



Safe Speeds Programme

Public feedback on proposed speed limit changes October/November 2021

Feedback related to Maungakiekie-Tāmaki Local Board area



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

During October and November 2021, 251 people from within the Maungakiekie-Tāmaki Local Board area submitted on the Safe Speeds Programme - proposed speed limit changes.



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

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

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

This section outlines:

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



Road name	Aveline Place
Part of road	Full length

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none">The area is already congested with parked cars (lower limit will be safer).
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none">Have witnessed some dangerous driving around this area.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Bromley Place
Part of road	Full length

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

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



Road name	Chiltern Crescent
Part of road	Full length

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

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



Road name	Colegrave Place
Part of road	Full length

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

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



Road name	Courtland Avenue
Part of road	Full length

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

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



Road name	Delemere Place
Part of road	Full length

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

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



Road name	Epping Street
Part of road	Full length

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

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



Road name	Ev Perry Way
Part of road	Full length

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

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



Road name	Evandale Street
Part of road	Full length

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

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

Road name	Farringdon Street
Part of road	Full length

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> There is a local school on the street, and I've seen a lot of children walking around this area. It also links onto Heatherbank Street and Line Road which are busy roads as well.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> 30kph is too slow - start with 40kph to prove it works and keep traffic moving.
Other suggestions for reduced vehicle speeds <i>Mentions:</i>	<ul style="list-style-type: none"> 30kph is too slow - start with 40kph to prove it works and keep traffic moving.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	

Road name	Fenchurch Street
Part of road	Full length

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 11</i>	<ul style="list-style-type: none"> Proximity of Glenbrae School and Tamaki College - there a lot of vulnerable road users in this area. Busy roads with lots of parked cars, near a school. There are more cars on this street now due to all the new housing, all the cars parked on the street make it hard to see kids crossing the road. Safety. Too crowded - traffic needs to go slow. Very narrow and when cars are parked on both sides the two-way traffic becomes a one-way lane - reducing the speed is vital for safety.
Other suggestions for reduced vehicle speeds <i>Mentions: 3</i>	<ul style="list-style-type: none"> Suggest speed humps or similar speed calming measures to encourage adherence to the lower speed limit. Suggest mild speed bumps would be great (not so steep that they cause issues for those driving at the speed limit) Suggest also passive forms of speed management (i.e. innovative road markings).
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> Many motorists drive faster than current speed limit. A lowered speed limit would help to reflect the conditions.
Need to better enforce speed limits <i>Mentions:</i>	<ul style="list-style-type: none"> How will reduced speed limit be monitored?
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> This is a through road and carries traffic from around the neighborhood. It's not simply a residential cul de sac. Leave the limit at 50kph.



Road name	Greenway Place
Part of road	Full length

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

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



Road name	Guildford Place
Part of road	Full length

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

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

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



Road name	Harlow Crescent
Part of road	Full length

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

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



Road name	Heatherbank Street
Part of road	Full length

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none">• Lots of children walking to/from school without their parents.• Big, straight road encourages high vehicle speeds.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Henslowe Place
Part of road	Full length

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

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



Road name	Huxley Place
Part of road	Full length

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

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

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



Road name	Lanark Place
Part of road	Full length

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

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



Road name	Leaside Lane
Part of road	Full length

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

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

Road name	Leybourne Circle
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	11
I think the current speed limit on this road should be kept the same	2
I think the speed limit should be lower than what is proposed	1
Other	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 11</i>	<ul style="list-style-type: none"> • Not a through road or useful for journeys, and vehicles travel too fast along here. • Busy road, many children and young families crossing to Pt England Reserve, and no traffic lights. • There is a school and an ECE on this road. Many kids play in this area and, due to increased housing density, the number of people now living and using this street has increased 100%. • There is a local school and many children walking in this area - The local primary and Glenbrae KIDS Early Learning Centre are located on this road. • Proposed speed limit will be safer for children. • With the intensification of housing in this area, more vehicles, more families (which is great to see!), the limit on these roads should be 30kph, to help protect pedestrians, cyclists, and children getting to and from the school. • Cars speed through here every day. • Lots of children walking to school (school and Early childhood centre on this road) - proposed speed limit will ensure community are safe whilst walking in this area (and many walk for exercise here and walk their dogs). • Many cars speed on this street - when sign says 50kph, people drive 70kph. Fines should be increased for speeding through school zone. Install electronic '30kph' blinking signs around school areas during start/finish times.
Driver behaviour is causing safety risks <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Although it is a school zone many cars exceed the speed limit. • Cars speed through here every day. • 20kph would keep our tamariki safe if people stuck to the speed limits, but there will always be those speeding when they know they shouldn't. • The goons who speed at a 50kph limit, will speed at 30kph limit. There are too many dirt bikers ripping up the Glen Innes and Pt England Streets.

Why do you feel this way?	
Feedback Theme	Main points
Need to better enforce speed limits <i>Mentions: 2</i>	<ul style="list-style-type: none"> Reduced speed limit is only helpful if it is enforced - those who go faster than current speed limit will speed over new reduced speed limit. 20kph would keep our tamariki safe if people stuck to the speed limits, but there will always be those speeding when they know they shouldn't.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Sufficient safety measures are currently in place here and in outer roads such as West Tamaki (speed humps).
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> My childcare provides a van service for the tamariki in the community. I believe reducing the speed limit would cause delays.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Suggest even lower - 20kph - to ensure our tamariki are safe.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Many cars speed on this street - when sign says 50kph, people drive 70kph. Fines should be increased for speeding through school zone, and install electronic '30kph' blinking signs around school areas during start/finish times.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Linthorpe Crescent
Part of road	Full length

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

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



Road name	Lyndale Place
Part of road	Full length

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

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



Road name	Mansfield Street
Part of road	Full length

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

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



Road name	Overlea Road
Part of road	Full length

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none">Used as a rat-run between Leybourne and Elstree because it is wide - people travel too quickly here.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Paddington Street
Part of road	Full length

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none">Proposed speed limit will be safer for children.

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



Road name	Raamuri Road
Part of road	Full length

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

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



Road name	Reg Pearce Way
Part of road	Full length

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

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



Road name	Ridgeway Place
Part of road	Full length

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

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



Road name	Roseway Place
Part of road	Full length

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

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



Road name	Sloane Street
Part of road	Full length

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

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

Road name	Sunnymead Road
Part of road	Full length

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> Residential area with small children and many parked cars. The number of houses and people now living on this street has increased. There are many new families and many of them have you children. There is a new walkway and green space that many children and families use to get to the new walkway along the Pt England waterfront. Crossing the road on Sunnymead can be dangerous as the cars park on the street and kids can dash out quickly when crossing the road.
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> Need a crossing between the laneway from Sunnymead Road/Marsics Street where it crosses Taniwha Street to Kaino Place - the improved coastal path to Point England comes out here but there are no appropriate crossing facilities across Taniwha Street. A new crossing on Sunnymead would improve safe access to this great public space. Crossing the road on Sunnymead can be dangerous as the cars park on the street and kids can dash out quickly when crossing the road.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Weybridge Crescent
Part of road	Full length

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

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



Road name	Wimbledon Crescent
Part of road	Full length

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

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



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

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

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

Suburb	Glen Innes
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Feedback Theme	Main points
<p>Other roads/suggestions for reduced vehicle speeds <i>Mentions: 11</i></p>	<ul style="list-style-type: none"> Fenchurch Street nearby area - Lower speed limit and speed bumps suggested for whole suburb around Fenchurch Street (new build area). Most streets around Glenbrae School need lower speed limit. Main roads - Lower speed limit: not just residential, i.e. Apirana Ave past train station. Tamaki area (incl Glen Innes, Pt England, Panmure) - Lower speed limit and install other traffic management: Expect population growth over next decade, and already has high traffic volumes - almost entirely residential or town centres, does not include major arterial roads, has many schools and early childcare. Currently used as a rat-run to avoid traffic on arterial routes - whole area would benefit from lower speed limits and improved compliance on roads which currently experience dangerous vehicle speeds (e.g. Kings Road, Dunkirk Road, Tripoli Road, all of which have schools and early childhood centres). West Tamaki Road - Lower speed limit: Multiple schools and childcare centres and feeds into other roads with similar - if streets below/near it qualify for lower limits, this road does too. The road is also treated liked a racetrack. Please do not install speed humps due to expense, upkeep, noise, and cause damage to vehicles. Taniwha Street, Elstree Avenue - lower speed limit to 30kph: Taniwha and Elstree border the largest school in the area. This community could be a great place for bicycle access, considering the local paths and planned GI cycling links. Elstree Avenue - lower speed limit: used as a race track up and down the hill, there is a crossing near Ev Perry Way with limited visibility due to the bend, and cars do not stop for it. School children walk/to from school here - agree with proposed 30kph zones but suggest extended reduction to 40kph along Elstree or speed camera. Multiple crashes and near misses. Elstree Avenue, Taniwha Street - Lower vehicle speeds and install electronic signage: Many cars speed on this street - when sign says 50kph, people drive 70kph. Fines should be increased for speeding through school zone. Kepa Road - Lower speed limit: People have died - there are so many trucks and cars travelling at high speed with children trying to cross the road and with cars trying to exit the side streets safely.
<p>Other physical improvements suggested <i>Mentions: 8</i></p>	<ul style="list-style-type: none"> Taniwha Street, Elstree Avenue - consider bicycle access due to local paths and planned GI cycling links, and lower speed limit to 30kph - Taniwha and Elstree border the largest school in the area. Elstree Avenue - Lower speed limits further around the area and install speed cameras: A lot of speeding, and there is a crossing (near Ev Perry Way) with limited visibility due to the bend, and many school children walk here. Glen Innes and Pt England streets: Many dirt bikers speeding up these streets - need better enforcement/cameras. Taniwha Street - Pedestrian crossing: Cars routinely speed on Taniwha Street, which makes the crossing here dangerous with large traffic volumes. Suggest new crossing between the laneway from Sunnymead Road/Marsics Street where it crosses Taniwha Street to Kaino Place, as an alternative.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Elstree Avenue, Taniwha Street - Lower vehicle speeds and install electronic signage: Many cars speed on this street - when sign says 50kph, people drive 70kph. Fines should be increased for speeding through school zone. Install electronic '30kph' blinking signs around school areas during start/finish times. • Tamaki area (incl Glen Innes, Pt England, Panmure) - Lower speed limit and install other traffic management: Expect population growth over next decade, and already has high traffic volumes - almost entirely residential or town centres, does not include major arterial roads, has many schools and early childcare. Currently used as a rat-run to avoid traffic on arterial routes - whole area would benefit from lower speed limits and improved compliance on roads which currently experience dangerous vehicle speeds (e.g. Kings Road, Dunkirk Road, Tripoli Road, all of which have schools and early childhood centres). • Lower speed limit, speed bumps, and road markings suggested for whole suburb around Fenchurch Street (new build area). • Elstree Avenue: consider planting trees onto the road alternatively on either side. This will slow drivers down as they have to drive slalom. Also, it will reduce air and noise pollution and add some beauty to the road. • Fenchurch Street nearby area - Lower speed limit and speed bumps suggested for whole suburb around Fenchurch Street (new build area).

Suburb	Mount Wellington
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Feedback Theme	Main points
<p>Other roads/suggestions for reduced vehicle speeds</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> Panorama Road - Lower speed limit or install traffic calming: Lots of rat-running at speed through residential streets - suggest lower limits/speed bumps on residential streets which are not main roads to help prevent this. Barrack Road - Lower speed limit from 50kph to 40kph: residential road. Barrack Road - Lower vehicle speeds: busy road due to rat-running from Mt Wellington Highway/Penrose Road, many speeding from the roundabout to the end, and more people walking/cycling now - Suggest speed bumps or similar. Ellerslie Panmure Highway - Need to better enforce speed limits: Drivers hardly ever comply with posted limit (driving 60kph+) - 50kph is suitable if adhered to, so need better enforcement or other traffic management.

Suburb	One Tree Hill
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Feedback Theme	Main points
<p>Other roads/suggestions for reduced vehicle speeds</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> Paihia Road - Lower speed limit to 30kph: Street is narrow, unpainted street, and 50kph is unsafe, especially on the downhill. People park cars on footpath (for fear of being hit), which increased risk for pedestrians. 30kph is safe, especially with children and dogs around. Campbell Road/Onehunga Mall - Limit Cornwall Park access to disabled only - High traffic and commuter volumes of traffic cutting through park, and current traffic management is not working.

Suburb	Onehunga
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Feedback Theme	Main points
<p>Other roads/suggestions for reduced vehicle speeds</p> <p><i>Mentions: 11</i></p>	<ul style="list-style-type: none"> Moana Avenue - Lower vehicle speeds: Current speed is 50kph, but the steep hill encourages 60-70kph+ speeds, and trucks use this to avoid the main roads. Road is narrowed by cars parked on both sides, and many young families. Tawa Road - Lower vehicle speeds: Used as a rat-run to avoid congestion on Campbell Rd, often exceeding the 50kph speed limit, making this residential street unsafe for pedestrians and cyclists, especially children, elderly, and less abled people. Tawa Road, Athens Road - Lower vehicle speeds: Discourage rat running here and improve pedestrian/bike safety. Mays Road - Lower vehicle speeds: Cars and trucks speed on the section between Captain Springs and Mt Smart, with dangerous evasive manouvres required, and low visibility towards Mt Smart makes it unsafe for pedestrians and residents when speed is mixed in. Mays Road - Lower speed limit and suggest traffic calming: motorists speed, and trucks use it as a thoroughfare, with many accidents at the Curson/Grey/Mays Road intersection, and speed on Mays Road is the cause. Lower the speed limit and introduce speed bumps to discourage speeding/rat-running and make it safer for families. Mays Road - Lower speed limit and suggest traffic calming: cars speed and slam their brakes at the intersection with Mt Smart Road, and in the other direction, speed through the dangerous intersection with Curzon. Road is full of families with children and speeding cars and trucks can be scary. Traffic calming and lower speed limit would improve the safety here. Cameron Street - Lower speed limit (to 30kph) and traffic calming: Lower speed limit, with additional traffic calming measures. Grey Street - Lower speed limit (to 30kph): Lower speed limit - Many pedestrians and traffic volume is high for a residential road. Taiere Terrace - Lower speed limit and suggest road markings and traffic calming: Blind crest here and vehicles rat-run at speed, cars parked on both sides of the road, and there is no centreline or intersection markings - unsafe for all road users, especially children on bikes at 50kph, should be lower, and have intersection markings and speed deterrents. Heretaunga Avenue - Lower speed limit to 40kph: Ridge and dip limits visibility but vehicles speed here, and sunstrike is an issue. It is dangerous to exit driveways, and people ignore the Stop controls on the eastern end - need to enforce this, and lower speed limit here.
<p>Other physical improvements suggested</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> Taiere Terrace - Lower speed limit and suggest road markings and traffic calming: Blind crest here and vehicles rat-run at speed, cars parked on both sides of the road, and there is no centreline or intersection markings - unsafe for all road users, especially children on bikes at 50kph, should be lower, and have intersection markings and speed deterrents. Moana Avenue - Ban heavy vehicles: Trucks heading to refuse stations on south side of Neilson Street use Campbell, Moana, Mt Smart, Victoria at high frequency. They cannot slow on Moana when travelling +50kph. Suggest a different designated route, e.g. Great South, Sth Eastern, Church, Neilson? These roads are designed for heavy vehicles.

Suburb

Panmure

Feedback Theme	Main points
<p>Other roads/suggestions for reduced vehicle speeds</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • Kings Road - Lower speed limit from 50kph to 30kph: Street is straight, long, downhill, and many vehicles exceed speed limit (even 80-100kph at night) - smashed wing mirrors and damaged parked cars. Local streets providing access to residents should have 30kph to allow crossing for all ages and abilities, reduced noise, and cycling. • Dunkirk Road - Install traffic calming: High vehicle speeds often - should be access only road for cars and continuous safe link for walking/cycling. Shared path not wide enough to accommodate faster cyclists with pedestrians - faster cyclists should have to use road. Suggest modal filters eg bollards along this road at several places which could also double as safe crossing points to access the river and reserve. • Church Street - Lower speed limit: busy road with vehicles exceeding 50kph limit, with multiple crashes. Childcare centre and a school, no speed bumps or radar speed lights - should be included in proposal. • Tamaki area (incl Glen Innes, Pt England, Panmure) - Lower speed limit and install other traffic management: Expect population growth over next decade, and already has high traffic volumes - almost entirely residential or town centres, does not include major arterial roads, has many schools and early childcare. Currently used as a rat-run to avoid traffic on arterial routes - whole area would benefit from lower speed limits and improved compliance on roads which currently experience dangerous vehicle speeds (e.g. Kings Road, Dunkirk Road, Tripoli Road, all of which have schools and early childhood centres).

Suburb

Point England

Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Tataroa Street; Torino Street - Lower speed limit to 30kph: Streets next to Ruapotaka Primary School should be included in proposal - Taratoa and Torino have many rat-runners from Tripoli and Pilkington. • Pt England Road - Lower speed limit to 30kph: Street very busy/congested before/after school, creating an unsafe environment for anyone not in a car. Lower speed limit and suggest a large section of this road be closed - before and after school to enable kids to safely come and go from school. Cars parked over driveways force people on bikes and pedestrians onto the road. • Tamaki area (incl Glen Innes, Pt England, Panmure) - Lower speed limit and install other traffic management: Expect population growth over next decade, and already has high traffic volumes - almost entirely residential or town centres, does not include major arterial roads, has many schools and early childcare. Currently used as a rat-run to avoid traffic on arterial routes - whole area would benefit from lower speed limits and improved compliance on roads which currently experience dangerous vehicle speeds (e.g. Kings Road, Dunkirk Road, Tripoli Road, all of which have schools and early childhood centres).

Suburb	Royal Oak
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Feedback Theme	Main points
<p>Other roads/suggestions for reduced vehicle speeds</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • Turama Road - Lower speed limit: Discourage rat running here and improve pedestrian/bike safety. • Manukau Road - Lower speed limit to 30kph: For safety of children going to/from school, ideally along the entirety of Manukau - many people walk along Manukau Road to access shops, work and education. • Manukau Road - Limit vehicle access to Cornwall Park - High traffic volumes with commuters cutting through - should be limited to the disabled only. Current traffic management is not working. • Chandler Avenue - Lower speed limit: Royal Oak Primary is on Manukau Road and Chandler Avenue, with high traffic volumes past both entrances to school, and no reduced school speed limit here. Protect the children.
<p>Other physical improvements suggested</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • Manukau Rd - Improve roundabout: This roundabout is dangerous - needs considerable work done to improve safety for all.

Suburb

Wai O Taiki Bay

Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li data-bbox="481 288 2157 316">• Inglewood Street - Lower speed limit to 30kph: Intensification of housing and increase in people and vehicles.
Other suggested physical improvements <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li data-bbox="481 408 2157 497">• Taniwha Street - Suggest pedestrian crossings: busy road with increased housing and more vehicle/pedestrian traffic including children walking to/from the schools, families going to the kindergartens, people crossing for bus stops, and cyclists. The only proper pedestrian crossing is down by Tamaki College - need others, or at least refuges e.g. near Fenchurch shops and near the kindergartens and bus stops.

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

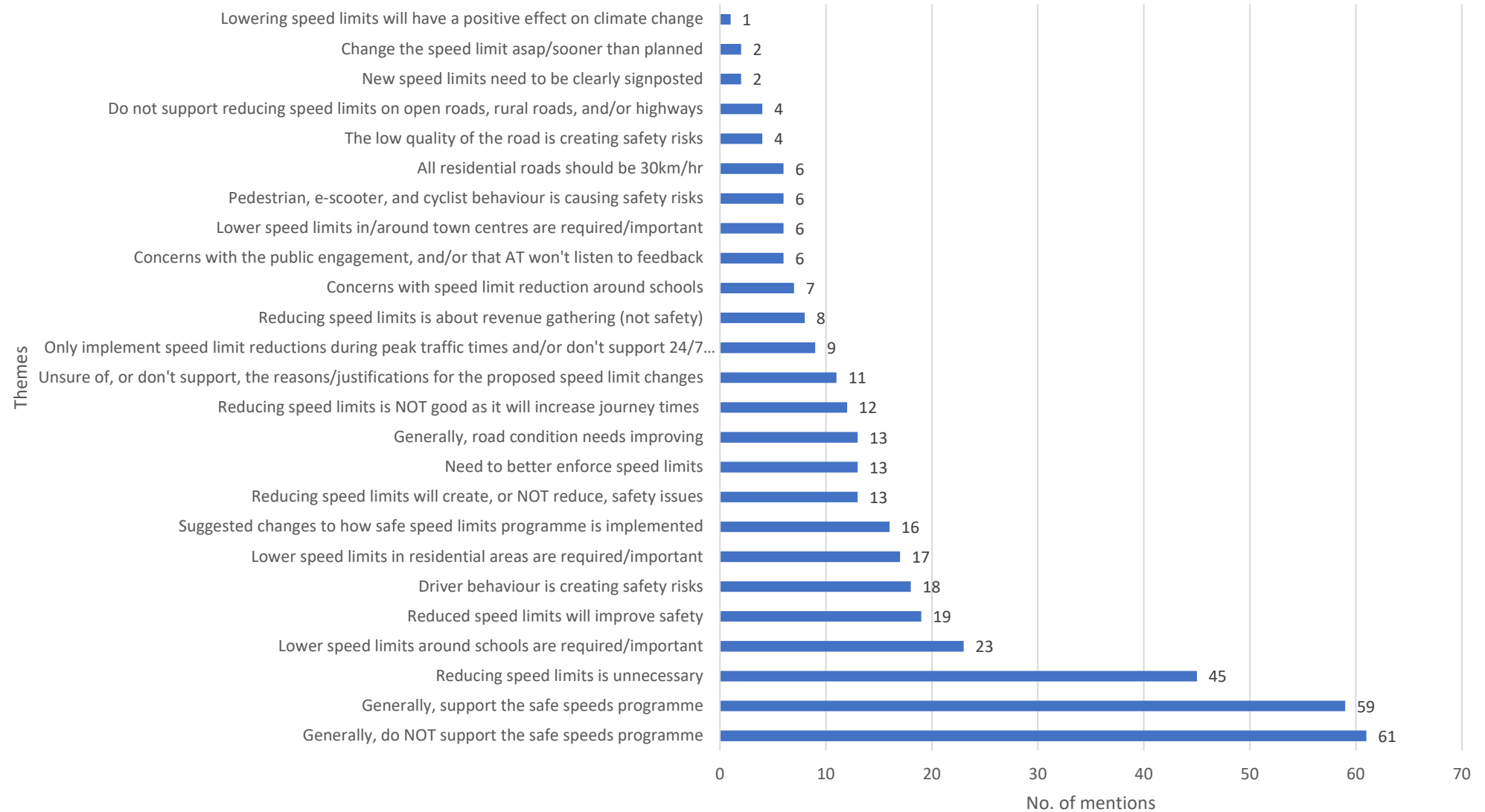
The feedback form also provided the opportunity for respondents to provide general comments on the Safe Speed Programme. Most this feedback was general in nature and could not be attributed to a particular road.

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

Please note:

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

All Themes: Maungakiekie-Tāmaki 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: 59</i></p>	<ul style="list-style-type: none"> • Support reduced speed limits as they will reduce crashes. • Making streets safer for pedestrians and cyclists can only be a good thing. • Support changes in high incident areas. • Support for speed limit changes around schools. • Support for speed limit changes around schools but only during school hours not 24/7. • Support for changes in inner city suburbs. • Believe other roads should also have a speed reduction. • Support speed reductions but don't agree with proposed speeds: <ul style="list-style-type: none"> ○ There should be less speed levels e.g. 30km/h residential, 60km/h rural and 80km/h motorway. ○ Support speed limit reduction to 40km/h not 30km/h. ○ 100km/h to 40km/h is too large of a change. • Support speed limit changes but they should be targeted to the road and researched.
<p>Generally, do NOT support the Safe Speeds Programme</p> <p><i>Mentions: 61</i></p>	<ul style="list-style-type: none"> • Don't think speed is the issue, road maintenance is. • Don't think speed is the issue, poor driving is. • Don't think speed is the issue, poor enforcement is. • Drivers who decide to speed now will speed anyway. • Will make traffic congestion worse. • Previous programme to lower speed has not had an effect on accidents or deaths. • Current 30km/h hour speed limits are not working and will not work. • Speed limits below 40km/h are unrealistic. • Think speed limits should be raised. • Cars cannot travel faster than the speed limit in Metro Auckland anyway. • Do not support speed reductions on entire roads, rather just the stretch affected by accidents. • Do not support speed limit reductions, except around schools.

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

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

Feedback Theme	Main points
<p>Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes <i>Mentions: 11</i></p>	<ul style="list-style-type: none"> • Need to show why they justify the speed limit reductions. • AT need to show how many fatal crashes on the roads proposed justify the speed limit changes. • Show how many crashes were caused by speed and not due to other factors. • Maungakiekie-Tāmaki roads do not have the accident statistics that are being claimed, would like to see the actual statistics. • Using reports of accidents to make decisions is flawed as not all accidents are reported. • Accidents caused by texting and alcohol should not impact speed decisions. • Using speed around school to justify these changes is wrong as there are already speed limits around schools and most of the proposed changes are not near schools. • Seems driven by ideology not practicality. <ul style="list-style-type: none"> ○ Proposed changes are unrealistic. ○ Model is flawed/decision is based on incomplete or incorrect data. • People are capable of driving to the conditions. • Congestions means speed self-limits where necessary. • Speed limit reductions are a guise to force people out of using private cars. • The increase in injuries is probably in correlation to Auckland's growth. • Reducing rural roads to 80km/h is an attempt to ensure roads last longer, not for safety. • Proposal is based not on reducing speed reducing harm, but on cost being a limiting factor in providing safe roads. • These changes are being made to hide how bad AT has made Auckland's traffic congestion. • What are the reasons for these changes? • The roads mentioned for speed changes are inconsistent. • Too many roads have been selected.
<p>Reducing speed limits is unnecessary <i>Mentions: 45</i></p>	<ul style="list-style-type: none"> • There is no need to lower speed limits/existing speed limits are safe. <ul style="list-style-type: none"> ○ Roads are safe for the current speed limits (flat, straight, visibility is good, very few hazards on the side of the road, no side roads). ○ Suggested roads already have speed calming measures (speed bumps, chicanes).

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Proposed speed limits are slower than necessary. <ul style="list-style-type: none"> ○ 50km/h is a safe speed limit, no need to reduce below that. ○ 30km/h speed limits are ridiculous / too slow / unnecessary. • Speed limit reviews are a waste of time and money. • Many roads require maintenance/upgrading to improve safety, not speed limit reductions. • Due to congestion people already travel around the city at less than 50km/h. • Auckland speed limits are much lower than other parts of New Zealand. • Many of the proposed speed limit reductions don't make sense. • Enough roads have had speed lowered already. • Vehicles do not speed on this road(s). • There have been no, or very few, crashes on this road(s). • Cars are safer than ever. • Vehicles are of better quality now and can travel at faster speeds safely. • There are no proposed developments in this area that would make this road significantly busier. • The justification that this limit should be reduced to be in keeping with surrounding roads isn't a satisfactory justification. • There is already a variable speed limit for the dangerous part of the road. • Road will still be unsafe for walking at the reduced speed limit. • The changes are being made to slow journeys to get people to ride bikes. • Just use LSZ signs.
<p>Reducing speed limits will create, or NOT reduce, safety issues</p> <p><i>Mentions: 13</i></p>	<ul style="list-style-type: none"> • AT's speed limit reductions have so far caused increased crashes and deaths. • Reduced speed limits have increased incidences of dangerous driving. • Reduced speed limits have increased accidents. • There is no evidence that reducing speeds will reduce deaths, in fact, the opposite has occurred. Following a non-relevant Scottish example is senseless. • Reinstate the speed limits that were recently reduced by AT. • Driver behaviour is the problem, not the speed limits. • People who speed will still speed.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Lower speed limits (and slow drivers) create driver frustration and dangerous behaviour, such as risky overtaking. • Any motorist obeying a 50kmph limit who crashes and causes a fatality or serious injury is either elderly, pathetic, or on drugs/intoxicated. 30kmph speed limit won't change the cause of the accident. • Reduced speed limits will not reduce crashes in South Auckland, most people do not obey the current speed limits. • Reduced speed limit (to 30) will cause constant watching of speedometer instead of watching the road. • Slow traffic encourages phones use. • Variable speeds along same stretch of road causes driver distraction. • Need to also change the design speed of the road, or changes will be ineffective. • Proposal is about politicians being seen to do something, rather than actually improving safety. • AT need to research and focus on changes that will actually improve safety. • Why is AT not doing cost benefit analysis to justify these proposals? • AT need to do a full economic analysis of the impacts of reducing speed limits, such as time wasted, increased travel times for buses/delivery vehicles/taxis etc. • I work for insurance and monitor claims. 98% of our crash report claims are due to poor driver behaviour. 85% of faults causing death and serious injury are elderly. What is your strategy doing about the real cause for these areas?
<p>Reduced speed limits will improve safety</p> <p><i>Mentions: 19</i></p>	<ul style="list-style-type: none"> • Lower speed limits will make people less likely to crash. • Lower speed limits improve pedestrian safety. • Lower speed limits will make our streets safer for children, elderly, and those with mobility issues. • Limiting speed will make cycling safer. • Lower speed limits in areas with speed related incidents. • Lowering speed limit is the only option on some roads that cannot be improved in other ways. • Road conditions are not suitable for the current speed limits, lowering them will improve safety.
<p>Reducing speed limits is NOT good as it will increase journey times</p> <p><i>Mentions: 12</i></p>	<ul style="list-style-type: none"> • Reducing speed limits will increase journey times. • Reduced speed limits increases pollution. • Reduced speed will impact traffic flow. • Reduced speed will increase congestion. • Reduced speed limits will increase journey times for emergency services - they cannot exceed 30km/h over the limit.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Reduced driving speeds is increasing journey times from Pukekohe to Auckland. • Driving around rural roads in Maungakiekie-Tāmaki will take too long at lower speeds. • Slower speeds, slows the economy. • Longer journey times mean increased risk of accidents. • Increased journey times will create risky, impatient drivers. • Reduced speed limits will negatively affect the public transport network. • Want to be compensated for wasted time. • Want to be compensated for wasted fuel.
<p>Reducing speed limits is about revenue gathering (not safety) <i>Mentions: 8</i></p>	<ul style="list-style-type: none"> • Reducing speed limits is about revenue gathering. • Manurewa is being unfairly targeted to be fined and generate income. • South Auckland, and therefore Māori and Pacific communities, are being unfairly targeted. • Reduced speeds will lead to more petrol consumption and therefore are purely profit generation.
<p>New speed limits need to be clearly signposted <i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • New speed limits need to be clearly signposted. • New speed limits should be painted on the road as well as signposted.
<p>Need to better enforce speed limits <i>Mentions: 13</i></p>	<ul style="list-style-type: none"> • Proposed changes will have minimal impact if not enforced. • General concerns about how speed limits will be enforced. • Better police roads with 50km/h speed limits. • Need more traffic cops. • Install speed cameras around schools. • Need more speed cameras can increase safety. • Need more random license and WOF checks. • Ensure courts enforce the law. • Need stronger penalties for breaking the road rules (one submitter suggested vehicles seized and if a repeat offender, crushed). • Need harsher penalties for those that speed past schools. • Make those caught speeding attend a course. • Need to police those driving too slow.

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

Feedback Theme	Main points
<p><i>Mentions: 6</i></p>	<ul style="list-style-type: none"> • Pedestrians are distracted on their phones. • Pedestrians should be made responsible for their own actions. • Speed limits are fine; money would be better spent on teaching pedestrians/children to cross the road safely. • Children around schools running out on the road are unsafe. • Speed limits are fine, cyclists making risky decisions is the safety issue. • Cyclists should have registration numbers, some are dangerous. • Cyclists should be legally required to use cycle lanes where available and ride single file. • E-scooters on the road are a safety issue.
<p>The low quality of the road is creating safety risks <i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • Roads are dangerous due to lack of road maintenance. • Improve road quality with more crossings, stop signs, give ways etc. • Improve road signage and markings. • Various maintenance issues of concern, such as potholes, uneven surfaces, road slope, road surface, narrow roads, and subsidence. • Poor repairs and maintenance work that don't last or are in poor/uneven condition from the time of the repair are a problem. • More and more development is being permitted without improving road quality • Lack of passing zones encourages dangerous overtaking. • On street parking is causing safety issues - obscures vision on residential streets, and on major roads parked cars reduce lane widths leading to congestion.
<p>Generally, road condition needs improving <i>Mentions: 13</i></p>	<ul style="list-style-type: none"> • Need to improve road maintenance and design. • Improving road condition/maintenance is more important than reducing speed limits. • Proposed speed limit reductions are to avoid necessary road maintenance. • Infrastructure suggestions to make the roads safer. <ul style="list-style-type: none"> ○ Speed tables. ○ Better quality maintenance. ○ Improve road signage, road markings, and lighting. ○ Speed limits should be painted on roads at regular intervals. ○ Need to make roads flow better. ○ Road calming suggestions.

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

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

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

Feedback Theme	Main points
<p>Only implement speed limit reductions during peak traffic times and/or don't support 24/7 implementation</p> <p><i>Mentions: 9</i></p>	<ul style="list-style-type: none"> • Do not support 24/7 implementation of speed limits. • Only implement during peak traffic times. • Only implement during school hours, school pick-up and drop-off times, and/or during school terms. • Speed reductions should only be between 8am and 7pm. • Speed reductions should only be between 8am and 4pm. • Reducing speeds all day for a problem that only exists for a short period of time each day doesn't make sense. • Reducing speeds for 24 hours is impractical and impossible to police. • Speed limit signage around schools should be electronic so limits can be changed when necessary (increased in evenings and weekends).
<p>Do not support reducing speed limits on open roads, rural roads, and/or highways</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • Do not support reducing speed limits on open roads and/or highways. • Rural roads should have an open road speed limit so people can decide how fast they travel.
<p>Concerns with speed limit reduction around schools</p> <p><i>Mentions: 7</i></p>	<ul style="list-style-type: none"> • Schools are already speed limit zones, why add extra. • Limit should be 40km/h. • Should not be 24/7, and should be notified by illuminated, variable signs. • Different schools have different start times, so speed limits should be tailored to those times. • School zones should have more monitoring at peak times, not speed limit reductions. • Too many side roads around schools are included in low-speed limit. • Should only be 30km/h for a distance of 400m from each school. • Speed limits should be around primary schools only. • Only apply 30km/h speed limits to on schools that are not on main arterial roads. • It is not speed around schools that is the problem, it is parents dropping off and picking up dangerously, and buses. • People ignore low speed zones around schools anyway. • Is there a strategy to address school related traffic volume?

General locations where speed limit reductions are supported

Feedback Theme	Main points
<p>Lower speed limits around schools are required/important</p> <p><i>Mentions: 23</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: 17</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: 6</i></p>	<ul style="list-style-type: none"> • All residential roads should be 30km/h. • Will enable vehicles and bikes to share the road. • Should be supported by physical measures to reduce speeds.
<p>Lower speed limits in/around town centres are required/important</p> <p><i>Mentions: 6</i></p>	<ul style="list-style-type: none"> • Town centres are high pedestrian areas so should have lower speed limits. • Agree with speed reductions but speed limits should be 40km/h. • The city should be 30km/h everywhere, with wider footpaths and narrower streets to encourage slow speeds.

Other comments and concerns

Feedback Theme	Main points
<p>Concerns with the public engagement, and/or that AT won't listen to feedback</p> <p><i>Mentions: 6</i></p>	<ul style="list-style-type: none"> • AT will not listen to public feedback. • AT did not listen to feedback regarding last speed limit review in Maungakiekie-Tāmaki, it is now more dangerous. • AT needs to communicate their responses to feedback better. • There is very limited opportunity to provide feedback. • The outcomes have already been decided as you state, "no change is not an option". • AT only listens to vocal minority groups. • Sick of the government deciding things without consulting the ratepayers. • AT never propose increased speed limits. • AT need to release statistics to show proof of speed limit reduction requirements on each road. • Consultation website was poorly designed and difficult to navigate, meaning that an informed assessment cannot be made. • Concerns the map in the brochure drop is deceptive - the dots are incorrectly placed. • Had technical issues with the online survey and/or interactive map tool. • Concerns the leaflet is propaganda and doesn't contain accurate statistics. • Stop using Facebook groups for feedback. • Need an option for people to be added to the mailing list once feedback is gathered that doesn't require giving feedback. • Future proposals should be posted on local community boards. • AT should communicate directly with locals and drive the roads to better understand the problems.
<p>Other comments</p>	<ul style="list-style-type: none"> • People parking in unsuitable places causes congestion and is unsafe. • Slows down emergency response vehicles who are only allowed to travel 20km/h above limit. • Rules around the use of E-scooters and bikes need to be formalised. e.g. giving way, signalling, where to ride, interactions with pedestrians. • Speed reductions of 50% or more will not be tolerated by the community. • Bicycles and buses now have more road than cars. • Once implemented, will there be a grace period to allow motorists to adjust to new limits? • Bus drivers need bus monitors to assist with managing order on school buses as the drivers are distracted and this is a safety issue.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Speed limits around Marae should be reduced. • Stop people parking their cars on Galaxy Drive. • Should be using digital speed signs. • Too many speed bumps are bad for the environment (braking and acceleration around speed bumps consume more fuel). • Road 'calming' measures are not fair/appropriate. • Proposed changes seem to unfairly target South Auckland • Need to better synchronise traffic lights through Auckland. • Need strict legislation around liability for cyclists and motorists causing accidents. • Consider introducing parking restrictions in busy / bottleneck areas to ease congestion and safety issues. • Ensure there is space for Loading Zones and School Drop Off Zones in busy areas, such as school zones. • Doesn't agree with the use of Te Reo Māori in the brochure. • Speed bumps in some suburbs have pushed the speeding problem into other suburbs. • 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.