



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 <i>Mentions: 18</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. • 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 <i>Mentions: 6</i>	<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 <i>Mentions: 6</i>	<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.
<p>The proposed speed limit reductions lack local knowledge</p> <p><i>Mentions: 1</i></p>	<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.
<p>Driver behaviour is causing safety risks</p> <p><i>Mentions: 1</i></p>	<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).
<p>Other suggestions for reduced vehicle speeds</p> <p><i>Mentions: 3</i></p>	<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.

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



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
<p>Other roads/suggestions for reduced vehicle speeds</p> <p><i>Mentions: 5</i></p>	<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

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
<p>Other roads/suggestions for reduced vehicle speeds</p> <p><i>Mentions: 9</i></p>	<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 Matakohe Road is dangerous. • Fred Taylor Dr - Lower speed limit: 80kph is too fast, especially right before dangerous Matakohe 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 accross the road (many people crossing). • Fred Taylor Dr - Lower speed limit: Turn into Matakohe 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.



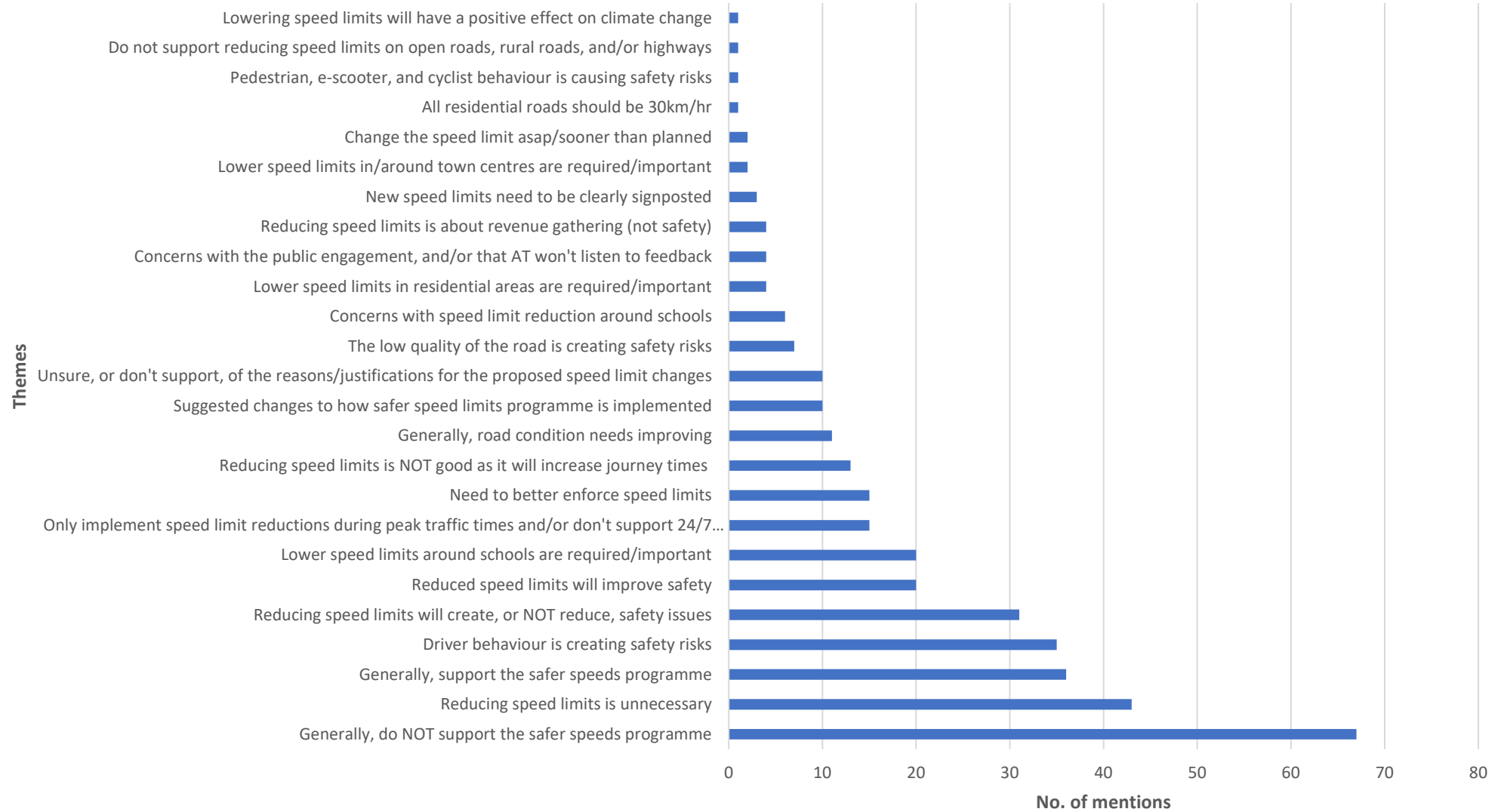
Part D – General themes from people who live within the local board area

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.

All Themes: Henderson-Massey Local Board Residents



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 <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 <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"> ○ 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><i>Mentions: 31</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.

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?
<p>Reduced speed limits will improve safety</p> <p><i>Mentions: 20</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.

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.
<p>Reducing speed limits is about revenue gathering (not safety) <i>Mentions: 4</i></p>	<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.
<p>New speed limits need to be clearly signposted <i>Mentions: 3</i></p>	<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.
<p>Need to better enforce speed limits <i>Mentions: 15</i></p>	<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.
<p>Driver behaviour is creating safety risks <i>Mentions: 35</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?

Feedback Theme	Main points
<p>Pedestrian, e-scooter, and cyclist behaviour is causing safety risks</p> <p><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. • 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: 7</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.

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: 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: 10</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.

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
<p>Lower speed limits around schools are required/important</p> <p><i>Mentions: 20</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: 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</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 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: 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.