



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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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?').

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



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
<p>The reduced speed limit is unnecessary</p> <p><i>Mentions: 7</i></p>	<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.
<p>Other physical improvements suggested</p> <p><i>Mentions: 5</i></p>	<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.
<p>Other suggestions for reduced vehicle speeds</p> <p><i>Mentions: 4</i></p>	<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.
<p>The reduced speed limit is unsuitable for this road</p> <p><i>Mentions: 4</i></p>	<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.

<p>The proposed speed limit reductions lack local knowledge <i>Mentions: 3</i></p>	<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).
<p>Only support the reduced speed limit for a certain period of the day <i>Mentions: 3</i></p>	<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).
<p>Need to better enforce speed limits <i>Mentions: 2</i></p>	<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.
<p>Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i></p>	<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).
<p>Proposal is a waste of money <i>Mentions: 1</i></p>	<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.
<p>AT recommended way forward</p>	
<p>Implement safe and appropriate road speed limit as proposed</p>	



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.

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	



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.

Why do you feel this way?	
Feedback Theme	Main points
<p><i>Mentions: 2</i></p>	<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.
<p>The reduced speed limit is unnecessary</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • The current speed limit is fine.
<p>Need to better enforce speed limits</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Current speed limit is not effectively enforced.
<p>Other suggestions for reduced vehicle speeds</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Suggest judder bars or chicanes to slow traffic.
<p>Only support the reduced speed limit for a certain period of the day</p> <p><i>Mentions: 1</i></p>	<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	



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
<p>The reduced speed limit is unnecessary</p> <p><i>Mentions: 7</i></p>	<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.
<p>Reduced speed limit will be safer</p> <p><i>Mentions: 3</i></p>	<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.
<p>Other physical improvements suggested</p>	<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
<p><i>Mentions: 3</i></p>	<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.
<p>Driver behaviour is causing safety risks</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Motorists travel along this road at excessive speeds, and it is near a school.
<p>The reduced speed limit is unsuitable for this road</p> <p><i>Mentions: 1</i></p>	<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 <i>Mentions: 1</i>	<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.

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	



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
<p>The reduced speed limit is unnecessary</p> <p><i>Mentions: 7</i></p>	<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.
<p>Reduced speed limit will be safer</p> <p><i>Mentions: 3</i></p>	<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.
<p>Reduced speed limit will create, or not reduce, safety issues</p> <p><i>Mentions: 3</i></p>	<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.
<p>Only support the reduced speed limit for a certain period of the day</p> <p><i>Mentions: 5</i></p>	<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.
<p>Reduced speed limit will be safer</p> <p><i>Mentions: 5</i></p>	<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.
<p>Driver behaviour is causing safety risks</p> <p><i>Mentions: 5</i></p>	<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.
<p>Need to better enforce speed limits</p>	<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
<p>Mentions: 3</p>	<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.
<p>Other suggestions for reduced vehicle speeds</p> <p>Mentions: 2</p>	<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.
<p>Reduced speed limit will create, or not reduce, safety issues</p> <p>Mentions: 2</p>	<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.
<p>The reduced speed limit is unsuitable for this road</p> <p>Mentions: 1</p>	<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 Wairoa 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 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. • Add some side islands to increase compliance with 30kph speed limit, designed to also assist crossing the D'Oyly/Wairoa 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
<p>The proposed speed limit reductions lack local knowledge</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> Please visit this site before making a decision.
<p>Only support the reduced speed limit for a certain period of the day</p> <p><i>Mentions: 1</i></p>	<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.
<p>The reduced speed limit is unsuitable for this road</p> <p><i>Mentions: 1</i></p>	<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
<p>Other roads/suggestions for reduced vehicle speeds</p> <p><i>Mentions: 7</i></p>	<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.

Feedback Theme	Main points
<p>Other roads/suggestions for reduced vehicle speeds</p> <p><i>Mentions: 23</i></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
	<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.
<p>Other physical improvements suggested</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • 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

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"><li data-bbox="488 196 1525 220">• 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
<p>Other roads/suggestions for reduced vehicle speeds <i>Mentions: 10</i></p>	<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.
<p>Other physical improvements suggested <i>Mentions: 1</i></p>	<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
<p>Other roads/suggestions for reduced vehicle speeds</p> <p><i>Mentions: 4</i></p>	<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.
<p>Other suggested physical improvements</p> <p><i>Mentions: 4</i></p>	<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
<p>Other roads/suggestions for reduced vehicle speeds</p> <p><i>Mentions: 4</i></p>	<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.
<p>Other suggested physical improvements</p> <p><i>Mentions: 1</i></p>	<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.

Feedback Theme	Main points
<p>Other roads/suggestions for reduced vehicle speeds</p> <p><i>Mentions: 23</i></p>	<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.
<p>Other suggested physical improvements</p> <p><i>Mentions: 10</i></p>	<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

Feedback Theme	Main points
<p>Other roads/suggestions for reduced vehicle speeds</p> <p><i>Mentions: 21</i></p>	<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.
<p>Other suggested physical improvements</p> <p><i>Mentions: 6</i></p>	<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

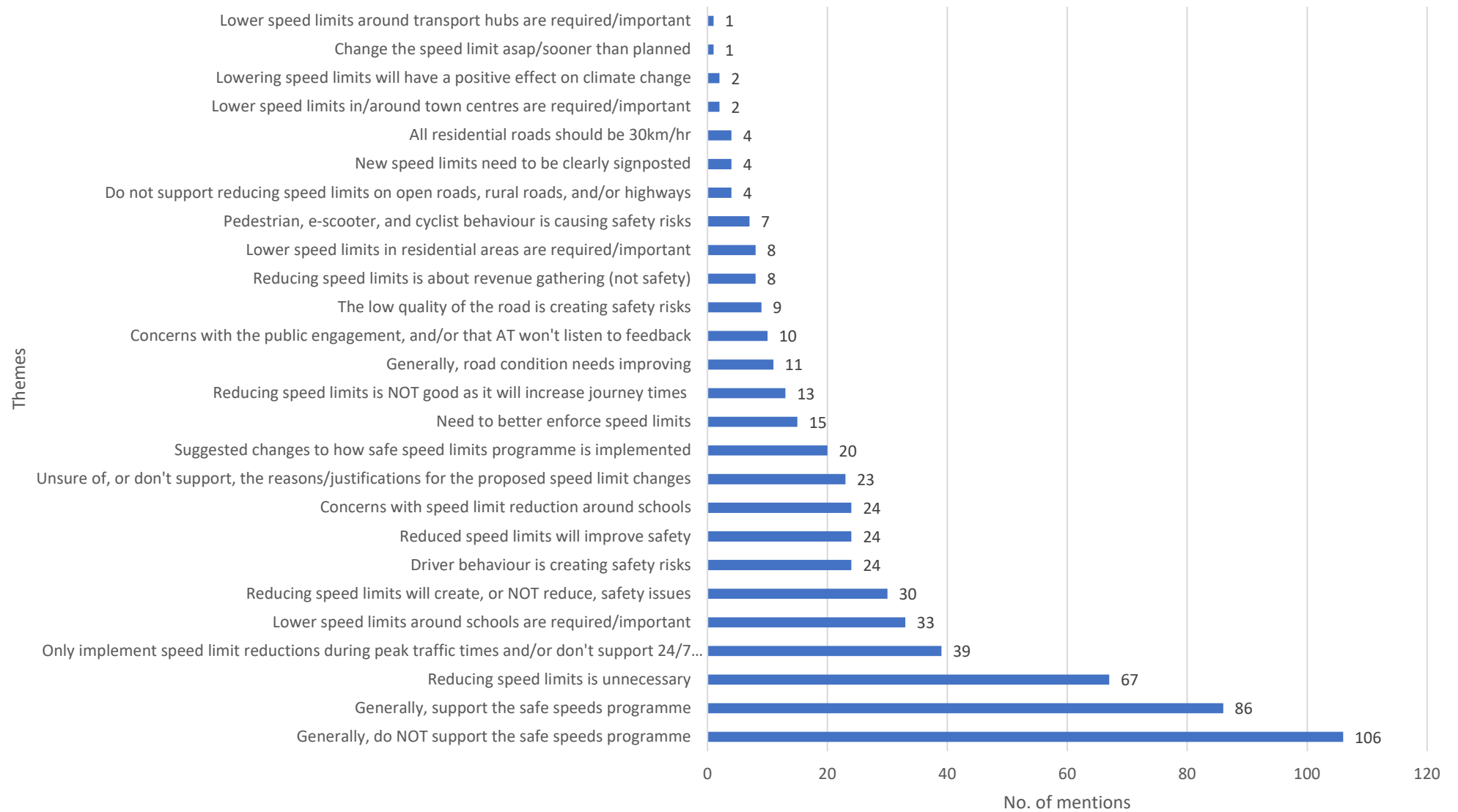
The feedback form also provided the opportunity for respondents to provide general comments on the Safe Speed Programme. Most this feedback was general in nature and could not be attributed to a particular road.

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.

All Themes: Hibiscus and Bays Local Board Residents



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 <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 <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
<p>Driver behaviour is creating safety risks <i>Mentions: 24</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: 7</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</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.
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: 2</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: 20</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: 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.