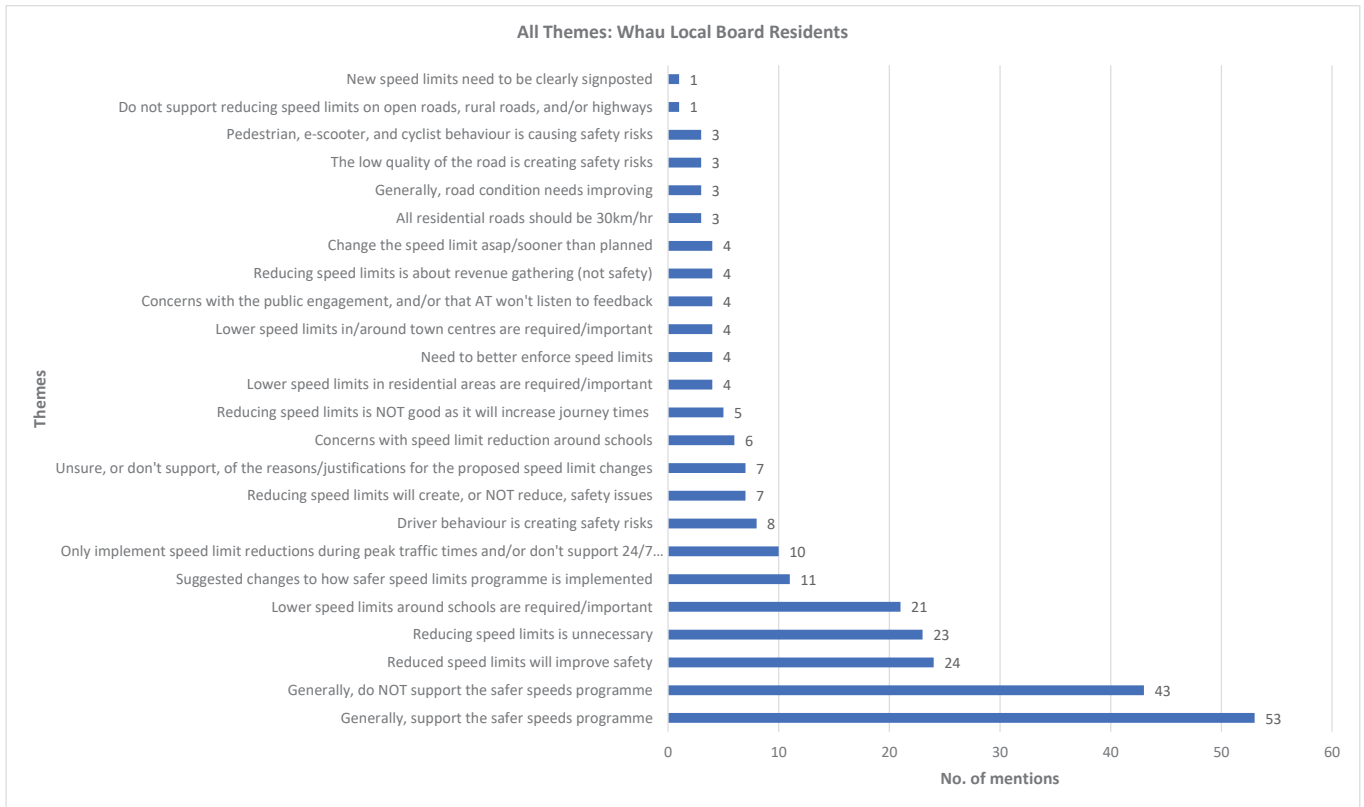
Part D – General themes from people who live within the local board area

The feedback form also provided the opportunity for respondents to provide general comments on the Safe Speeds Programme. Most this feedback was general in nature and could not be attributed to a particular road.

This general feedback has been sorted into themes, and similar themes have been grouped together in topic areas. The feedback themes from respondents that said they live within the Whau Local Board area are outlined below.

Please note:

- The “Mentions” in the themes column of the tables indicates the number of times that theme was mentioned by people from the Whau Local Board area.
- It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Whau Local Board area, just themes.



Overall sentiment towards the Safer Speeds Programme

Feedback Theme	Main points
<p>Generally, support the safer speeds programme</p> <p><i>Mentions: 53</i></p>	<ul style="list-style-type: none"> Support reduced speed limits as they will reduce crashes. Making streets safer for pedestrians and cyclists can only be a good thing. Support changes in high incident areas. Support for speed limit changes around schools. Support for speed limit changes around schools but only during school hours not 24/7. Support for changes in inner city suburbs. Believe other roads should also have a speed reduction. Support speed reductions but don't agree with proposed speeds: <ul style="list-style-type: none"> There should be less speed levels e.g. 30km/h residential, 60km/h rural and 80km/h motorway. Support speed limit reduction to 40km/h not 30km/h. 100km/h to 40km/h is too large of a change. Support speed limit changes but they should be targeted to the road and researched.
<p>Generally, do NOT support the safer speeds programme</p> <p><i>Mentions: 43</i></p>	<ul style="list-style-type: none"> Don't think speed is the issue, road maintenance is. Don't think speed is the issue, poor driving is. Don't think speed is the issue, poor enforcement is. Drivers who decide to speed now will speed anyway. Will make traffic congestion worse. Previous programme to lower speed has not had an effect on accidents or deaths. Current 30km/h hour speed limits are not working and will not work. Speed limits below 40km/h are unrealistic. Think speed limits should be raised. Cars cannot travel faster than the speed limit in Metro Auckland anyway. Do not support speed reductions on entire roads, rather just the stretch affected by accidents. Do not support speed limit reductions, except around schools.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Don't support reducing speed on rural roads. • Programme with various speeds will cause confusion and people will be fined. • Put roads already lowered back to 100km/h, it causes dangerous driving with passing. • Franklin community said don't change it. • Thinks programme is pointless. • Thinks programme is a guise to force people out of using private cars.

General comments and suggestions about the Safer Speeds Programme and road safety

Feedback Theme	Main points
<p>Unsure, or don't support, of the reasons/justifications for the proposed speed limit changes</p> <p><i>Mentions: 7</i></p>	<ul style="list-style-type: none"> • Need to show why they justify the speed limit reductions. • AT need to show how many fatal crashes on the roads proposed justify the speed limit changes. • AT need to show the number of fatal crashes on Queen Street, Quay Street, Tangihua Street, and Anzac Avenue. • Show how many crashes were caused by speed and not due to other factors. • Franklin roads do not have the accident statistics that are being claimed, would like to see the actual statistics. • Using reports of accidents to make decisions is flawed as not all accidents are reported. • Accidents caused by texting and alcohol should not impact speed decisions. • Using speed around school to justify these changes is wrong as there are already speed limits around schools and most of the proposed changes are not near schools. • Seems driven by ideology not practicality. <ul style="list-style-type: none"> ○ Proposed changes are unrealistic. ○ Model is flawed/decision is based on incomplete or incorrect data. • People are capable of driving to the conditions. • Congestions means speed self-limits where necessary. • Speed limit reductions are a guise to force people out of using private cars. • The increase in injuries is probably in correlation to Auckland's growth. • Reducing rural roads to 80km/h is an attempt to ensure roads last longer, not for safety. • Proposal is based not on reducing speed reducing harm, but on cost being a limiting factor in providing safe roads. • These changes are being made to hide how bad AT has made Auckland's traffic congestion. • What are the reasons for these changes? • The roads mentioned for speed changes are inconsistent. • Too many roads have been selected.
<p>Reducing speed limits is unnecessary</p> <p><i>Mentions: 23</i></p>	<ul style="list-style-type: none"> • There is no need to lower speed limits/existing speed limits are safe. <ul style="list-style-type: none"> ○ Roads are safe for the current speed limits (flat, straight, visibility is good, very few hazards on the side of the road, no side roads).

Feedback Theme	Main points
	<ul style="list-style-type: none"> o Suggested roads already have speed calming measures (speed bumps, chicanes). • Proposed speed limits are slower than necessary. <ul style="list-style-type: none"> o 50km/h is a safe speed limit, no need to reduce below that. o 30km/h speed limits are ridiculous / too slow / unnecessary. • Speed limit reviews are a waste of time and money. • Many roads require maintenance/upgrading to improve safety, not speed limit reductions. • Due to congestion people already travel around the city at less than 50km/h. • Auckland speed limits are much lower than other parts of New Zealand. • Many of the proposed speed limit reductions don't make sense. • Enough roads have had speed lowered already. • Vehicles do not speed on this road(s). • There have been no, or very few, crashes on this road(s). • Cars are safer than ever. • Vehicles are of better quality now and can travel at faster speeds safely. • Of the 206 rural roads in Franklin only 33 are high risk (serious injury or death), it unnecessary to reduce speeds on many of these roads. • There are no proposed developments in this area that would make this road significantly busier. • The justification that this limit should be reduced to be in keeping with surrounding roads isn't a satisfactory justification. • There is already a variable speed limit for the dangerous part of the road. • Road will still be unsafe for walking at the reduced speed limit. • The changes are being made to slow journeys to get people to ride bikes. • Just use LSZ signs.
Reducing speed limits will create, or NOT reduce, safety issues <i>Mentions: 7</i>	<ul style="list-style-type: none"> • AT's speed limit reductions have so far caused increased crashes and deaths. • Reduced speed limits have increased incidences of dangerous driving. • Reduced speed limits have increased accidents. • There is no evidence that reducing speeds will reduce deaths, in fact, the opposite has occurred. Following a non-relevant Scottish example is senseless. • Reinstate the speed limits that were recently reduced by AT.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Driver behaviour is the problem, not the speed limits. • People who speed will still speed. • Lower speed limits (and slow drivers) create driver frustration and dangerous behaviour, such as risky overtaking. • Any motorist obeying a 50kmph limit who crashes and causes a fatality or serious injury is either elderly, pathetic, or on drugs/intoxicated. 30kmph speed limit won't change the cause of the accident. • Reduced speed limits will not reduce crashes in South Auckland, most people do not obey the current speed limits. • Reduced speed limit (to 30) will cause constant watching of speedometer instead of watching the road. • Slow traffic encourages phones use. • Variable speeds along same stretch of road causes driver distraction. • Need to also change the design speed of the road, or changes will be ineffective. • Proposal is about politicians being seen to do something, rather than actually improving safety. • AT need to research and focus on changes that will actually improve safety. • Why is AT not doing cost benefit analysis to justify these proposals? • AT need to do a full economic analysis of the impacts of reducing speed limits, such as time wasted, increased travel times for buses/delivery vehicles/taxis etc. • I work for insurance and monitor claims. 98% of our crash report claims are due to poor driver behaviour. 85% of faults causing death and serious injury are elderly. What is your strategy doing about the real cause for these areas?
Reduced speed limits will improve safety <i>Mentions: 24</i>	<ul style="list-style-type: none"> • Lower speed limits will make people less likely to crash. • Lower speed limits improve pedestrian safety. • Lower speed limits will make our streets safer for children, elderly, and those with mobility issues. • Limiting speed will make cycling safer. • Lower speed limits in areas with speed related incidents. • Lowering speed limit is the only option on some roads that cannot be improved in other ways. • Road conditions are not suitable for the current speed limits, lowering them will improve safety.
Reducing speed limits is NOT good as it will increase journey times <i>Mentions: 5</i>	<ul style="list-style-type: none"> • Reducing speed limits will increase journey times. • Reduced speed limits increase pollution. • Reduced speed will impact traffic flow.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Reduced speed will increase congestion. • Reduced speed limits will increase journey times for emergency services - they cannot exceed 30km/h over the limit. • Reduced driving speeds is increasing journey times from Pukekohe to Auckland. • Driving around rural roads in Franklin will take too long at lower speeds. • Slower speeds, slows the economy. • Longer journey times mean increased risk of accidents. • Increased journey times will create risky, impatient drivers. • Reduced speed limits will negatively affect the public transport network. • Want to be compensated for wasted time. • Want to be compensated for wasted fuel.
Reducing speed limits is about revenue gathering (not safety) <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Reducing speed limits is about revenue gathering. • Manurewa is being unfairly targeted to be fined and generate income. • South Auckland, and therefore Māori and Pacific communities, are being unfairly targeted. • Reduced speeds will lead to more petrol consumption and therefore are purely profit generation.
New speed limits need to be clearly signposted <i>Mentions: 1</i>	<ul style="list-style-type: none"> • New speed limits need to be clearly signposted. • New speed limits should be painted on the road as well as signposted.
Need to better enforce speed limits <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Proposed changes will have minimal impact if not enforced. • General concerns about how speed limits will be enforced. • Better police roads with 50km/h speed limits. • Need more traffic cops. • Install speed cameras around schools. • Need more speed cameras can increase safety. • Need more random license and WOF checks. • Ensure courts enforce the law. • Need stronger penalties for breaking the road rules (one submitter suggested vehicles seized and if a repeat offender, crushed). • Need harsher penalties for those that speed past schools.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Make those caught speeding attend a course. • Need to police those driving too slow. • Great South Road between Drury and Papakura is never policed.
Driver behaviour is creating safety risks <i>Mentions: 8</i>	<ul style="list-style-type: none"> • Improve driver education to reduce crashes. • Drivers that should not have been given licenses is the issue. • Driver education should focus on more than speed, e.g. how to identify when it is safe to pull out, how to accelerate up to speed of other traffic. • Drivers should have to do a practical test every 10 years when they renew their licenses. • Better driver training/refresher courses. Use a hydraulic synaptic feedback chair to learn better risk assessment and understanding of poor driving decisions. • Require driver refresher courses that provide driver trainer in a hydraulic synaptic feedback chair. • Dangerous drivers are ruining it for the majority who drive within the current limits. • Driver education for teenagers in rural areas is required. • Bus drivers need more training as they create a risk. • Good driving should be rewarded to encourage better drivers. • Not fair to reduce speed limits and punish the vast majority of drivers who drive safely, for the minority that drive dangerously (who will drive dangerously anyway). • Drivers using mobile phones is causing crashes. • Cars that are poorly maintained or in poor condition are the cause of crashes, more than speed. • People are regularly running red lights which is dangerous. Install more red-light cameras. • Slow speed limits (and slow drivers) cause driver frustration and dangerous driving, such as risky overtaking. • Reduced speed limits have increased incidences of dangerous driving. • Removing passing lanes is resulting in risky overtaking. • Unless there is frequent signage drivers won't know what speed to go and will be distracted looking for signs. • Any motorist obeying a 50kmph limit who crashes and causes a fatality or serious injury is either elderly, pathic, or on drugs/intoxicated. 30kmph won't change the cause. • I work for insurance and monitor claims. 98% of our crash report claims are due to poor driver behaviour. 85% of faults causing death and serious injury are elderly. What is your strategy doing about the real cause for these areas?

Feedback Theme	Main points
Pedestrian, e-scooter, and cyclist behaviour is causing safety risks <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Improve pedestrian education/road safety. • Children need to be taught road safety. • Pedestrians are distracted on their phones. • Pedestrians should be made responsible for their own actions. • Speed limits are fine; money would be better spent on teaching pedestrians/children to cross the road safely. • Children around schools running out on the road are unsafe. • Speed limits are fine, cyclists making risky decisions is the safety issue. • Cyclists should have registration numbers, some are dangerous. • Cyclists should be legally required to use cycle lanes where available and ride single file. • E-scooters on the road are a safety issue.
The low quality of the road is creating safety risks <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Roads are dangerous due to lack of road maintenance. • Improve road quality with more crossings, stop signs, give ways etc. • Improve road signage and markings. • Various maintenance issues of concern, such as potholes, uneven surfaces, road slope, road surface, narrow roads, and subsidence. • Poor repairs and maintenance work that don't last or are in poor/uneven condition from the time of the repair are a problem. • More and more development is being permitted without improving road quality • Lack of passing zones encourages dangerous overtaking. • On street parking is causing safety issues - obscures vision on residential streets, and on major roads parked cars reduce lane widths leading to congestion.
Generally, road condition needs improving <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Need to improve road maintenance and design. • Improving road condition/maintenance is more important than reducing speed limits. • Proposed speed limit reductions are to avoid necessary road maintenance. • Infrastructure suggestions to make the roads safer. <ul style="list-style-type: none"> ○ Speed tables. ○ Better quality maintenance. ○ Improve road signage, road markings, and lighting. ○ Speed limits should be painted on roads at regular intervals.

Feedback Theme	Main points
	<ul style="list-style-type: none"> ○ Need to make roads flow better. ○ Road calming suggestions. ○ More pedestrian crossings. • Improve road signage, road markings and lighting. • Need to make roads flow better. • Poor repairs and maintenance work that don't last or are in poor/uneven condition from the time of the repair are a problem. • Poor road condition is causing regular damage to vehicles. • Need to improve motorways and invest more time in them. • More and more development is being permitted without improving road quality.
Suggested changes to how safer speed limits programme is implemented <i>Mentions: 11</i>	<ul style="list-style-type: none"> • Define a low-speed limit across the area (e.g. 30 km/h in urban areas and 60 km/h in rural areas and 80 km/h on motorways) and only allow roads to be faster by exception. • Consider 10km/h speed reduction rather than 20km/h. • Rural roads should be 80km/h maximum. • 30km/h is too slow, should only consider implementing 40km/h limits. • Having 10km/hr speed increments is confusing. Stick with just odd numbers (i.e. 10, 30, 50, 70, 90, 110km/h). • Straight, long stretches of road should be 60km/h. • All South Auckland roads should be 50km/h. • In areas that have various speeds, stick with just 30km/h and 50km/h. • Reduce speed limits on all urban roads to reduce confusion. • The idea that speed limits should follow from design speeds is completely backwards. Lower the limit now and then design the street around that whenever it next comes to be rebuilt. • Ensure roads are designed/changed to reflect the speed limit for the road, so that people naturally travel the speed limit and feel uncomfortable travelling faster e.g. narrower roads, trees on alternating sides of the road, plant trees between the road and the footpath. • Low-cost, tactical changes need to be rolled out to support the reduced speed limits. • In urban/residential areas reduced speed areas ought to take the form of low traffic neighbourhoods. • Do not create traffic calming that is unsuitable for small vehicles. • Speed limits should be implemented with road calming measures. • Speed limits should be implemented with extra driver education.

Feedback Theme	Main points
	<ul style="list-style-type: none"> Do not support speed reductions on entire roads, rather just the stretch affected by crashes. AT should be proactively monitoring and reviewing all roads for speed limit changes. On dangerous stretches of road, yellow speed warning signs (like on state highways, where a suggested speed for hazardous corners is used) is a better measure to take. Encourage drivers to adjust to the conditions rather than set a speed target.

Times of days and locations where speed limit reductions are NOT supported

Feedback Theme	Main points
<p>Only implement speed limit reductions during peak traffic times and/or don't support 24/7 implementation</p> <p><i>Mentions: 10</i></p>	<ul style="list-style-type: none"> Do not support 24/7 implementation of speed limits. Only implement during peak traffic times. Only implement during school hours, school pick-up and drop-off times, and/or during school terms. Speed reductions should only be between 8am and 7pm. Speed reductions should only be between 8am and 4pm. Reducing speeds all day for a problem that only exists for a short period of time each day doesn't make sense. Reducing speeds for 24 hours is impractical and impossible to police. Speed limit signage around schools should be electronic so limits can be changed when necessary (increased in evenings and weekends).
<p>Do not support reducing speed limits on open roads, rural roads, and/or highways</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> Do not support reducing speed limits on open roads and/or highways. Rural roads should have an open road speed limit so people can decide how fast they travel.
<p>Concerns with speed limit reduction around schools</p> <p><i>Mentions: 6</i></p>	<ul style="list-style-type: none"> Schools are already speed limit zones, why add extra. Limit should be 40km/h. Should not be 24/7, and should be notified by illuminated, variable signs. Different schools have different start times, so speed limits should be tailored to those times. School zones should have more monitoring at peak times, not speed limit reductions. Too many side roads around schools are included in low-speed limit. Should only be 30km/h for a distance of 400m from each school. Speed limits should be around primary schools only. Only apply 30km/h speed limits to on schools that are not on main arterial roads. It is not speed around schools that is the problem, it is parents dropping off and picking up dangerously, and buses. People ignore low speed zones around schools anyway. Is there a strategy to address school related traffic volume?

General locations where speed limit reductions are supported

Feedback Theme	Main points
Lower speed limits around schools are required/important <i>Mentions: 21</i>	<ul style="list-style-type: none"> All schools should be included. Makes it safer for children going to/from school. Change speed limit around schools 40km/h. Speed limits around schools need to be standard, not 40kph at some and 30kph at others. Reduced speed limits should be restricted to school zones. Leave other roads 50km. Don't support the speed reductions, except around schools. There should be traffic calming measures and safety improvements (pedestrian islands) as well as lower speed limits. All schools should have flashing 30kmh signs at their boundary.
Lower speed limits in residential areas are required/important <i>Mentions: 3</i>	<ul style="list-style-type: none"> All residential roads should be 30km/h. Lower speed limit is important, but it should be 35km/h or 40km/h. High density town roads should be 40km/h maximum. In a cul-de-sac or tight, narrow residential road, the limit should be lower than 30km/h. All minor side streets should be 30km/h. Need lower speed limits around parks, where children play. Residential roads have more potential for conflict (people turning out of driveways, pedestrians crossing the road, parked cars) and often have worse visibility. Modern cars are large and dangerous, lower speed limits in suburban roads would be safer for pedestrians.
All residential roads should be 30km/hr <i>Mentions: 3</i>	<ul style="list-style-type: none"> All residential roads should be 30km/h. Will enable vehicles and bikes to share the road. Should be supported by physical measures to reduce speeds.
Lower speed limits in/around town centres are required/important <i>Mentions: 4</i>	<ul style="list-style-type: none"> Town centres are high pedestrian areas so should have lower speed limits. Agree with speed reductions but speed limits should be 40km/h. The city should be 30km/h everywhere, with wider footpaths and narrower streets to encourage slow speeds.

Other comments and concerns

Feedback Theme	Main points
Concerns with the public engagement, and/or that AT won't listen to feedback <i>Mentions: 4</i>	<ul style="list-style-type: none"> AT will not listen to public feedback. AT did not listen to feedback regarding last speed limit review in Franklin, it is now more dangerous. AT needs to communicate their responses to feedback better. There is very limited opportunity to provide feedback. The outcomes have already been decided as you state, "no change is not an option". AT only listens to vocal minority groups. Sick of the government deciding things without consulting the ratepayers. AT never propose increased speed limits. AT need to release statistics to show proof of speed limit reduction requirements on each road. Consultation website was poorly designed and difficult to navigate, meaning that an informed assessment cannot be made. Concerns the map in the brochure drop is deceptive - the dots are incorrectly placed. Had technical issues with the online survey and/or interactive map tool. Concerns the leaflet is propaganda and doesn't contain accurate statistics. Concern that there is a discrepancy between the online information when giving feedback and the leaflet drop: D'Oyly Drive included in the leaflet but not the online 'Have your say'. Stop using Facebook groups for feedback. Need an option for people to be added to the mailing list once feedback is gathered that doesn't require giving feedback. Future proposals should be posted on local community boards. AT should communicate directly with locals and drive the roads to better understand the problems.
Other comments	<ul style="list-style-type: none"> People parking in unsuitable places causes congestion and is unsafe. Slows down emergency response vehicles who are only allowed to travel 20km/h above limit. Rules around the use of E-scooters and bikes need to be formalised. e.g. giving way, signalling, where to ride, interactions with pedestrians. Speed reductions of 50% or more will not be tolerated by the community.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Bicycles and buses now have more road than cars. • Once implemented, will there be a grace period to allow motorists to adjust to new limits? • Road and street section selection is confusing - some cul de sacs around Great North Road (Avondale) are 30km/h but not all. • Accidents around Mt Eden, Truro Road, caused not by speed but by poor traffic management on game days. • Bus drivers need bus monitors to assist with managing order on school buses as the drivers are distracted and this is a safety issue. • Speed limits around Marae should be reduced. • Stop people parking their cars on Galaxy Drive. • Should be using digital speed signs. • Too many speed bumps are bad for the environment (braking and acceleration around speed bumps consume more fuel). • Road 'calming' measures are not fair/appropriate. • Proposed changes seem to unfairly target South Auckland • Need to better synchronise traffic lights through Auckland. • Need strict legislation around liability for cyclists and motorists causing accidents. • Consider introducing parking restrictions in busy / bottleneck areas to ease congestion and safety issues. • Ensure there is space for Loading Zones and School Drop Off Zones in busy areas, such as school zones. • Doesn't agree with the use of Te Reo Māori in the brochure. • Speed bumps in some suburbs have pushed the speeding problem into other suburbs (like Manurewa). • Electric vehicles need to make more noise so pedestrians can hear them. • Bus parking is an issue in the city. They do not indicate when they're pulling out. • Install more traffic lights at intersection of main roads/side streets to make it safer to turn right.