



# Safe Speeds Programme

Public feedback on proposed speed limit changes October/November 2021

Feedback related to Waitematā Local Board area



# Contents

Part A – Number of submitters from within the local board area..... 1

Part B – Feedback on roads within the local board area proposed for speed limit changes ..... 2

Part C – Feedback on roads within the local board area NOT proposed for speed limit changes ..... 87

Part D – General themes from people who live within the local board area ..... 103



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

During October and November 2021, 610 people from within the Waitemata Local Board area submitted on the Safe Speeds Programme - proposed speed limit changes.



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

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

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

This section outlines:

- The sentiment expressed by respondents towards the proposed speed limit changes for each road within the Waitemātā 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 Waitemātā Local Board area ('Why do you feel this way?').



Road name	Albany Road
Part of road	Full length

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"><li>• Already has traffic calming measures - lower speed limit unnecessary.</li><li>• Children will not be accessing this road to go to school.</li><li>• No issue with existing speed limits, no history of accidents in this road, traffic calming already in place which is adequate.</li><li>• I've been cycling around here for years and never had a problem with cars at the current speed limit. I think the proposed changes are unreasonable.</li></ul>

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



<b>Road name</b>	Anglesea Street
<b>Part of road</b>	Full length

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

<b>Why do you feel this way?</b>	
<b>Feedback Theme</b>	<b>Main points</b>
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"><li>• Not justified to reduce speed limit for the mere handful of cyclists that use it in a day.</li><li>• Wide street with good visibility.</li></ul>

<b>AT recommended way forward</b>
Implement safe and appropriate road speed limit as proposed

<b>Road name</b>	Ardmore Road
<b>Part of road</b>	Full length

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> <li>Will be safer for school children at school start/finish times, as well as pedestrians/residents in general: small roads with a lot of parked cars and resulting visibility issues.</li> <li>On-street parking narrows the road and current 50kph limit is unsafe - proposed will be much better and maybe even deter some traffic from using the route.</li> <li>Current chicanes do not deter speeding drivers at all.</li> </ul>
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Existing traffic calming already slows traffic - speed limit should stay as current.</li> </ul>
Only support the proposed speed limit for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Speed limit should only be lowered to 30kph if it is a road that a school is directly on - otherwise leave at 50kph to keep traffic moving.</li> </ul>
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Agree with including Ardmore Road in the 240min parking restrictions to stop all-day parkers.</li> </ul>

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



<b>Road name</b>	Barrie Street
<b>Part of road</b>	Full length

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

<b>Why do you feel this way?</b>	
<b>Feedback Theme</b>	<b>Main points</b>
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"><li>• Speed limit should be 30kph. Cars roar around the corner from Picton Street - one cat has been hit, and cyclists have had to veer into berms to avoid being hit.</li></ul>

<b>AT recommended way forward</b>
Implement safe and appropriate road speed limit as proposed





<b>Road name</b>	Bayard Street
<b>Part of road</b>	Full length

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

<b>Why do you feel this way?</b>	
<b>Feedback Theme</b>	<b>Main points</b>
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"><li>• The streets in this area will be safer with the proposed changes. Absolutely necessary to have lower speed limits.</li></ul>

<b>AT recommended way forward</b>
Implement safe and appropriate road speed limit as proposed



Road name	Bayfield Street
Part of road	Full length

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"><li>This is a dead end road, not a thoroughfare, and motorists and pedestrians already share the road space safely.</li></ul>

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



<b>Road name</b>	Beresford Street Central
<b>Part of road</b>	Full length

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

<b>AT recommended way forward</b>
Implement safe and appropriate road speed limit as proposed



<b>Road name</b>	Beresford Street West
<b>Part of road</b>	Full length

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>This street services Western Park as do all the streets that run off Hepburn Street.</li> </ul>
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>This is a dead-end street with a stop sign at the Hepburn Street intersection (no need to change speed limit).</li> </ul>
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Do not waste time or money with these changes.</li> </ul>

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



Road name	Blake Street
Part of road	Full length

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"><li>• Current speed is appropriate for this road.</li><li>• Mostly local traffic (not through traffic) - there is not an issue to solve here.</li></ul>

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



<b>Road name</b>	Brisbane Street
<b>Part of road</b>	Full length

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

<b>AT recommended way forward</b>
Implement safe and appropriate road speed limit as proposed



Road name	Buller Street
Part of road	Full length

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

Why do you feel this way?	
Feedback Theme	Main points
Other physical improvements suggested <i>Mentions:</i>	<ul style="list-style-type: none"><li>Used as a rat-run from Kelmarna Avenue to Jervois Street to avoid the lights - this street is narrow and has SUVs parked on both sides. Suggest something be done to deter 'rat-runners'.</li></ul>

AT recommended way forward
Implement safe and appropriate road speed limit as proposed. Proposed lower speed limit on Buller Street and Kelmarna Avenue will assist in discouraging 'rat-running'.



<b>Road name</b>	Burns Street
<b>Part of road</b>	Full length

<b>What do you think of the proposed speed limit change for this road?</b>	<b>No. of mentions</b>
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

<b>AT recommended way forward</b>
Implement safe and appropriate road speed limit as proposed





<b>Road name</b>	Clarence Street
<b>Part of road</b>	Full length

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 4</i>	<ul style="list-style-type: none"> <li>This is the link road from O'Neill Street - used as a rat-run from Jervois to avoid Three Lamps.</li> <li>Need to restrict speed due to proximity of schools.</li> <li>Cars and trucks use as a through-road to the Harbour bridge, and often speed/drive fast. Twice a day children walk to/from the school.</li> </ul>
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>This road already has width/speed restrictors and a 40kph limit during school times, so reduced limit is unnecessary.</li> </ul>

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



<b>Road name</b>	Colin Shaw Lane
<b>Part of road</b>	Full length

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

<b>AT recommended way forward</b>
Implement safe and appropriate road speed limit as proposed

<b>Road name</b>	Collingwood Street
<b>Part of road</b>	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	21
I think the current speed limit on this road should be kept the same	2
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 17</i>	<ul style="list-style-type: none"> <li>• Lower speed limit will be safer.</li> <li>• 50kph is too fast for this street.</li> <li>• Lower speed limit will encourage people to drive slower (currently people speed and use it as a cut-through, and GPS directs them here as the 'fastest route' compared to Franklin Road 30kph).</li> <li>• Motorists speed up on this street and it is unsafe to park/move out of park/cross the road (especially for or with children).</li> <li>• Many near misses, especially at Heke Street intersection.</li> <li>• 30kph, and traffic calming improvements, would mitigate the negative impacts of the roundabout recently installed on Franklin Road (motorists avoiding this by speeding up Collingwood) - any rat-running will be significantly slower and safer for the residents.</li> <li>• Traffic volume and speed here have increased.</li> <li>• Limited visibility due to parked cars, in a densely populated residential street.</li> <li>• I fully support the reduction of speed limits on neighbourhood streets, especially around schools. It enhances safety and improves the environment for pedestrians and cyclists.</li> <li>• Many cars still use this as a rat-run to Ponsonby Road - a 30kph speed would slow or discourage them and be safer for parents crossing road to get to day-care with little children and babies.</li> </ul>
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>• People do not drive faster than 50kph. The hills and heavy traffic help restrict speeds.</li> <li>• Little traffic on this road and most drive on or below the limit - it is a wide road with good visualisation so no real safety issues.</li> </ul>

Why do you feel this way?	
Feedback Theme	Main points
Driver behaviour is causing safety risks <i>Mentions: 3</i>	<ul style="list-style-type: none"> <li>• Commuters currently speed up the road to Heke Street.</li> <li>• Many motorists currently exceed 50kph.</li> <li>• Many drivers go faster than the posted speed limits, meaning 50km/h frequently becomes at least 60km/h-plus to some drivers, either deliberately or inadvertently.</li> <li>• Vehicles revving and racing up the street outside our property, causing huge traffic noise and potentially, risking injury to residents trying to cross the road, especially children and the elderly.</li> </ul>
Need to better enforce speed limits <i>Mentions: 3</i>	<ul style="list-style-type: none"> <li>• Suspect there will be an issue with enforcement of the new speed limit.</li> <li>• Advocate for policing of speeds in this and the surrounding streets - sceptical of lowering the speed limit without enforcement.</li> <li>• Please reduce the speed limit as suggested and hopefully install speed-cameras if the speed limit is not being adhered to.</li> </ul>
Change the speed limit asap/sooner than planned <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• I strongly support a reduction in the speed limit to 30kph and hope that this can be implemented with minimal delay.</li> </ul>
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>• 30kph is too slow to be practical without driving down hill with breaks on the whole time - recommend 40kph instead or leave the speed limit the same. Little traffic on this road and most drive on or below the limit - it is a wide road with good visualisation so no real safety issues.</li> <li>• Support/suggest physical traffic calming to work with speed limit reduction to deter rat-runners avoiding the new Franklin Road roundabout, speeding up Collingwood Street.</li> </ul>

### AT recommended way forward

Implement safe and appropriate road speed limit as proposed

<b>Road name</b>	Cowan Street
<b>Part of road</b>	Full length

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>This street is narrow and not suitable for driving at speed, yet people do regardless of existing chicanes.</li> <li>Currently feel unsafe with vehicle speeds.</li> </ul>
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Motorists coming from Ponsonby Rd drive fast down Cowan Street - concerns for parents picking up/dropping off/parked by the All Saints Early Learning Centre.</li> </ul>
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>Motorists coming from Ponsonby Rd drive fast down Cowan Street - concerns for parents picking up/dropping off/parked by the All Saints Early Learning Centre.</li> <li>Currently feel unsafe with vehicles speeding.</li> </ul>
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Regardless of chicanes, motorists still speed here. Suggest speed bump and pedestrian platform on the section between Bayard Street and Ponsonby Road to reduce speeds.</li> </ul>

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



Road name	Cox Street
Part of road	Full length

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"><li>• Speed limits are not the problem.</li><li>• Tight corners, people drive slow anyway. Safe crossings for children are already available.</li></ul>

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

<b>Road name</b>	Dean Street
<b>Part of road</b>	Full length

What do you 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"> <li>It's a narrow street that has parking on both sides.</li> </ul>
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Ideally Dean Street would either be one-way, or perhaps parking allowed on one side only, or both!</li> </ul>

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

Road name	George Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	14
I think the current speed limit on this road should be kept the same	10
I think the speed limit should be lower than what is proposed	2
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 11</i>	<ul style="list-style-type: none"> <li>• Currently has speeding traffic.</li> <li>• Poor visibility at the corner of George Street/Morgan Street.</li> <li>• Traffic calming measures are not working, vehicles speed up around the speed bumps.</li> <li>• Heavy vehicles (truck and trailers) use this is a through road.</li> <li>• There are two schools situated on this road, with children and adults frequently having to cross the road to go between car parking and the school entrance. The children cross it regularly to get to the Domain.</li> <li>• When there is no road patrol for children vehicles are speeding down the street trying to beat traffic that is backed up along Carlton Gore Road, Davis Crescent, and Parnell Road. Some drivers do not stop at the cross walk when there are pedestrians present. Installing signs won't be a waste of money if it decreases death % risk.</li> <li>• All residential streets should have a 30kph limit.</li> <li>• Outside school should have a 20kph limit</li> <li>• Very strongly support speed reduction outside school.</li> <li>• Vehicles should not be using George Street as a through-road but they do to avoid traffic on other streets, an attractive short cut for drivers, but next to a major park and a school.</li> <li>• Cycling is not safe enough due to traffic speeds and ineffective traffic calming.</li> </ul>
The reduced speed limit is unnecessary	<ul style="list-style-type: none"> <li>• There are existing barriers, speed bumps and traffic calming devices on this road and the traffic goes slow enough so the current speed limit is appropriate.</li> </ul>



Why do you feel this way?	
Feedback Theme	Main points
<p>Mentions: 7</p>	<ul style="list-style-type: none"> <li>Do not confuse people driving in this area with a brief change of road speed from 50-30-50.</li> <li>Money spent on road signage, would be better spent on road education for children. Interrupting the flow of traffic, is a completely unnecessary initiative to protect children who could easily otherwise be kept safe with the many footpaths, pedestrian crossings, and traffic lights.</li> <li>Traffic is slow during rush hour anyway.</li> </ul>
<p>Driver behaviour is causing safety risks</p> <p>Mentions: 3</p>	<ul style="list-style-type: none"> <li>Speeding traffic is a danger to pedestrians and children near the Domain or being picked up/dropped off at school.</li> <li>Have seen motorists driving through pedestrian crossing while children are using it.</li> <li>Is used as a bypass to avoid Newmarket traffic.</li> </ul>
<p>Too many changes in speed limits along the road (or in area) will be confusing</p> <p>Mentions: 1</p>	<ul style="list-style-type: none"> <li>Road already has traffic calming measures - no need to confuse people driving in this area with a brief change of road speed from 50-30-50.</li> </ul>
<p>Proposal is a waste of money</p> <p>Mentions: 3</p>	<ul style="list-style-type: none"> <li>Money spent on road signage, would be better spent on road education for children.</li> <li>Waste of time and money and resources reducing speed limit.</li> </ul>
<p>Only support the reduced speed limit for a certain period of the day</p> <p>Mentions: 1</p>	<ul style="list-style-type: none"> <li>Residents and businesses should not suffer having permanent 30kph signs for a private school that fixed to move into a business and residential area. They are slowing the flow of traffic if permanent speed signs are used instead of electronic signs which should also only apply before and after school hours.</li> </ul>
<p>Other suggested safety improvements</p> <p>Mentions: 2</p>	<ul style="list-style-type: none"> <li>Install a pedestrian crossing from Parnell Road across George Street as there are 3 lanes of traffic to cross.</li> <li>Current traffic calming features are not sufficient to slow drivers.</li> </ul>
<p>Other comments</p> <p>Mentions: 1</p>	<ul style="list-style-type: none"> <li>Do not think it is appropriate that heavy vehicles (particularly empty truck and trailers) use George Street as a bypass.</li> </ul>

### AT recommended way forward

Implement safe and appropriate road speed limit as proposed



<b>Road name</b>	Grattan Place
<b>Part of road</b>	Full length

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

<b>AT recommended way forward</b>
Implement safe and appropriate road speed limit as proposed



<b>Road name</b>	Hayden Street
<b>Part of road</b>	Full length

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

<b>AT recommended way forward</b>
Implement safe and appropriate road speed limit as proposed



<b>Road name</b>	Hector Street
<b>Part of road</b>	Full length

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"><li>• 30 kph is too slow, it becomes difficult to control the speed when going up and down hill</li></ul>

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

<b>Road name</b>	Heke Street
<b>Part of road</b>	Full length

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>The incline of this road makes it impossible to drive safely at 50kph.</li> </ul>
Change the speed limit asap/sooner than planned <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Safer speeds needed here urgently.</li> </ul>
Too many changes in speed limits along the road (or in area) will be confusing <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Note that Heke Street is 30kph one way up the street but 50kph going down the street.</li> </ul>

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

<b>Road name</b>	Hepburn Street
<b>Part of road</b>	Full length

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>Used as a rat-run to/from Ponsonby Road - increasing volume of traffic.</li> <li>50kph is dangerous for large number of children walking to/from Freemans Bay School, and parents going to day care centres.</li> <li>Reduced speed limit will be safer for kids on bikes with traffic currently speeding up and down the hill.</li> <li>A steep hill in a residential area with less-than-ideal junctions but where lots of drivers speed.</li> </ul>
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>Not a busy street and not one for traffic incidents - current speed limit working fine.</li> <li>The school has speed signs to regulate traffic during school hours (no need to reduce speed limit).</li> </ul>
Reduced speed is not good as it will increase journey times <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>Unnecessarily low speeds 24/7 will clog the streets with traffic and we will never be able to leave our suburb for the congestion</li> </ul>
Driver behaviour is causing safety risks <i>Mentions: 3</i>	<ul style="list-style-type: none"> <li>Parent driving behaviour during pick-up/drop-off is dangerous, in the middle of rush hour, arterial traffic to the motorway on-ramp and to the CBD. Address that issue before clogging the arterial 24/7 with unnecessarily low speeds.</li> <li>Reduced speed limit will be safer for kids on bikes with traffic currently speeding up and down the hill.</li> <li>A steep hill in a residential area with less-than-ideal junctions but where lots of driver's speed.</li> </ul>

<p>The reduced speed limit is unsuitable for this road</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> <li>• This is a steep road and drivers need to be able to drive it at a speed appropriate to the conditions.</li> <li>• Arterial road.</li> </ul>
<p>Other suggestions for reduced vehicle speeds</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> <li>• 40kph from Anglesea to Wellington streets is a good thing but should be 30kph to really slow down traffic.</li> <li>• Should be 30kph due to narrow street if cars parked both sides - can be dangerous to pass especially by Community Centre.</li> </ul>
<p>Other physical improvements suggested</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> <li>• Make one-way for traffic, and the other half can be for bikes and scooters.</li> <li>• Provide a solution for dangerous parent driving behaviour during pick-up/drop-off before clogging the arterial 24/7 with unnecessarily low speeds.</li> </ul>
<p>Only support the proposed speed limit for a portion of the road</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> <li>• Should only be 30kph around schools, and that's it - not justified to bring all streets to a crawl.</li> </ul>
<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"> <li>• Speed limits should be 30kph only for the duration when children are likely to be arriving and departing school, and up to 40kph after this.</li> </ul>

### AT recommended way forward

Implement safe and appropriate road speed limit as proposed.

For this phase of the programme the focus has been on streets that are already operating at relatively low speeds. For this reason, we are not proposing physical improvement measures. However, we will monitor vehicle speeds after the speed limit changes have been implemented to determine whether additional engineering treatment are necessary to help support the lower speed limit.

<b>Road name</b>	Hereford Street
<b>Part of road</b>	Full length

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>No proper raised table here means that the east bound cycleway is dangerous. A 30kph speed limit is essential here, to match Karangahape Road and the rest of the Pokapū Tāone.</li> </ul>
Only support the proposed speed limit for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Too many people treat this street as a rat run between Hopetoun, Karangahape and Ponsonby roads. Traffic calming may also be required.</li> </ul>
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>Too many people treat this street as a rat run between Hopetoun, Karangahape and Ponsonby roads. Traffic calming may also be required.</li> <li>30kph is unwarranted, but due to the poor design of the Karangahape Road cycleway, a reduction to 40kph could be warranted.</li> </ul>

AT recommended way forward
<p>Implement safe and appropriate road speed limit as proposed.</p> <p>For this phase of the programme the focus has been on streets that are already operating at relatively low speeds. For this reason, we are not proposing speed calming measures such as speed humps. However, we will monitor vehicle speeds after the speed limit changes have been implemented to determine whether additional engineering measures are necessary to help support the lower speed</p>



<b>Road name</b>	Home Street
<b>Part of road</b>	between Kirk Street and 30m west of King Street

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

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 4</i>	<ul style="list-style-type: none"> <li>• Extra safety near schools is important.</li> <li>• There are always cars parked on either side which obscures children from drivers.</li> <li>• Support lower speed around Newton Central School.</li> <li>• Cars currently speed unnecessarily.</li> <li>• Home Street, and the other relatively low traffic streets surrounding Newton Central School that are part of this proposal are narrow, steep, have narrow footpaths, and are a popular way for kids to walk to school. (Roads running between Great North Road and Niger/Keppel/Partridge/Monmouth).</li> </ul>
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>• No reason why the speed limit on this road should be reduced.</li> <li>• Reducing these speed limits is ridiculous. AT has totally lost touch with those that it is supposed to be serving.</li> </ul>
Generally, road condition needs improving <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Fix the road instead of lowering the speed limit.</li> </ul>

<b>Road name</b>	Hopetoun Street
<b>Part of road</b>	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	12
I think the current speed limit on this road should be kept the same	14
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	4
I think the speed limit should be lower than what is proposed	1
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 7</i>	<ul style="list-style-type: none"> <li>• 5 high-rise apartment blocks mean lots of people living, walking, riding bikes and scooters, Auckland Grammar School students - too many people drive at high speed for safety.</li> <li>• The Hopetoun bridge is very narrow, and cyclists simply aren't safe. Hopetoun Street is a crucial through road to get from the Nelson Street cycleway to Ponsonby, but due to the bridge there are areas where cars pass cyclists unsafely. Reducing speeds here will help level the playing field so that cyclists can get through without contending with motorists trying to push past.</li> <li>• It is a critical pedestrian and cycling link but is not safe for pedestrians as cars travel as if it were part of the motorway.</li> <li>• Since the restriction of traffic on Karangahape Rd there is more traffic on Hopetoun and Hereford Streets.</li> <li>• Many pedestrians, especially children, cross this street to access Auckland Girls Grammar School and Western Park. There are no pedestrian crossings along Hopetoun, except at Howe Street and Ponsonby Road.</li> <li>• Current motor traffic is well above 50kph- drivers maintain 50kph up the bridge, then accelerate down the other side.</li> <li>• Road should be 30kph.</li> </ul>
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• This is a major road traffic connector from the Pitt Street On/Off Ramps to the inner-Western Bays that sees very little pedestrian or cycle traffic, so should be kept at 50kph. Lowering to 30kph would increase the likelihood of fatalities due to lowering the situational awareness of non-motor vehicle users.</li> </ul>

<p>The reduced speed limit is unnecessary <i>Mentions: 9</i></p>	<ul style="list-style-type: none"> <li>• Cars do not drive faster than 50kph, hills and heavy traffic help restrict speeds.</li> <li>• There have been no serious accidents on the roads included in the proposal in Freemans Bay.</li> <li>• Current speed limit is appropriate, and area is not a high-risk accident area.</li> <li>• Limited cyclists (no need to lower speed).</li> <li>• Wide feeder road, not a lot of pedestrian traffic.</li> <li>• Near both schools there are plenty of opportunities to cross the road safely should the pedestrians choose to use them rather than crossing at random.</li> </ul>
<p>Reduced speed is not good as it will increase journey times <i>Mentions: 3</i></p>	<ul style="list-style-type: none"> <li>• Speed limit needs to remain unchanged to prevent unnecessary delays and traffic congestion.</li> <li>• Should only be 30kph around schools, it is not justified to bring all streets to a crawl.</li> <li>• Such a low-speed limit will increase the time it takes people to get to work and it may also deter people from visiting the central city (which already has low limits) because it will add yet more time to the journey.</li> </ul>
<p>Driver behaviour is causing safety risks <i>Mentions: 3</i></p>	<ul style="list-style-type: none"> <li>• Motorists treat this road like a section of motorway and speed up and down it.</li> <li>• Most drivers do not obey the current limit.</li> </ul>
<p>Need to better enforce speed limits <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> <li>• Most drivers flout the current speed limit - it is pointless having a lower limit unless you enforce it. What will AT do to enforce these limits.</li> </ul>
<p>Proposal is a waste of money <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> <li>• Auckland Transport the decision has been made regardless. Making this process a waste of time and money.</li> </ul>
<p>The reduced speed is unsuitable for this road <i>Mentions: 7</i></p>	<ul style="list-style-type: none"> <li>• Pedestrians have safe footpath to use and there are no houses or apartments across the bridge part.</li> <li>• Very little pedestrian or cycle traffic so should be kept at 50kph.</li> <li>• There is already a pedestrian walkway and via Karangahape Road which has been effectively blocked to traffic and via under the bridge up Howe Street to the Karangahape Road train station.</li> <li>• Reducing speed will cause unnecessary delays and traffic congestion.</li> <li>• A 30kph limit is way too slow for this through road - as it is for Union and Cook Streets where you are on this road as a link to get to the motorway.</li> <li>• This is a major road traffic connector from the Pitt St On/Off Ramps to the inner-Western Bays, should be kept at 50kph, not suited to lower limit.</li> </ul>
<p>Only support the proposed speed limit for a portion of the road <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> <li>• Should only be 30kph around schools, it is not justified to bring all streets to a crawl.</li> </ul>

<p>Extend the reduced speed limit to cover more of the road</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> <li>• In the map of the speed restrictions Part of Hopetoun Street is not marked as being reduced to 30kph, this is the one way street between Howe Street and Hopetoun Street - Is this included?</li> </ul>
<p>Other suggestions for reduced vehicle speeds</p> <p><i>Mentions: 5</i></p>	<ul style="list-style-type: none"> <li>• Hopetoun Street is wide- 40kph would be more suitable to match Ponsonby Road (which it connects to)</li> <li>• 30kph is too slow for this main road - suggest 40kph.</li> <li>• 30kph is too slow on the bridge section.</li> </ul>
<p>Other physical improvements suggested</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> <li>• Hopetoun Bridge is very narrow, and cyclists are at risk from cars - suggest safe cycling provisions or speed reduced to 30kph for Hopetoun Street.</li> <li>• Hopetoun Street is wide and will need narrowing or traffic calming if 30kph is introduced - 40kph would be more suitable to match Ponsonby Road, which it connects to.</li> <li>• If there is a need to protect pedestrians and scooter users in these streets this is a case for railing along the footpath and a minimum 40kph speed limit as on Ponsonby Road.</li> <li>• Suggest traffic calming required to prevent people using Hopetoun Street like part of the motorway.</li> <li>• Need funding for pedestrian safety enhancements designed for this street that were defunded last year - densely populated area and Hopetoun Street has been identified as a major pedestrian and cyclist route in every Auckland Council plan and is planned for growth with the CRL and NPS-UD.</li> </ul>

**AT recommended way forward**

Implement safe and appropriate road speed limit as proposed.

For this phase of the programme the focus has been on streets that are already operating at relatively low speeds. For this reason, we are not proposing new engineering measures such as cycle lane or speed humps. However, we will monitor vehicle speeds after the speed limit changes have been implemented to determine whether additional engineering measures are necessary to help support the lower speed limit.

<b>Road name</b>	Howe Street
<b>Part of road</b>	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	17
I think the current speed limit on this road should be kept the same	6
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	2
I think the speed limit should be lower than what is proposed	1
Other	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 14</i>	<ul style="list-style-type: none"> <li>• Howe Street has lots of children, cyclists, and pedestrians.</li> <li>• Howe Street is residential with schools and childcare centre nearby as well as entrances to Western Park and the James Liston emergency housing unit.</li> <li>• Howe Street is busy and downhill traffic often goes faster than is safe.</li> <li>• Intersection of Howe Street/Wellington Street is dangerous, especially during peak traffic and lower speed limit will make it safer for residents.</li> <li>• Howe Street is steep with bus stops.</li> <li>• Howe Street has children crossing all the time without a pedestrian crossing down the bottom.</li> <li>• Howe Street has low visibility because of the angle of the dip, the huge trees, and the 'traffic calming islands' with hedges that obscure children. Especially bad visibility from vehicles speeding down the hill from Karangahape Road.</li> <li>• Vehicles currently speed down the hill towards Karangahape Road, 30km/h would make it a lot safer.</li> <li>• Howe Street is a busy school road, reduce to 40kmh.</li> <li>• Too busy and too dangerous for pedestrians walking along Wellington Street and crossing Howe St.</li> </ul>
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> <li>• People do not drive faster than 50kph. The hills and heavy traffic help restrict speeds.</li> <li>• Howe Street already has speed bumps here and a school zone. No reason to reduce 24/7.</li> <li>• The current speed limit is sufficient, there is normally so much traffic that there are few occasions to reach the limit.</li> </ul>

<p>Driver behaviour is causing safety risks</p> <p><i>Mentions: 9</i></p>	<ul style="list-style-type: none"> <li>• One of the busiest streets due to the adjacency of the Northern and Southern motorways and experience some of the most dangerous driver behaviours.</li> <li>• Motorists often speed up and down this road, and is dangerous for pedestrians and a noise nuisance, especially at night.</li> <li>• Bad visibility from vehicles speeding down the hill from Karangahape Road.</li> <li>• Children, adults, and pets are being put in danger by reckless driving. A reduced speed limit, if properly enforced, would enable the road to become safer for all, with the bonus of the area becoming quieter for residents.</li> <li>• Cars swerve into Howe Street from Wellington Street and speed up and down the hill to Karangahape Road, endangering children, adults and pets, and other road users.</li> <li>• Driver behaviour coming out of Howe St trying to get onto the on-ramp or coming down from Union Street trying to get onto the on-ramp is dangerous. This area needs an engineering solution to stop the risky behaviour of drivers on what is a major pedestrian road.</li> </ul>
<p>Need to better enforce speed limits</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> <li>• A reduced speed limit, if properly enforced, would enable the road to become safer for school children, pedestrians, and cyclists, with the added bonus of the area becoming quieter for residents.</li> </ul>
<p>Only support the reduced speed limit for a certain period of the day</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> <li>• Suggest 40kph for most roads in Freeman's Bay, especially those on hills, as one needs to constantly break going down them (school start/end times could be 30kph)</li> <li>• We already have speed bumps here and a school zone. No reason to reduce 24/7.</li> <li>• If the applicable times for this "improved safety" are 1 hour at each end of the school day, for 5 days per week for about 40 weeks per year, this amounts to less than 5% of total hours. 24/7 speed limit is unjustifiable and unreasonable, and drivers will just ignore the speed limit.</li> </ul>
<p>Other suggestions for reduced vehicle speeds</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> <li>• Howe Street is a residential street and was not designed as a major arterial. People are using it as a 'rat run' to avoid Pitt Street-Union Street-Wellington Street, which are the designed way to get onto the north-bound motorway. Howe Street should be made one-way only, or extremely traffic calmed.</li> <li>• Driver behaviour coming out of Howe St trying to get onto the on-ramp or coming down from Union Street trying to get onto the on-ramp is dangerous. This area needs an engineering solution to stop the risky behaviour of drivers on what is a major pedestrian road.</li> </ul>
<p>Other physical improvements suggested</p> <p><i>Mentions: 7</i></p>	<ul style="list-style-type: none"> <li>• Howe Street needs a mid-block pedestrian crossing so pedestrians can cross to the childcare, the Grammar School and Western Park. And it needs a pedestrian crossing at the Wellington Street end.</li> <li>• Install a roundabout at intersection of Howe Street and Wellington Street - currently busy as is prime access from Ponsonby/Newton to Northern Motorway and becomes extremely congested. Drivers attempting to find alternatives dangerously U-turn in Wellington Street to avoid the queues, or having gotten into the wrong lane.</li> <li>• Need a pedestrian crossing instead of the 'traffic calming islands' to assist children crossing the road (schools and day-care, low visibility due to odd angles, huge trees, planters, and vehicles speeding down the hill).</li> <li>• Install a pedestrian crossing instead of lowering the limit 24/7.</li> </ul>

Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"><li>• The removal of the Speed limit for Howe Street is marked for 13/6/22. Should this be 31/5/22, as on this day all of Howe Street is scheduled to be 30kph? It is nonsensical to reduce the speed on entire road with part of the proposal but only remove the school speed restriction on the 13/6/22.</li></ul>
--------------------------------------	---

<b>AT recommended way forward</b>
Implement safe and appropriate road speed limit as proposed.  Implementation dates have been amended in response to consultation feedback to change all speeds within a geographical area at the same time, i.e. not to separate out school areas.

<b>Road name</b>	Hukanui Crescent
<b>Part of road</b>	Full length

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> <li>Street is narrow, with curves and planting, and high traffic volumes due to rat-running from Kelmarna Avenue to Jervois Street - currently feels unsafe to cycle.</li> <li>Lower speed limit will reinforce safer driving.</li> <li>Reducing the speed to 30km is safer than the current 50km. This is a busy area with a school and Kelmarna Organic Gardens both attracting lots of pedestrian and cycle traffic, so slowing vehicle speeds is important.</li> </ul>
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> <li>This road and the surrounding roads already have significant traffic calming measures.</li> <li>This is a main thoroughfare for traffic - traffic flow is important.</li> <li>Lower speeds everywhere prioritise cyclists/pedestrians over motorists and punish those who are responsible drivers.</li> <li>The problem on Hukanui Crescent is the high number of cars using the street, more than the speed at which they are travelling. The high volume of traffic on such a narrow street creates risk to pedestrians and parked cars. Focus on changing the surrounding road system to reduce the number of cars on Hukanui Crescent.</li> <li>Generally cars stay at 40kph due to all the traffic calming measures, so a speed reduction to 40kph is best.</li> </ul>
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Little point wasting money on signage and confusing drivers by formalising a permanent lower limit when the majority of people are complying.</li> </ul>

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



<b>Road name</b>	Islington Road
<b>Part of road</b>	Full length

What do you 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"> <li>On-street parking narrows the road and current 50kph limit is unsafe - proposed will be safer and may deter traffic from using the route.</li> </ul>

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

<b>Road name</b>	John Street
<b>Part of road</b>	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	46
I think the current speed limit on this road should be kept the same	3
I think the speed limit should be lower than what is proposed	4
Other	2

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 43</i>	<ul style="list-style-type: none"> <li>• Lower speed limit will prevent rat-running and improve resident access.</li> <li>• Road is too narrow with parked cars for current speed limit (lots of smashed wing mirrors).</li> <li>• Lower speed limit will create much nicer family community.</li> <li>• Residential area with many people, young and old, who walk, cycle and drive.</li> <li>• Lower speed limit will reduce the chances of a serious crash.</li> <li>• Lower speed limit will make this street much safer - currently prone to speeding through-traffic.</li> <li>• Currently cars park on the footpath, forcing pedestrians to walk on the road: dangerous for everyone, particularly cyclists.</li> <li>• Road width not appropriate for existing 50kph.</li> <li>• One-way road in places and cars need to slow down to give way to each other.</li> <li>• Lower speed limit will discourage use as a rat-run as now.</li> </ul>
Driver behaviour is causing safety risks	<ul style="list-style-type: none"> <li>• One-way road in places and cars need to slow down to give way to each other, too much traffic.</li> </ul>

<p><i>Mentions: 8</i></p>	<ul style="list-style-type: none"> <li>• Rat-running and speeding is an issue.</li> <li>• Cars speed up in this section, 40-60kph, and have witnessed heavy vehicles mounting footpath at speed to pass oncoming and parked cars.</li> <li>• Currently cars park on the footpath, forcing pedestrians onto the road - need to enforce this law.</li> </ul>
<p>Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> <li>• Major through road, with no deaths in the last 20 years, and no reason for there to be a 30kph speed limit 24/7, just around the school area at school times.</li> </ul>
<p>Only support the proposed speed limit for a portion of the road <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> <li>• Major through road, with no deaths in the last 20 years, and no reason for there to be a 30kph speed limit 24/7, just around the school area at school times.</li> </ul>
<p>Change the speed limit asap/sooner than planned <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> <li>• Safer speed as proposed is needed here urgently.</li> </ul>
<p>The reduced speed limit is unsuitable for this road <i>Mentions: 2</i></p>	<ul style="list-style-type: none"> <li>• This is a major through road, with no deaths in the last 20 years.</li> <li>• As a connector between Jervois Street and Richmond Road, John Street should remain as 50kph.</li> </ul>
<p>Other suggestions safety improvements <i>Mentions: 6</i></p>	<ul style="list-style-type: none"> <li>• Lowering the speed limit is a good start, but more needs to be done to support the family community area and prevent it being used as a rat run.</li> <li>• Something needs to be done about the excessive on-street parking.</li> <li>• Traffic calming is required by the Richmond Road shops, and at the Richmond Road/John Street intersection to slow traffic.</li> <li>• Suggest residents only access from near Summer Street.</li> <li>• Suggest blocking one end of John Street and have a one way exit only at the Richmond Rd/John St end to reduce the throughfare.</li> <li>• The real issue is people parking on footpaths, forcing pedestrians onto the road - need to enforce this law.</li> </ul>

<b>Road name</b>	Kelmarna Avenue
<b>Part of road</b>	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	4
I think the current speed limit on this road should be kept the same	12
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> <li>• Reduced speed will be safer for school.</li> <li>• 30kph on feeder roads will facilitate 40kph on Jervois Road.</li> <li>• Proposed speed limit compliments the traffic calming already in place.</li> <li>• Road can be quite busy.</li> <li>• Cars use Kelmarna Avenue as a short cut to Jervois Road and speed up the road.</li> </ul>
The reduced speed limit is unnecessary <i>Mentions: 10</i>	<ul style="list-style-type: none"> <li>• The current speed limit is fine, there have been no incidents to require lower limit.</li> <li>• This is existing traffic calming measures that already slow traffic, and a pedestrian crossing for children.</li> <li>• It is not possible to speed, it can be gridlocked at times.</li> <li>• This is a thoroughfare and with the new Countdown Metro going it would grossly impact on the flow of traffic.</li> <li>• Important access road for locals- don't understand the rationale for proposed change.</li> <li>• Lower speeds everywhere prioritise cyclists/pedestrians over motorists and punish those who are responsible drivers.</li> <li>• Should remain at 50kph.</li> </ul>
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Need active enforcement of new speed limit on Kelmarna Avenue.</li> </ul>
The reduced speed limit is unsuitable for this road	<ul style="list-style-type: none"> <li>• This is a major through road, with no deaths in the last 20 years.</li> </ul>

<p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> <li>• Kelmarna Avenue/Parawai Crescent is a key link between Herne Bay and Grey Lynn and any speed reduction will negatively impact traffic flows.</li> </ul>
<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"> <li>• No reason for there to be a 30kph speed limit 24/7 just around the school area at school times.</li> </ul>
<p>Only support the proposed speed limit for a portion of the road</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> <li>• No reason for there to be a 30kph speed limit 24/7 just around the school area at school times.</li> </ul>
<p>Other suggested safety improvements</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> <li>• Lower speeds everywhere prioritise cyclists/pedestrians over motorists and punishes those who are responsible drivers - instead use physical traffic calming to slow cars where it is an issue.</li> </ul>

**AT recommended way forward**

Implement safe and appropriate road speed limit as proposed



<b>Road name</b>	Keppell Street
<b>Part of road</b>	Full length

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

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

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

<b>Road name</b>	King Street
<b>Part of road</b>	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"> <li>This street is a large road unlike the rest of the roads in Arch Hill. It doesn't need to be a lower speed limit road as it isn't near schools, and it is nowhere as busy as what you probably expect it to be.</li> </ul>
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Changing all of Arch Hill to 30kph 24/7 is unnecessary - will add to congestion and doesn't need to be outside school hours.</li> </ul>

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



<b>Road name</b>	Kirk Street
<b>Part of road</b>	Full length

What do you 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"><li>Support the speed changes around Newton Central School.</li></ul>

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



<b>Road name</b>	Maunsell Road
<b>Part of road</b>	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	8
I think the current speed limit on this road should be kept the same	3

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>Lower traffic speeds will keep pedestrians safer and be consistent with the generally lower speed limit in the domain.</li> <li>The Road is used by so many pedestrians accessing the Auckland Museum, Domain, Birthcare, and the Parnell Lawn Tennis Club.</li> </ul>
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>Children are easily kept safe with the many footpaths, pedestrian crossings, and traffic lights - no need to interrupt the traffic flow.</li> <li>Already lots of traffic calming on this road and vehicles go slow enough - current speed limit is appropriate.</li> </ul>
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Money spent on road signage would be better spent on road education for children.</li> </ul>
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Motorists often travel at over 50kph speeds.</li> </ul>

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



<b>Road name</b>	Moira Street
<b>Part of road</b>	Full length

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

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

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



<b>Road name</b>	Mokau Street
<b>Part of road</b>	Full length

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

<b>AT recommended way forward</b>
Implement safe and appropriate road speed limit as proposed



<b>Road name</b>	Monmouth Street
<b>Part of road</b>	Full length

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

<b>Why do you feel this way?</b>	
<b>Feedback Theme</b>	<b>Main points</b>
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"><li>• Need to reduce speed limits on all suburban roads, for the safety of all.</li><li>• Narrow, blind streets full of kids - 30kph as proposed is much better and safer.</li></ul>

<b>AT recommended way forward</b>
Implement safe and appropriate road speed limit as proposed

<b>Road name</b>	Morgan Street
<b>Part of road</b>	Full length

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Virtually no traffic on this road - 40kph would be adequate.</li> </ul>
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Why should residents and businesses be inconvenienced by a private school who decided to move into a residential and commercial area and dictate that we all have to slow down permanently. They could have at least asked for electronic speed signs that slow down only before and after school hours. They are ruining the area with their overly restricted speed signs like it already is in the CBD. These private school children are being dropped off by their wealthy parents in their SUVs so it's not like they are all walking around. Crossings around AGC exist where they can cross the road safely.</li> </ul>

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



<b>Road name</b>	Niger Street
<b>Part of road</b>	Full length

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

<b>AT recommended way forward</b>
Implement safe and appropriate road speed limit as proposed



<b>Road name</b>	O'Neill Street
<b>Part of road</b>	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	4

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> <li>• One of the narrowest residential roads in Auckland and is used as a link through to Jervois Rd to avoid the Three Lamps.</li> <li>• One-way street used as a rat run that people drive on way too fast.</li> <li>• Street is downhill and particularly narrow, and too many cars park on the footpath which requires people to walk on roads regularly, in harm's way.</li> </ul>

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



<b>Road name</b>	Paget Street
<b>Part of road</b>	Full length

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

<b>Why do you feel this way?</b>	
<b>Feedback Theme</b>	<b>Main points</b>
NO FEEDBACK	

<b>AT recommended way forward</b>
Implement safe and appropriate road speed limit as proposed



<b>Road name</b>	Parawai Street
<b>Part of road</b>	Full length

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Currently used as a throughfare, with high volumes of traffic - a slower speed would deter this and make a nicer/safer atmosphere.</li> </ul>
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Curvy road, lots of dodging other cars. Should be 25kph.</li> </ul>

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



<b>Road name</b>	Partridge Street
<b>Part of road</b>	Full length

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

<b>Why do you feel this way?</b>	
<b>Feedback Theme</b>	<b>Main points</b>
NO FEEDBACK	

<b>AT recommended way forward</b>
Implement safe and appropriate road speed limit as proposed

<b>Road name</b>	Picton Street
<b>Part of road</b>	Full length

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>* Relatively short street - no reason to go above 30kph.</li> <li>* The speed limit should be 30kph as there is an increase the area / street of children, prams, dogs, cyclists and walkers. Currently cars use this as a speed strip - often dangerous.</li> </ul>
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>• Growing traffic will naturally slow speeds anyway - reducing the speed limit will only create congestion and slow it too much.</li> <li>* Not justified to reduce speed limit for the mere handful of cyclists that use it in a day.</li> </ul>
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Should only be 30kph around schools, and that's it - not justified to bring all streets to a crawl.</li> </ul>
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• The speed limit should be 30kph as there is an increase the area / street of children, prams, dogs, cyclists and walkers. Currently cars use this as a speed strip - often dangerous.</li> </ul>
Only support the proposed speed limit for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Should only be 30kph around schools, and that's it - not justified to bring all streets to a crawl.</li> </ul>

<p>Other suggestions for reduced vehicle speeds</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"><li>• * The speed limit should be 30kph as there is an increase the area / street of children, prams, dogs, cyclists and walkers. Currently cars use this as a speed strip - often dangerous. There should also be speed bumps on this road.</li><li>• * 30kph is too slow - 40kph would be better.</li></ul>
---	---

<b>AT recommended way forward</b>
Implement safe and appropriate road speed limit as proposed

<b>Road name</b>	Pompallier Terrace
<b>Part of road</b>	Full length

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 6</i>	<ul style="list-style-type: none"> <li>Lowered speed limit is a good start for safety of children and residents.</li> <li>Concerned about the welfare of the children of Ponsonby School, and the residents.</li> <li>Tight roads with visibility often restricted by large vehicles. 10kpm slower is not going to significantly inconvenience drivers, and will be safer for children, pedestrians, and cyclists.</li> <li>These are narrow, residential streets with large numbers of children in the area. Not designed or intended (and should not be used) as main thoroughfare.</li> <li>50kph as current limit allows is too fast on this road - no-one should be going over 30kph anyway.</li> <li>Be much safer for children to walk and bike to school with proposed limit, particularly on Pompallier: 30kph would make it easier and safer for kids to cross.</li> </ul>
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Proposed limit will cause frustration and traffic hold ups.</li> </ul>
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>The school zones already have lowered limits, and the school only operates a portion of the time.</li> <li>The proposed 30kph limit is too slow and will lead to frustration and traffic hold ups.</li> </ul>
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Proposed limit will cause frustration and traffic hold ups.</li> </ul>

The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"><li>• This is a main thoroughfare for traffic - traffic flow is important.</li></ul>
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"><li>• Urgently request speed humps to force lower speeds, as the chicanes do not work.</li></ul>

**AT recommended way forward**

Implement safe and appropriate road speed limit as proposed

<b>Road name</b>	Ponsonby Terrace
<b>Part of road</b>	Full length

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>Community hall, school, children, and pets will be safer with lower speed limit.</li> <li>Many motorists miss the 'dead end' and turn around, speeding up the street dangerously.</li> </ul>
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>30kph is too slow and will not be complied with: Franklin Rd example, no one is following the 30kph limit. Making it too slow just makes the limit irrelevant.</li> </ul>
Driver behaviour is causing safety risks <i>Mentions: 3</i>	<ul style="list-style-type: none"> <li>30kph is too slow and will not be complied with: Franklin Rd example, no one is following the 30kph limit. Making it too slow just makes the limit irrelevant.</li> <li>Many motorists miss the 'dead end' and turn around, speeding up the street dangerously.</li> </ul>
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>The speed limit for cars coming off Ponsonby Rd should be the same as Ponsonby Rd - it doesn't make sense to have them increase to 50kph, but 30kph is too slow, and no one will follow it.</li> </ul>
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>Request better signage indicating 'dead end' - many motorists miss the 'dead end' and turn around, speeding up the street dangerously.</li> <li>Set up cameras - you will make a fortune.</li> </ul>

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

<b>Road name</b>	Potatau Street
<b>Part of road</b>	Full length

What do you 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"> <li>If we don't get a speed reduction then we will be advocating for a speed hump to slow the traffic.</li> </ul>
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>If we don't get a speed reduction then we will be advocating for a speed hump to slow the traffic.</li> </ul>

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





Road name	Pratt Street
Part of road	Full length

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

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

<b>Road name</b>	Prosford Street
<b>Part of road</b>	Full length

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>• 24/7 speed change is not justified - 50kph is sufficient.</li> <li>• Very wide street with wide footpaths, with mostly residential only traffic - there is not an issue to solve here.</li> </ul>

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



<b>Road name</b>	Provost Street
<b>Part of road</b>	Full length

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

<b>Why do you feel this way?</b>	
<b>Feedback Theme</b>	<b>Main points</b>
NO FEEDBACK	

<b>AT recommended way forward</b>
<b>Implement safe and appropriate road speed limit as proposed</b>



<b>Road name</b>	Putiki Street
<b>Part of road</b>	Full length

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

<b>AT recommended way forward</b>
Implement safe and appropriate road speed limit as proposed

<b>Road name</b>	Redmond Street
<b>Part of road</b>	Full length

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Cause: Slowing traffic will cause congestion to get worse at peak, and gridlock Ponsonby. The confusing change in speed limits (Ponsonby Road 40kph to Redmond 30kph for 200m, then to Jervois at 50kph) may increase the risk of a crash.</li> </ul>
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>• Reduced speed limit unnecessary - There are two pedestrian crossings on this road and another one on Pompellier to help cross the road safely.</li> <li>• Minimal residential on this street, footpaths are very wide for pedestrians, and foot traffic tends to use Ponsonby Rd (as partly under cover).</li> <li>• Redmond is wide and one way with no parking on one side. Traffic already slowed by pedestrian crossing (end of Ponsonby Rd) and the sharp turns from Ponsonby, and traffic lights at Jervois end.</li> <li>• Never seen a crash nor many cyclists here.</li> </ul>
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Main road and thoroughfare with a lot of traffic: traffic flow is important.</li> </ul>
Too many changes in speed limits along the road (or in area) will be confusing <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• The confusing change in speed limits (Ponsonby Road 40kph to Redmond 30kph for 200m, then to Jervois at 50kph) may increase the risk of a crash.</li> </ul>

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



Road name	Scott Street
Part of road	Full length

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

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



<b>Road name</b>	Sheehan Street
<b>Part of road</b>	Full length

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

<b>AT recommended way forward</b>
Implement safe and appropriate road speed limit as proposed



<b>Road name</b>	Smith Street
<b>Part of road</b>	Full length

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

<b>AT recommended way forward</b>
Implement safe and appropriate road speed limit as proposed



<b>Road name</b>	Summer Street
<b>Part of road</b>	Full length

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Have been in an accident in these streets due to speeding drivers. No need to consult, just do this for all residential streets.</li> </ul>
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>This road is not frequently used by school traffic and is an excessively far reach from Ponsonby Intermediate which is the driving factor for the change.</li> <li>Leave as is, current speed limit is fine.</li> </ul>

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

<b>Road name</b>	Tahuna Street
<b>Part of road</b>	Full length

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>It services Western Park as do all the streets that run off Hepburn.</li> </ul>
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Nothing in Freeman's Bay should be lowered. It's already slow enough with traffic.</li> </ul>
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>30kph is too slow - 40kph would be better.</li> </ul>

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

<b>Road name</b>	Tawariki Street
<b>Part of road</b>	Full length

What do you 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"> <li>There is a school at the end, no reason to drive fast due to corners or dead end - reduced speed limit will be safer for everyone.</li> </ul>
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>This location is nowhere near the school - reduced speed limit unnecessary.</li> </ul>

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

<b>Road name</b>	Titoki Street
<b>Part of road</b>	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	11
I think the current speed limit on this road should be kept the same	3

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 7</i>	<ul style="list-style-type: none"> <li>• High traffic, parked cars restricting visibility and width: a high-risk environment for pedestrians, including students.</li> <li>• Have been many near misses of both school children and car accidents.</li> <li>• Currently many motorists don't slow down for school zone, possibly due to ignorance of the school being there - no crossing outside school or traffic calming, so lower limit will be safer.</li> <li>• Lots of cars parked on road reduce visibility and available width.</li> <li>• Support 30kph limit outside school and the centre for the blind, for pedestrian, student and cyclist safety - motorists don't respect intersections like they should, and most drive large utes and SUVs.</li> <li>• Children from the primary school frequently cross this road to access the Domain from the school, as it is right near the Domain.</li> <li>• This is an attractive short cut for drivers, but next to a major park and a school. The engineering features here are not sufficient to slow many drivers. Cycling in particular is not safe enough due to these factors.</li> </ul>
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> <li>• Never been a problem here - no need to change.</li> <li>• Children are easily kept safe with the many footpaths, pedestrian crossings, and traffic lights - no need to interrupt the traffic flow.</li> <li>• Already lots of traffic calming on this road and vehicles go slow enough - current speed limit is appropriate.</li> </ul>
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Money spent on road signage would be better spent on road education for children.</li> </ul>

<p>Driver behaviour is causing safety risks</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> <li>• Currently many motorists don't slow down for school zone, possibly due to ignorance of the school being there - no crossing outside school or traffic calming, so lower limit will be safer.</li> <li>• Support 30kph limit outside school and the centre for the blind, for pedestrian, student and cyclist safety - motorists don't respect intersections like they should, and most drive large utes and SUVs.</li> <li>• This is an attractive short cut for drivers, but next to a major park and a school. The engineering features here are not sufficient to slow many drivers. Cycling in particular is not safe enough due to these factors.</li> <li>• Support 30kph limit outside school and the centre for the blind, for pedestrian, student and cyclist safety - motorists don't respect intersections like they should, and most drive large utes and SUVs.</li> </ul>
<p>Other suggestions for reduced vehicle speeds</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> <li>• Proposed or even lower. Have seen so many near misses of both school children car accidents occurring year on year.</li> </ul>
<p>Other physical improvements suggested</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> <li>• Remove parking on one side of the road (preferably the Domain side) to improve visibility - Many near misses as students appear from between parked cars, and plenty of short-term parking nearby, people don't need to park here.</li> </ul>



Road name	Tole Street
Part of road	Full length

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

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

<b>Road name</b>	Trinity Street
<b>Part of road</b>	Full length

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Slower traffic speeds will be safer for cyclists, particularly at night.</li> </ul>
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>This is a main thoroughfare for traffic - traffic flow is important.</li> </ul>
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Should be 25km/h.</li> </ul>

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

<b>Road name</b>	Waima Street
<b>Part of road</b>	Full length

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>I agree with the reduction in the speed limit. This area has narrow streets and a lot of pedestrian traffic especially kids going to and from the primary school.</li> </ul>
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>The Waima St and Monmouth St intersections are incredibly dangerous for parents and students getting to and from Newton Central School. There needs to be a raised crossing area here to ensure safe passage for pedestrians.</li> </ul>

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





<b>Road name</b>	Wanganui Avenue
<b>Part of road</b>	Full length

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"><li>• We know making residential streets 30kph will create safer neighbourhoods - no need to consult.</li></ul>
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"><li>• Already has traffic calming measures - lower speed limit unnecessary.</li></ul>

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

<b>Road name</b>	Wellington Street
<b>Part of road</b>	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	25
I think the current speed limit on this road should be kept the same	15
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	4
I think the speed limit should be lower than what is proposed	2
Other	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 23</i>	<ul style="list-style-type: none"> <li>• Lots of children, cyclists, and pedestrians.</li> <li>• Residential street with schools and childcare centre nearby.</li> <li>• Wellington Street is busy and downhill traffic often goes faster than is safe.</li> <li>• Intersection of Howe/Wellington is also dangerous, especially during peak traffic and lower speed limit will make it safer for residents.</li> <li>• In the mornings and afternoons there are large numbers of children walking home from school.</li> <li>• Lower speeds on Wellington will make it safer to turn into or out of Howe Street due to visibility issues and vehicles going downhill at speed.</li> <li>• A busy road with the main entrance to a school and kids coming from all directions. Most cars already go quite slowly down here so the odd car that goes at 50kph can catch people off guard.</li> <li>• The current speed limits prioritise the convenience of drivers over the safety of children - and should be reduced.</li> <li>• Current speed limits encourage people to treat our neighbourhood as a rat run.</li> <li>• Children at school and day care and parents cycling with them - dangerously high speeds on this street - should be reduced to school zone speeds.</li> <li>• People drive up fast on Wellington Street, often trying to catch the green lights. There is a primary school on the street, so young children are often out and about in the area. It would be safer for them if the speed limit was reduced (and enforced).</li> <li>• Traffic hurtles up and down Wellington St, despite its steep hills, tricky junctions and lots of school children walking from Pitt St and elsewhere.</li> </ul>

	<ul style="list-style-type: none"> <li>• This is a school, with over 600 hundred students aged 5-10. They deserve safe roads to walk along, cross, etc. The volume of cycling, scootering, pedestrian traffic along this route is extremely high around school hours, but also outside of school hours - there is a kindergarten, several early-childhood centres, and playcentre, and western park also in this area, attracting a lot of walking, cycling and scootering.</li> <li>• As this road is outside a school the limit should be 30kph to be consistent with the surrounding neighbourhood.</li> </ul>
<p>The reduced speed limit is unnecessary <i>Mentions: 10</i></p>	<ul style="list-style-type: none"> <li>• People do not drive faster than 50kph. The hills and heavy traffic help restrict speeds.</li> <li>• Good visibility, with no incidents regarding school children on this road.</li> <li>• It has separated bike lanes, footpaths well away from traffic, plenty of pedestrian crossing protection - 30kph is impractical and unnecessary.</li> <li>• Not justified to reduce speed limit for the mere handful of cyclists that use it in a day.</li> <li>• There have only been two serious injury accidents in the last 22 years. The current speed limit is both safe and appropriate to Wellington St's function.</li> <li>• This is a major connector road from the Pitt St On/Off Ramps to the inner-Western Bays that has multiple light-controlled pedestrian crossings. A reduction in speed-limit is unwarranted.</li> <li>• These changes are unnecessary and have nothing to do with protecting children at all.</li> <li>• This is a busy connection road from Freemans Bay to the motorway and the central city. 50kph is slow enough. If cars travelled at the 50kph limit or less then that is adequately safe.</li> </ul>
<p>The reduced speed limit is unsuitable for this road <i>Mentions: 10</i></p>	<ul style="list-style-type: none"> <li>• Road is a main thoroughfare.</li> <li>• Wellington Street is a main road between Franklin Road &amp; the motorway and the current speed limit is appropriate for the size and purpose of the road.</li> <li>• Road is near motorway and traffic needs to flow smoothly and quickly, and pedestrians need to be wary of this (rather than complacent at 30kph traffic).</li> <li>• The current speed limit is fine as it is relevant to a main road that runs downhill in both directions which makes keeping a constant speed more challenging and it's one that also enters a motorway on ramp.</li> <li>• The main arterial routes like Franklin Road, Ponsonby Road and Wellington Street should be 40kph. With separated bike lanes, footpaths that are well away from traffic and plenty of pedestrian crossing protection, the road is made to work for all users and 30kph is simply impractical and unnecessary.</li> <li>• This is a major access route for the suburb to get to the motorway and CBD.</li> <li>• Wellington St is a distributor road with similar traffic levels during the week to Franklin Road. It is not laid out as a neighbourhood street and there have only been two serious injury accidents in the last 22 years. The current speed limit is both safe and appropriate to Wellington Streets function.</li> <li>• This is a major connector road from the Pitt St On/Off Ramps to the inner-Western Bays that has multiple light-controlled pedestrian crossings. A reduction in speed-limit is unwarranted.</li> <li>• This is a busy connection road from Freemans Bay to the motorway and the central city. 50kph is slow enough.</li> </ul>

<p>The proposed speed limit reductions lack local knowledge</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> <li>• The speed limit is too low - listen to the population.</li> </ul>
<p>Driver behaviour is causing safety risks</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> <li>• One of the busiest streets due to the adjacency of the Northern and Southern motorways and experience some of the most dangerous driver behaviours.</li> <li>• The average speed on the road currently appears to be significantly above the 50kph limit - a reduction is definitely called for.</li> <li>• Cars come off the motorway and seem to be in a frenzy, and it's not unusual for them to skip through lights - near misses with pedestrians crossing with the pedestrian light.</li> </ul>
<p>Need to better enforce speed limits</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> <li>• Keep it simple: set ALL of Auckland Central 40kph AND enforce it. Only have very few, clear exceptions, such as higher for Nelson and Hobson motorway feeders, and lower limits around schools.</li> <li>• People drive up fast on Wellington Street, often trying to catch the green lights. There is a primary school on the street, so young children are often out and about in the area. It would be safer for them if the speed limit was reduced (and enforced).</li> </ul>
<p>Too many changes in speed limits along the road (or in area) will be confusing</p> <p><i>Mentions: 7</i></p>	<ul style="list-style-type: none"> <li>• Speed should be consistent from motorway exit through to Ponsonby Rd, as this is confusing.</li> <li>• When driving the three different speed limits are confusing and not always adhered to. (50,40,30kph) If all streets around here are 30kph it will be safer and less confusing.</li> <li>• Keep it simple: set ALL of Auckland Central 40kph AND enforce it. Only have very few, clear exceptions, such as higher for Nelson and Hobson motorway feeders, and lower limits around schools.</li> <li>• Too many changes in speed limits along the road will be confusing.</li> <li>• Should be 30kph for residential streets, and 40kph for arterials - keep things simple with only two limits.</li> <li>• The existing speed limits are very confusing - 30kph on Franklin, 30kph on Union, but 50kph on Wellington, *except* around school start and end times, when it is 40kph.</li> </ul>
<p>Extend the reduced speed limit to cover more of the road</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> <li>• Extend the proposed new speed limit to cover all of Wellington St. There are regular accidents, there is a school, a motorway interchange, and multiple limits is confusing and requires multiple signage.</li> </ul>
<p>Only support the reduced speed limit for a certain period of the day</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> <li>• Suggest 40kph for most roads in Freeman's Bay, especially those on hills, as one needs to constantly break going down them (school start/end times could be 30kph)</li> <li>• Current 30kph limit on Franklin Road is not adhered to, and this will not be either, except maybe during school start/end times, near the school.</li> </ul>

<p>Other suggestions for reduced vehicle speeds</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> <li>• Install traffic calming: These streets, especially Wellington Street and Howe St should be for local residents, not the general thoroughfares that they are used for. Speed tables would help.</li> </ul>
<p>Other physical improvements suggested</p> <p><i>Mentions: 7</i></p>	<ul style="list-style-type: none"> <li>• Remove single car park immediately in front of 58 Wellington Street - space behind dangerously and illegally used for pickups and drop offs, and people dangerously weave across traffic on foot, ignoring the pedestrian crossings - this blocks visibility of/for residents.</li> <li>• Install a roundabout at intersection of Howe and Wellington Streets - currently busy as prime access from Ponsonby/Newton to Northern Motorway and becomes extremely congested. Drivers attempting to find alternatives dangerously U-turn in Wellington Street to avoid the queues or having gotten into the wrong lane.</li> <li>• Increase the amount of signage.</li> <li>• Traffic calming measures - such as additional signalised crossings should also be considered (not a roundabout - which might slow traffic a little but would undermine the safety of the children, other pedestrians, and cyclists).</li> <li>• Should be reduced to school zone speeds as well as proper cycling and walking infrastructure and enforcing parking on paths.</li> <li>• The issues with traffic safety here are during pick up/drop off times, and people turning from Howe Street to get on the motorway and exiting the advertising agency next to the motorway start doing exotic things trying to access the motorway. Suggest a traffic light at the Howe Street intersection would be a far more productive and safer alternative to what is proposed.</li> <li>• 8 Several stoplights on this stretch should be enough to control the speed of cars on the street.</li> <li>• At number 34 - This is outside of the scope of the consultation, but this slip road is too dangerous. The pedestrian refuge island bordered by the slip-road is too small for the number of pedestrians - mostly children - who congregate on it to cross the road. I've been abused, and seen others abused by drivers because children are taking a normal child-amount to time to cross the pedestrian crossing here. Other times, when traffic is low, drivers blast around here without looking for pedestrians because they are focussed on looking right up Union Street to make sure another vehicle isn't going to take them out.</li> <li>• Hard cycle lanes should be installed to allow kids to safely bike to school separated from traffic. This will reduce "school run" traffic and thus help to ease congestion during busy periods.</li> <li>• Install traffic calming: These streets, especially Wellington Street and Howe St should be for local residents, not the general thoroughfares that they are used for. Speed tables would help.</li> </ul>

#### AT recommended way forward

Implement safe and appropriate road speed limit as proposed.

- Auckland Transport is also investigating other safety improvements along Wellington Street. The investigation is still in the early stage; Auckland Transport will carry out consultation on any further safety improvements separately.
- Parking changes new cycle lanes and slip road is not within the scope of this consultation.

<b>Road name</b>	Wharf Road
<b>Part of road</b>	Full length

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>On quiet cul-de-sac streets such as Wharf Rd there is no need to reduce the speed limit dramatically down to 30km. Drivers naturally travel between 30-40km around these areas anyway. The childcare and school which is in the vicinity are at the top of the road at an intersection. Again, naturally drivers slowdown in these areas.</li> </ul>

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

<b>Road name</b>	Winn Road
<b>Part of road</b>	Full length

What do you 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"> <li>A suburban residential environment close to city centre, with rat-run and speeding potential (drivers trying to avoid traffic) - lower speed limits will keep residential area safer and improve noise/traffic amenity.</li> </ul>

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





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

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

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

**Suburb**

Auckland CBD

Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 8</i>	<ul style="list-style-type: none"> <li>• Victoria St W - Lower speed limit to 40kph (not 30kph).</li> <li>• Wellesley St W - Lower speed limit to 40kph (not 30kph).</li> <li>• Wellesley St W - Do not lower speed limit: A wide main road, 30kph would cause far too much traffic congestion. There are places for pedestrians to cross the road so it's unnecessary and counter-productive to lower the speed limit.</li> <li>• Victoria St W - Lower speed limit: Keep the speed limit lower than 50kph.</li> <li>• Beresford Sq - Do not change speed limit: No need to reduce it to suit a handful of cyclists that use it once in a while.</li> <li>• Beaumont St - Improve speed limit signage: Many vehicles drive faster than this, due to speed environment, and surrounding streets being higher speeds, confusing drivers. The 40kph signage for Fanshaw street as you exit the motorway is clearer than the small 30kph for Beaumont, so many driver mistakenly travel 40kph (or above).</li> <li>• Union St/Sam Wrigley Dr - Lower traffic speeds: This intersection is very difficult to cross, cars come very fast off of the onramp, and the blind corner gives very little notice of a car coming.</li> </ul>
Suggestions for speed limit increases <i>Mentions: 9</i>	<ul style="list-style-type: none"> <li>• Increase speed limits in CBD.</li> <li>• Reinstate the prior CBD speed limits.</li> <li>• Cook St - Increase speed limit to 40kph: Speed limit changes are confusing (from 40kph to 30kph for less than 100m, then back to 40kph) - suggest consistent 40kph, as safe and appropriate for the road between Hobson and Nelson.</li> <li>• Victoria St W - Increase speed limit to 50kph: This is a main feeder, and cyclists are protected by concrete lanes but don't seem to use it anyway.</li> <li>• Queen St - Increase speed limit to 50kph.</li> <li>• Cook St, Union St - Increase speed limit: Impractical to expect drivers to exit motorway into 30kph area, and dangerous for those not expecting this hurried reduction - not a high pedestrian area, and confusing to go from 80kph (motorway) to 30kph (Union St) to 50kph (Wellington St) makes no sense when Wellington has more pedestrians.</li> <li>• Victoria St W - Increase speed limit to 50kph: Major arterial route with numerous traffic-light controlled crossings, current is too low.</li> </ul>
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Nicholls Ln - Suggest pedestrian crossing: Pedestrians heading from Parnell Station to the University have to cross two roads here (Stanley St and Alten Rd) to get up to the university - should be a parallel crossing leading directly to the entrance of the shared path up to Grafton Rd.</li> </ul>

**Suburb**

Eden Terrace

Feedback Theme	Main points
<p>Other roads/suggestions for reduced vehicle speeds</p> <p><i>Mentions: 6</i></p>	<ul style="list-style-type: none"> <li>• Haslett St - Lower vehicle speeds: This is a major drop off/entry point for parents/children crossing the bridge to/from the school.</li> <li>• Haslett St - Lower speed limit: Street terminates in a footbridge crossing the motorway that leads directly to Newton Central School and is a popular drop-off/pick-up point for parents, and limit needs to be lower than 50kph for this steep and narrow (effectively one lane) road.</li> <li>• Haslett St - Lower speed limit to 30kph: Major pick-up/drop-off area for students, and a cul-de-sac. Parents are often reversing and turning in this area before/after school.</li> <li>• Haslett St: Lower vehicle speeds: Cars come from the 60kph limit on Ian McKinnon Drive straight down this hill at speed. It is narrow with views impeded by parked cars, lots of children walking/cycling to use the footbridge to get to Newton Central School. This footpath is also terrible and often blocked by bins, so kids and parents are often forced onto the road.</li> <li>• Haslett St - Lower speed limit: Sharp downhill off a two-lane road, with lots of young families around getting to Newton Central School via the footbridge over the motorway. Vehicles speed down this hill to Valima Way to rat-run to New North Rd.</li> <li>• Copeland St, Haslett St - Lower speed limit: Should be included in proposal due to Newton Central School students using these streets to go to school more than others that are included.</li> </ul>

<b>Suburb</b>	Freemans Bay
---------------	--------------

Feedback Theme	Main points
<p>Other roads/suggestions for reduced vehicle speeds</p> <p><i>Mentions: 8</i></p>	<ul style="list-style-type: none"> <li>• All residential streets (in inner suburbs) should be 30kph, and wider and better maintained arterial routes like Franklin Rd, Ponsonby Rd and Wellington St should be 40kph to keep traffic flowing evenly and discourage rat running and GPS re-routing.</li> <li>• Hopetoun St extension links Howe St to Hopetoun St and is a short section of road next to the Girls' school - should be included in lowered speed limits proposal.</li> <li>• I generally support all speed reductions. BUT the patchwork of speed changes 50 to 30 to 40 to.... is very confusing and distracting (as a driver). Keep it simple: set ALL of Auckland Central 40kph AND enforce it. Only have very few, clear exceptions, such as higher for Nelson and Hobson motorway feeders, and lower limits around schools.</li> <li>• College Hill is a death trap for pedestrians trying to cross the road. Please reduce the speed limit here too. Many workers in the offices around Hargreaves/Gudgeon St walk across College Hill daily to get to supermarket/cafes etc. It is very dangerous with cars racing down the hill.</li> <li>• All of Freemans bay should be 30 to protect children, walkers, cyclists.</li> <li>• Middle Street is a rat run from College Hill to Franklin Rd. We have a constant problem of vehicles speeding through this street - including trucks. In addition there are side streets off Middle St leading to Victoria Park New World - so there are many pedestrians crossing Middle Street/Cascade Street to walk up to Freeman's Bay / Ponsonby. 1) 30km/r should be enforced. There are no 30km/hr signs on Middle Street or any of the sides streets.</li> <li>• Suburbs of Grey Lynn, Ponsonby, Freemans Bay, Arch Hill should have consistent speed limit (rather than 30, 40, 50) - too much signage is distracting (suggest speed limit painted on-road like Ponsonby), and adjacent roads should have lower limit also.</li> </ul>
<p>Suggestions for speed limit increases</p> <p><i>Mentions: 8</i></p>	<ul style="list-style-type: none"> <li>• Franklin Rd - increase to 40kph or 50kph:               <ul style="list-style-type: none"> <li>• 30kph requires heavy breaking, which suggests the speed limit is too slow for the topography of the road.</li> <li>• 30kph is unwarranted on a major route through Freemans Bay and should be raised to 40kph, in line with Ponsonby Rd.</li> <li>• After the separation of cyclists and vehicles, the road should be returned to 50kph.</li> <li>• The lower speed limit is not adhered to, so it is a risk of arbitrary and prejudiced enforcement.</li> <li>• Bikes and scooters frequently exceed this 30kph limit.</li> </ul> </li> </ul>
<p>Other physical improvements suggested</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> <li>• Middle St: is a rat run from College Hill to Franklin Rd, with cars and trucks speeding. In addition there are side streets off Middle St leading to Victoria Park New World - so many pedestrians cross Middle St/Cascade St to walk up to Freeman's Bay/Ponsonby. Need to enforce 30kph and install signage on Middle St and all side streets. Ban trucks from using this rat run, and Police cars from Gudgeon St HQ should be using alternative routes (Scotland St or College Hill) as Middle St is too narrow with too many side streets. Consider making this one-way, and installing a speed camera on Franklin Rd.</li> <li>• In the suburbs of Ponsonby, Freemans Bay, Grey Lynn, and Arch Hill multiple speed limits (50, 40, 30) on side streets - suggest one consistent speed, and on-road painted signage indicating speed limits (like Ponsonby Rd).</li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>The speed limit here is not enforced nor posted clearly enough. There are multiple hazards, large trees blocking view when entering Franklin Road from a driveway, tight parallel parks, cyclists, vehicles, scooters, and cyclists.</li> </ul>
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>The bike path through the park (Western Park) is too slow with pedestrians mixed in.</li> <li>How about fixing the roads? Just look at the "new" Karangahape Rd/ Ponsonby Rd intersection. Restricted left turn from Ponsonby Rd. Traffic snarl-ups all day.</li> <li>Franklin Rd: The speed limit here is not enforced nor posted clearly enough. There are multiple hazards, large trees blocking view when entering Franklin Rd from a driveway, tight parallel parks, cyclists, vehicles, scooters, and cyclists. 30kph is perfectly reasonable for the above hazards but needs to be signposted more clearly and enforced.</li> </ul>

<b>Suburb</b>	Grafton
---------------	---------

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"> <li>Khyber Pass Rd - Lower speed limit and suggest cycling facilities: Lots of new apartments and housing built here - add bike lanes, reduce lanes and lower the speed limit - currently like a motorway.</li> <li>Park Rd - Lower speed limit to 30kph: to improve pedestrian safety.</li> <li>Park Rd - Lower speed limit to 30kph and install pedestrian crossings: There is no safe way for pedestrians to access the park from the other side of the road.</li> <li>Khyber Pass Rd - Lower vehicle speeds: very dangerous place to cycle on key route.</li> </ul>
<p>Other physical improvements suggested</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> <li>Khyber Pass Rd - Lower speed limit and suggest cycling facilities: Lots of new apartments and housing built here - add bike lanes, reduce lanes, and lower the speed limit - currently like a motorway.</li> <li>Park Rd - Lower speed limit to 30kph and install pedestrian crossings: There is no safe way for pedestrians to access the park from the other side of the road.</li> <li>Khyber Pass Road, Newton Road, and the intersection of these roads with Symonds Street is unsafe. Pavements should be widened, and more crossings added.</li> </ul>

<b>Suburb</b>	Grey Lynn
---------------	-----------

Feedback Theme	Main points
<p>Other roads/suggestions for reduced vehicle speeds – Richmond Road</p> <p><i>Mentions: 8</i></p>	<ul style="list-style-type: none"> <li>• Lower speed limit to 40kph from the junction of Ponsonby Rd through to Parawai Cres: Cars regularly speed on Richard Rd creating safety concerns for residents and school children. Also install speed cameras.</li> <li>• Lower speed limit: is an incredibly busy road where children from multiple local school are crossing road - from Ponsonby side to Grey Lynn side. We have noticed so many near misses. Current 40kph during before and after school and lights in front of RRS are not sufficient!</li> <li>• Richmond Rd/Castle St - Lower speed limit or change intersection design: Limit needs to be lowered at this point or the right turn out of Castle Street redesigned or prohibited. Current right hand turn out of Castle street doesn't have the required sight lines for a safe turn given the actual car speeds.</li> <li>• Lower speed limit to 30kph: from Brown St to Sackville St - very busy section of road now.</li> <li>• Lower speed limit to 30kph: Extend existing 30kph zone further south to the intersection with Surrey Cres. The 50kph speed limit is too fast here.</li> <li>• Lower speed limit to 30kph: from West Lynn Shops to Parawai Cres all-inclusive due to the high levels of pedestrian traffic and blind spots accessing Richmond Rd from side roads. Many people cross Richmond Rd to get to bus stop and/or access to residential streets leading to Cox's Bay Park.</li> <li>• Lower speed limit to 30kph: from the West Lynn Shops (Edwards St) to Parawai Cres all-inclusive due to the high levels of pedestrian traffic and blind spots accessing Richmond Rd from side roads. For example turning out of Sackville St (from the southern end) is extremely challenging because of the parked cars on Richmond Rd restricting visibility of oncoming traffic. This is the same for The exit of Summerfield Villas at 386 Richmond Rd.</li> <li>• Richmond Rd/St John junction - Lower vehicle speeds: People park and dart into the dairy, no pedestrian crossing, and pull out quickly again onto St Johns with blind corner - many accidents and near misses. Lower speeds near shops, activity, blind corners, not random side streets.</li> </ul>
<p>Other roads/suggestions for reduced vehicle speeds</p> <p><i>Mentions: 35</i></p>	<ul style="list-style-type: none"> <li>• All of Grey Lynn, Ponsonby and Westmere should be included.</li> <li>• Suburbs of Grey Lynn, Ponsonby, Freemans Bay, Arch Hill should have consistent speed limit (rather than 30, 40, 50) - too much signage is distracting (suggest speed limit painted on-road like Ponsonby), and adjacent roads should have lower limit also.</li> <li>• Scanlan St - Lower speed limit: many pedestrians and people parking - currently very dangerous to cross.</li> <li>• Scanlan St - Lower speed limit: Current 50kph is too fast with on-street parking, and volume of walking pedestrians - difficult to cross.</li> <li>• Williamson Ave - Lower speed limit: cars speed down the road and children cross on a regular basis.</li> <li>• Need to reduce speed limits on all suburban roads, for the safety of all (chose one street, but intended to apply to all).</li> <li>• Chapman, Burgoyne, and Nixon streets - Lower speed limit to 30kph.</li> <li>• Schofield St - Lower speed limit: All the roads around the park should be a lower speed limit as is a popular park and 50kph is dangerous and is getting more so with the increase in SUV's and double cab trucks.</li> <li>• Haslett St, Copeland St, Bright St - Lower speed limit to 30kph: A lot of kids access the school by walking or cycling from the other side of the Haslett Footbridge.</li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• Haslett St - Lower speed limit: should be extended across the overpass bridge to Haslett St as many students are picked up and dropped off here each morning and afternoon.</li> <li>• Bullock Track - Lower vehicle speeds: Poor visibility at the crossing at the top, and lots of young children going to the daycare centre and school nearby. It is difficult to cross this road.</li> <li>• Beaconsfield St - Lower speed limit: many children, park users - cars/buses speed on this road.</li> <li>• These streets are used as rat runs when Bond St traffic lights cause congestion. Very dangerous driving, near misses with people and animals on a regular basis. Extend to all streets west of Bond St.</li> <li>• Sherwood Ave - Lower speed limit to 30kph: All off Grey Lynn should be included in the 30kph zone.</li> <li>• Hakanoa St - Lower speed limit to 30kph: Drivers turning into Hakanoa St (a narrow residential street) from Richmond Rd are confronted with a 50kph sign - an invitation (recently installed) to drive at this speed which is too fast for this location. All of these narrow Grey Lynn streets need to be moved to 30kph as soon as possible.</li> <li>• Sackville St - Lower speed limit to 30kph: from the West Lynn Shops (Edwards St) to Parawai Cres all-inclusive due to the high levels of pedestrian traffic and blind spots accessing Richmond Rd from side roads. 30kph is acceptable along this route. For example turning out of Sackville St (from the southern end) is extremely challenging because of the parked cars on Richmond Rd resulting in limited visibility of oncoming traffic. This is the same for The exit of Summerfield Villas at 386 Richmond Rd.</li> <li>• Sussex St and surrounding streets - Lower speed limit to 30kph: Could keep arterial roads of Williamson Ave and Gt Nth Rd at 40kph, but side streets better at 30kph.</li> <li>• Other residential streets (not already identified) should be included in this round of plans to ensure safe use for Ponsonby Intermediate/Western Springs High School/St Paul's High School and the feeder primary school students. Many of these residential streets are already effectively operating at 30kph - making this official and enforceable will set the expectation and be safer.</li> <li>• Farrar St - Lower speed limit and install traffic calming: The section from Cockburn St., intersecting Jessel St, to Richmond Rd - often high vehicle speeds from rat-runners, and main gate into St. Paul's College is directly opposite the junction of Farrar and Richmond roads. Many young pedestrians walking or being dropped off to go to the college and also Richmond Rd Primary.</li> <li>• Chapman St - Lower speed limit to 30kph and install traffic calming: Traffic volumes and speed are very high due to rat-running to avoid left-turn light on Great Nth Rd - lots of people living/walking in this narrow street and nearby. Need lower limit and somehow stop this rat-running.</li> <li>• Chapman, Burgoyne, and Nixon streets should also be in 30kph zone.</li> <li>• Chapman St - Lower speed limit or install traffic calming: rat running here at speed, after entering from Newton Rd. Is a safety risk to pedestrians, who often have visibility obscured.</li> <li>• Castle St - Lower speed limit to 30kph: Current speed limit is 50kph and drivers use this road as a cut through which is lethal.</li> <li>• Richmond Rd/Castle St - Lower speed limit or redesign intersection: Lower limit here or redesign or prohibit the right-turn out of Castle St: Right-turn Castle onto Richmond doesn't have the required sight lines for a safe turn given the actual car speeds.</li> </ul>



Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• Rose Rd and Murdoch Rd - Lower speed limit to 40kph: longish streets with cars often wanting to cross them, and many pedestrians, and cars occasionally speed over 60kph.</li> <li>• Surrey Cres - Lower speed limit to 30kph: around primary school. Artificial traffic calming has already been put in place so if the goal is for lower speeds, signposted speeds should also change.</li> <li>• Surrey Cres - Lower vehicle speeds: parents with young children struggle to cross this road - the day care centre is here but there isn't much parking close to the school and visibility not great.</li> <li>• Burgoyne St: Suited for 30kph.</li> <li>• Copeland St, Haslett St - Lower speed limit: The Newton School speed zone should also include these streets - many students cross the motorway footbridge and walk along these streets before/after school. It seems strange that this wouldn't be included in the school as more students walk on these roads than some of the streets in Arch Hill.</li> <li>• Commercial Rd, Cooper St, Seddon St - Lower speed limit to 30kph: These streets are steep and narrow and would benefit safety of residents and tamariki with a reduce speed limit.</li> <li>• Cooper St, Seddon St, Commercial Rd - Lower speed limit or install traffic calming: has both heritage and conservation status which prevents residents from building off street car parking, so it is regularly jam packed with parked cars making it less than two clear lanes wide. Vehicles avoiding the Bond St traffic lights regularly speed up and down Cooper St, creating a very unsafe environment. If the posted speed limit cannot be reduced in line with the Arch Hill streets east of Bond St, then other speed control measures have to be implemented.</li> <li>• Cooper St - Lower speed limit to 30kph: it is so dangerous people often skid around the corner before hooning up the street and some get really aggro when we are parking outside our houses because they have to stop.</li> <li>• Cooper St - Lower speed limit: to make this safer for bikers, walkers, children.</li> </ul>
<p>Suggestions for speed limit increases</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> <li>• Richmond Rd - speed limit was changed from 50 to 30kph. More dangerous having it so low, people will stop paying attention. Make it 40kph if you want to keep it below 50kph.</li> </ul>
<p>Other physical improvements suggested – Richmond Road</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> <li>• Median barrier: blind corner, often used by Uber drivers and others to perform a U-turn on this busy road, and as a cyclist, submitter has nearly been hit multiple times.</li> <li>• Pedestrian crossing needs improved sight lined: limited visibility, and cars struggle to see pedestrians.</li> <li>• Richmond Rd/Castle St - Lower speed limit or redesign intersection: Lower limit or redesign (or prohibit) right-turn from Richmond onto Castle - currently doesn't have the required sight lines for a safe turn given the actual car speeds.</li> <li>• Build out kerb to narrow left turn from Richmond into St John St: currently cars turn here at high speed due to width of corner. If the curb was built out to make the corner tighter that could help.</li> </ul>
<p>Other physical improvements suggested</p>	<ul style="list-style-type: none"> <li>• Speed limit on Scanlan Street should be lowered due to many pedestrians and people parking. Suggest traffic calming also.</li> <li>• Pedestrian crossings for Great North Road, as promised ages ago, will create safer streets around Newton Central School.</li> </ul>

Feedback Theme	Main points
<p><i>Mentions: 10</i></p>	<ul style="list-style-type: none"> <li>• Richmond Road/Castle Street: The speed limit on Richmond Rd needs to be lowered at this point or the right turn out of Castle Street redesigned or prohibited. Current right hand turn out of Castle street doesn't have the required sight lines for a safe turn given the actual car speeds.</li> <li>• Crummer Road West: No right-hand turn implemented. The right-hand turn can be dangerous as traffic comes around corners from right and left. Vehicles wanting to turn left have safer options by using laterals to Williamson Ave to access Grey Lynn retail or continue travel west through light controlled intersections.</li> <li>• Great north road needs protected hard cycling infrastructure to link K Road to the Northwestern cycleway via Bond street. If you are going from Hopetown or Ponsonby you will not go backwards to Queen Street to access. There is no protected lane West of Queen that allows access onto the Northwestern cycleway. Bond Street and especially Newton roads are incredibly dangerous for cyclists, scooter users and pedestrians.</li> <li>• Great North Rd - Lower speed limit to 30kph: Long, wide roads encourage speeding and dangerous driving, particularly in the evenings. Lower speed limits and pedestrianizing would turn this into a great residential and shopping zone.</li> <li>• Seddon Street: Block this off to avoid rat-running and create a calm LTN in Seddon, Cooper and Commercial - just like Arch Hill on the other side of Bond Street.</li> <li>• Peel St - Install pedestrian crossing: Pedestrian access to the bus stop at Peel St is difficult without a crossing and cars travel fast along this road.</li> <li>• Suggest Chapman St one-way be changed to opposite direction to prevent rat-runners dodging traffic lights - a number of apartment blocks, plus a new one being built, and children from these blocks attending Newton School. Random impatient drivers on this street impose risk on children and parents.</li> <li>• The speed bumps closer to Surrey Cres School are really dangerous! Can't be seen easily by people on motorbikes. Really weird designs those.</li> <li>• Surrey Cres: Just need to prevent parents crossing too close to blind corner up near Coles. E.g. give parents a safe crossing option further down. And give people safety areas to assist with crossing.</li> </ul>
<p>Other comments</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> <li>• As the HaveOurSay opening discussion document states, "(AT) are legally obligated to improve the safety of these roads. Making no change is not an option." - it feels like this consultation is not genuine if change is already decided.</li> <li>• Crummer Road West: Hazardous stretch of Gt. North Road, with traffic merging after very busy intersection and immediately entering 40kph zone with multiple bus stops. Particularly hazardous for bicycles and motorcyclists.</li> </ul>

<b>Suburb</b>	Herne Bay
---------------	-----------

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"> <li>Sentinal Rd - Lower speed limit to 30kph: The Northern streets of Herne Bay should have 30kph limit to match Ponsonby. This would create a larger area conducive to pedestrians, cyclists, slowing down, building community.</li> <li>Curran St - Lower vehicle speeds: Vehicles speed down the hill to get up to motorway speed - Junction at Sarsfield Rd is dangerous even with speed table added on one side.</li> </ul>

<b>Suburb</b>	New Market
---------------	------------

Feedback Theme	Main points
<p>Other roads/suggestions for reduced vehicle speeds</p> <p><i>Mentions: 9</i></p>	<ul style="list-style-type: none"> <li>• Khyber Pass Rd - Lower speed limit: buses regularly travel down at 60-70kph, and road is not maintained, and concrete is broken at several points, and passes two schools.</li> <li>• Carlton Gore Rd - Lower vehicle speeds: traffic travels worryingly fast.</li> <li>• Carlton Gore Rd - Lower vehicle speeds: As a cyclist and car driver the calmer and slower vehicles travel around here the better. Fewer cars hitting pedestrians. Also Blind Foundation and schools and market days around here.</li> <li>• Carlton Gore Rd - Lower speed limit to 30kph: improves ped safety, and drivers are only marginally inconvenienced.</li> <li>• All of Newmarket should be lowered to 30kph just like the city centre: there's just as many people walking around here at all times.</li> <li>• Gillies Ave - Lower speed limit: Newmarket Primary School here, why are other schools lowering speeds, but NPS isn't? Please improve safety for these kids as well. When driving traffic is often blocked along here anyways so no time lost.</li> <li>• Nuffield St - Lower speed limit: Feels very unsafe here on a bike and while walking. Many others also use this street to access shops, not just cars.</li> <li>• Broadway - Lower speed limit to 30kph: high pedestrian traffic area and widely used by cyclists.</li> <li>• Broadway - Lower speed limit to 30kph: Way too many pedestrians and bikes here to ignore making this 30kph. No-brainer once you realize traffic is already doing 30kph.</li> </ul>
<p>Suggestions for speed limit increases</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> <li>• Broadway - Do not lower speed limit: To be honest, the amount of traffic always present in Newmarket already limits driver speeds to 30-40kph on this stretch of road, so I don't think officially limiting the speed limit will actually make any difference or make it any safer.</li> </ul>
<p>Other physical improvements suggested</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> <li>• Khyber Pass Rd - Maintain/upgrade footpath: footpath is totally unmaintained and narrow, with virtually no kerb along most of its length.</li> <li>• Parnell Rd/George St - Pedestrian crossing: A crosswalk across George Street would be nice here. It is tough to dodge three lanes of traffic during rush hour.</li> <li>• Broadway - Cycling facilities: Please build hard separated cycling infrastructure.</li> </ul>

**Suburb**

Parnell

Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 6</i>	<ul style="list-style-type: none"> <li>• Parnell Rd - Lower speed limit: makes sense here as it is a town centre with many shops and restaurants on both sides.</li> <li>• Parnell Rd - Lower speed limit to 30kph: A town centre with many pedestrians and multiple pedestrian crossings - no reason anyone should be driving over 30kph.</li> <li>• Gladstone Rd - Lower speed limit: Very popular route for cyclists and pedestrians to Rose Gardens and to waterfront. Suggest lower speed limit, traffic calming, protected cycle path, more safe crossing facilities. Traffic frequently exceeds speed limit here, and there many children around, and are insufficient safe crossing points.</li> <li>• The Strand - Lower speed limit: currently very loud to live near here due to constant container trucks, and weekend/evening modified cars and loud motorbikes. 30kph would make this area much more liveable.</li> <li>• The Strand - Do not change speed limit: While noise is an issue on the strand, it's not a safety issue. This is not a residential road, its a major thoroughfare.</li> <li>• The Strang - Lower speed limit: The Strand/Gladstone Rd intersection is really dangerous because there are no turning bays. Please either install traffic lights or lower the speed limit.</li> </ul>
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• The Strand/Gladstone Rd intersection: Install traffic lights.</li> </ul>

<b>Suburb</b>	Ponsonby
---------------	----------

Feedback Theme	Main points
<p>Other roads/suggestions for reduced vehicle speeds</p> <p><i>Mentions: 10</i></p>	<ul style="list-style-type: none"> <li>• All of Grey Lynn, Ponsonby and Westmere (for instance) should be included in proposal.</li> <li>• Should be 30kph on all residential streets, and around all schools, otherwise too many changes in speed limits, with people speeding up on residential areas.</li> <li>• Make the 30kph limit standard on all the roads in Ponsonby Grey Lynn - from Franklin Rd, up and over Ponsonby Rd and down Richmond Rd to Ariki St, along Ariki St to Jervois Rd, and back up to Ponsonby Rd. Consistency makes it easy to get driver's to comply, easy to police and easy to sign and implement.</li> <li>• Extend 30kph speed limit to streets between Richmond Rd, Surrey Cres, Williamson Ave, Ponsonby Rd. Residential streets with many children, and unsafe for vehicles to travel at 50kph anyway - no sense to be 40kph on Ponsonby, then speed up on these streets. Lots of walking/cycling to/from Grey Lynn Park.</li> <li>• Extend 30kph speed limit to streets from Vermont through to Brown streets. Two of these streets border Richmond Road school, so many young children walking/crossing these streets.</li> <li>• Norfolk, Douglas, Brown, and Fitzroy - Lower speed limit: Douglas and Brown both border a primary school with vulnerable road users.</li> <li>• Mira St - Lower speed limit: cars speed despite chicanes and speed bumps. Residential street with pedestrians, children (many learning to ride bikes) and pets and is a popular cycling route from Ponsonby to Grey Lynn (but they can be slow up the hill).</li> <li>• College Hill Rd - Lower speed limit: Cars speed downhill at 50-60kph, and many workers from the offices in Gudeon St/Hargreaves St cross this busy road to go to the supermarket etc and it is very dangerous.</li> <li>• Reduced speed limits needed outside Western Springs school.</li> <li>• Old Mill Rd/Garnet Rd intersection - Lower speed limit to 30kph and install raised pedestrian crossing: busy and complicated intersection, with shops and the potential to be a town centre - needs a raised crossing and lower limit.</li> <li>• Traffic calming should be consistent: single chicanes (at the top of Ardmore Rd) and speed bumps (the next street over, John St) work well. The double chicanes at the bottom of Ardmore Rd are pointless.</li> <li>• Jervois Rd - Lower speed limit: for public safety.</li> <li>• Jervois Rd - Lower speed limit to 40kph: to reinforce good habits on the 30kph school zones and be consistent with Ponsonby Rd.</li> </ul>
<p>Other physical improvements suggested</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> <li>• Ponsonby Road needs a dedicated separated cycleway for bikes and scooters.</li> <li>• Ponsonby Rd: Reduce lanes available to traffic and reallocate two existing lanes to cycle and pedestrian infrastructure.</li> <li>• Ponsonby Rd: Install raised pedestrian crossings.</li> <li>• Ponsonby Rd: Change the light phasing's to better accommodate pedestrians and people with disabilities. Or better, shut the street off to traffic altogether and allow for outdoor dining.</li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• Suggest broader infrastructure due to traffic volumes - new high volume link road between Jervois/Westend Rd and Richmond Rd. It can be controlled with direct , controlled intersections at each end. The payoff would be additional high density strip housing designed acoustically with traffic volume in mind. The link road could be used as a public transport and infrastructure link (with a bridge portion across the creek).</li> <li>• New supermarket traffic patterns: Divert traffic away from Marist and encourage left turn traffic, install a controlled intersection at the top of Wharf Rd to enable a left turn pattern off Jervois Rd via Buller St. It provides better guidance for drop off and pick up traffic from Bayfield School during the high-volume peaks and a clear left turn link to the new supermarket.</li> <li>• No speed bumps: They just increase road noise. 30kph is ok in the Avenues but some consideration has to be given to the legion of North Shore traffic that have established a rat run through the area.</li> <li>• Lincoln Rd - Prohibit vehicle access: Drivers from Richmond Rd to Lincoln St should be prohibited entry - this intersection often backs up, and it is unnecessary for drivers to use Lincoln St as a through-road.</li> </ul>

<b>Suburb</b>	Westmere
---------------	----------

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"> <li>• Fife St - Lower vehicle speeds: High traffic volumes due to rat-running Meola to West End Rd, with many young families/children about and a busy tennis club with frequent drop offs and pick-ups.</li> <li>• Cumberland Ave - Lower speed limit from 50kph to 30kph: High traffic volumes due to rat-running, and current speed limit is too fast. Keep Garnet at 50kph, but the avenues should all be 30kph.</li> <li>• Peel St - Lower driver speed: Used to rat-run to Warnock Street / Westmere area so vehicles speed out of the roundabout but is a narrow residential street so speed should be lower for the safety of the residents in the area.</li> <li>• Kingsley St - Lower speed limit from 50kph to 30kph: Busy road especially with sports events/practices in Coxs Bay Reserve. Many pedestrians and cyclists (for the Greenways walking/cycling route). Cars parked on both sides, especially during work hours, and some vehicles travel too fast (to rat run Pt Chev to Ponsonby).</li> <li>• Richmond Rd from Parawai St to Surrey Cres - Lower speed limit from 50kph to 30kph: 50kph is far too fast.</li> <li>• Warnock Street - Lower speed limit: Currently a rat run due to Warnock Avenue now having speed bumps - lots of on-street parking and increased traffic makes it difficult to enter/exit driveways safely, and dangerous for children crossing to school.</li> <li>• Roads East of Westmere Primary/Garnet Road - Lower speed limit.</li> <li>• Peel St, Larchwood St, Kingsley St, Wellpark St, Warwick St and Livingstone St - Lower speed limit to 30kph: would make it a lot safer around Westmere Primary, and students going to Ponsonby Intermediate too.</li> <li>• All of Grey Lynn, Ponsonby and Westmere (for instance) should be included in the proposal.</li> <li>• Kotare Ave - suggest speed bumps: Traffic volume is increasing and is a residential area with some shops - great for cyclists but lowering traffic speed will be safer.</li> </ul>





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

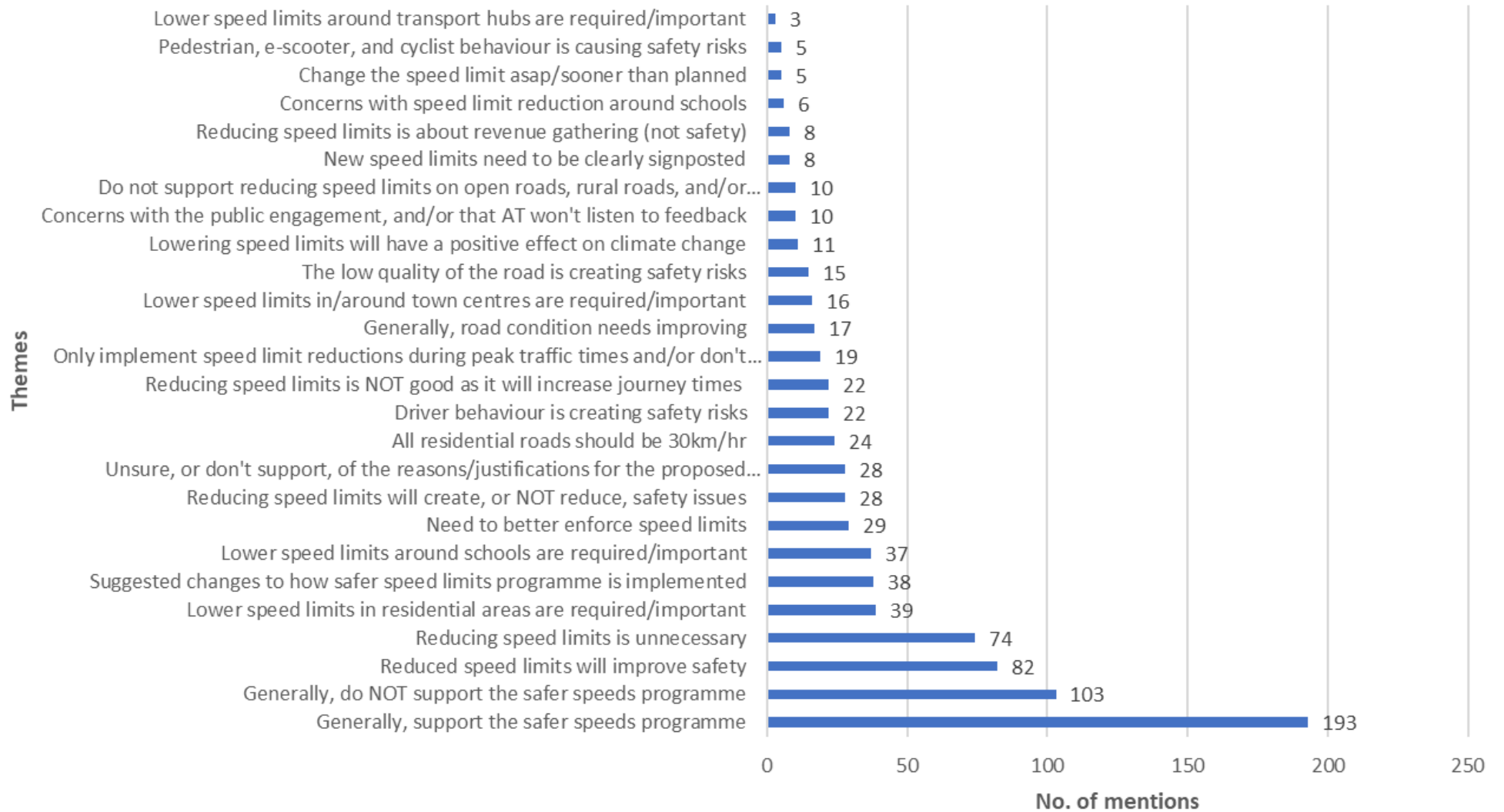
The feedback form also provided the opportunity for respondents to provide general comments on the Safe Speed Programme. Most this feedback was general in nature and could not be attributed to a particular road.

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

### Please note:

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

### Themes: Waitematā Local Board Residents



## Overall sentiment towards the Safer Speeds Programme

Feedback Theme	Main points
<p>Generally, support the safer speeds programme</p> <p><i>Mentions: 193</i></p>	<ul style="list-style-type: none"> <li>• Support reduced speed limits as they will reduce crashes.</li> <li>• Making streets safer for pedestrians and cyclists can only be a good thing.</li> <li>• Support changes in high incident areas.</li> <li>• Support for speed limit changes around schools.</li> <li>• Support for speed limit changes around schools but only during school hours not 24/7.</li> <li>• Support for changes in inner city suburbs.</li> <li>• Believe other roads should also have a speed reduction.</li> <li>• Support speed reductions but don't agree with proposed speeds:               <ul style="list-style-type: none"> <li>• There should be less speed levels e.g. 30km/h residential, 60km/h rural and 80km/h motorway.</li> <li>• Support speed limit reduction to 40km/h not 30km/h.</li> <li>• 100km/h to 40km/h is too large of a change.</li> </ul> </li> <li>• Support speed limit changes but they should be targeted to the road and researched.</li> </ul>
<p>Generally, do NOT support the safer speeds programme</p> <p><i>Mentions: 103</i></p>	<ul style="list-style-type: none"> <li>• Don't think speed is the issue, road maintenance is.</li> <li>• Don't think speed is the issue, poor driving is.</li> <li>• Don't think speed is the issue, poor enforcement is.</li> <li>• Drivers who decide to speed now will speed anyway.</li> <li>• Will make traffic congestion worse.</li> <li>• Previous programme to lower speed has not had an effect on accidents or deaths.</li> <li>• Current 30km/h hour speed limits are not working and will not work.</li> <li>• Speed limits below 40km/h are unrealistic.</li> <li>• Think speed limits should be raised.</li> <li>• Cars cannot travel faster than the speed limit in Metro Auckland anyway.</li> <li>• Do not support speed reductions on entire roads, rather just the stretch affected by accidents.</li> <li>• Do not support speed limit reductions, except around schools.</li> </ul>

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

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

Feedback Theme	Main points
<p>Unsure, or don't support, of the reasons/justifications for the proposed speed limit changes</p> <p><i>Mentions: 28</i></p>	<ul style="list-style-type: none"> <li>• Need to show why they justify the speed limit reductions.</li> <li>• AT need to show how many fatal crashes on the roads proposed justify the speed limit changes.</li> <li>• AT need to show the number of fatal crashes on Queen Street, Quay Street, Tangihua Street, and Anzac Avenue.</li> <li>• Show how many crashes were caused by speed and not due to other factors.</li> <li>• Franklin roads do not have the accident statistics that are being claimed, would like to see the actual statistics.</li> <li>• Using reports of accidents to make decisions is flawed as not all accidents are reported.</li> <li>• Accidents caused by texting and alcohol should not impact speed decisions.</li> <li>• 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.</li> <li>• Seems driven by ideology not practicality.               <ul style="list-style-type: none"> <li>• Proposed changes are unrealistic.</li> <li>• Model is flawed/decision is based on incomplete or incorrect data.</li> </ul> </li> <li>• People are capable of driving to the conditions.</li> <li>• Congestions means speed self-limits where necessary.</li> <li>• Speed limit reductions are a guise to force people out of using private cars.</li> <li>• The increase in injuries is probably in correlation to Auckland's growth.</li> <li>• Reducing rural roads to 80km/h is an attempt to ensure roads last longer, not for safety.</li> <li>• Proposal is based not on reducing speed reducing harm, but on cost being a limiting factor in providing safe roads.</li> <li>• These changes are being made to hide how bad AT has made Auckland's traffic congestion.</li> <li>• What are the reasons for these changes?</li> <li>• The roads mentioned for speed changes are inconsistent.</li> <li>• Too many roads have been selected.</li> </ul>
<p>Reducing speed limits is unnecessary</p> <p><i>Mentions: 74</i></p>	<ul style="list-style-type: none"> <li>• There is no need to lower speed limits/existing speed limits are safe.               <ul style="list-style-type: none"> <li>• 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).</li> </ul> </li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• Suggested roads already have speed calming measures (speed bumps, chicanes).</li> <li>• Proposed speed limits are slower than necessary.               <ul style="list-style-type: none"> <li>• 50km/h is a safe speed limit, no need to reduce below that.</li> <li>• 30km/h speed limits are ridiculous / too slow / unnecessary.</li> </ul> </li> <li>• Speed limit reviews are a waste of time and money.</li> <li>• Many roads require maintenance/upgrading to improve safety, not speed limit reductions.</li> <li>• Due to congestion people already travel around the city at less than 50km/h.</li> <li>• Auckland speed limits are much lower than other parts of New Zealand.</li> <li>• Many of the proposed speed limit reductions don't make sense.</li> <li>• Enough roads have had speed lowered already.</li> <li>• Vehicles do not speed on this road(s).</li> <li>• There have been no, or very few, crashes on this road(s).</li> <li>• Cars are safer than ever.</li> <li>• Vehicles are of better quality now and can travel at faster speeds safely.</li> <li>• Of the 206 rural roads in Franklin only 33 are high risk (serious injury or death), it unnecessary to reduce speeds on many of these roads.</li> <li>• There are no proposed developments in this area that would make this road significantly busier.</li> <li>• The justification that this limit should be reduced to be in keeping with surrounding roads isn't a satisfactory justification.</li> <li>• There is already a variable speed limit for the dangerous part of the road.</li> <li>• Road will still be unsafe for walking at the reduced speed limit.</li> <li>• The changes are being made to slow journeys to get people to ride bikes.</li> <li>• Just use LSZ signs.</li> </ul>
<p>Reducing speed limits will create, or NOT reduce, safety issues</p> <p><i>Mentions: 28</i></p>	<ul style="list-style-type: none"> <li>• AT's speed limit reductions have so far caused increased crashes and deaths.</li> <li>• Reduced speed limits have increased incidences of dangerous driving.</li> <li>• Reduced speed limits have increased accidents.</li> <li>• There is no evidence that reducing speeds will reduce deaths, in fact, the opposite has occurred. Following a non-relevant Scottish example is senseless.</li> <li>• Reinstate the speed limits that were recently reduced by AT.</li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• Driver behaviour is the problem, not the speed limits.</li> <li>• People who speed will still speed.</li> <li>• Lower speed limits (and slow drivers) create driver frustration and dangerous behaviour, such as risky overtaking.</li> <li>• 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.</li> <li>• Reduced speed limits will not reduce crashes in South Auckland, most people do not obey the current speed limits.</li> <li>• Reduced speed limit (to 30) will cause constant watching of speedometer instead of watching the road.</li> <li>• Slow traffic encourages phones use.</li> <li>• Variable speeds along same stretch of road causes driver distraction.</li> <li>• Need to also change the design speed of the road, or changes will be ineffective.</li> <li>• Proposal is about politicians being seen to do something, rather than actually improving safety.</li> <li>• AT need to research and focus on changes that will actually improve safety.</li> <li>• Why is AT not doing cost benefit analysis to justify these proposals?</li> <li>• 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.</li> <li>• 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?</li> </ul>
<p>Reduced speed limits will improve safety</p> <p><i>Mentions: 82</i></p>	<ul style="list-style-type: none"> <li>• Lower speed limits will make people less likely to crash.</li> <li>• Lower speed limits improve pedestrian safety.</li> <li>• Lower speed limits will make our streets safer for children, elderly, and those with mobility issues.</li> <li>• Limiting speed will make cycling safer.</li> <li>• Lower speed limits in areas with speed related incidents.</li> <li>• Lowering speed limit is the only option on some roads that cannot be improved in other ways.</li> <li>• Road conditions are not suitable for the current speed limits, lowering them will improve safety.</li> </ul>
<p>Reducing speed limits is NOT good as it will increase journey times</p> <p><i>Mentions: 22</i></p>	<ul style="list-style-type: none"> <li>• Reducing speed limits will increase journey times.</li> <li>• Reduced speed limits increases pollution.</li> <li>• Reduced speed will impact traffic flow.</li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• Reduced speed will increase congestion.</li> <li>• Reduced speed limits will increase journey times for emergency services - they cannot exceed 30km/h over the limit.</li> <li>• Reduced driving speeds is increasing journey times from Pukekohe to Auckland.</li> <li>• Driving around rural roads in Franklin will take too long at lower speeds.</li> <li>• Slower speeds, slows the economy.</li> <li>• Longer journey times mean increased risk of accidents.</li> <li>• Increased journey times will create risky, impatient drivers.</li> <li>• Reduced speed limits will negatively affect the public transport network.</li> <li>• Want to be compensated for wasted time.</li> <li>• Want to be compensated for wasted fuel.</li> </ul>
<p>Reducing speed limits is about revenue gathering (not safety) <i>Mentions: 8</i></p>	<ul style="list-style-type: none"> <li>• Reducing speed limits is about revenue gathering.</li> <li>• Manurewa is being unfairly targeted to be fined and generate income.</li> <li>• South Auckland, and therefore Māori and Pacific communities, are being unfairly targeted.</li> <li>• Reduced speeds will lead to more petrol consumption and therefore are purely profit generation.</li> </ul>
<p>New speed limits need to be clearly signposted <i>Mentions: 8</i></p>	<ul style="list-style-type: none"> <li>• New speed limits need to be clearly signposted.</li> <li>• New speed limits should be painted on the road as well as signposted.</li> </ul>
<p>Need to better enforce speed limits <i>Mentions: 29</i></p>	<ul style="list-style-type: none"> <li>• Proposed changes will have minimal impact if not enforced.</li> <li>• General concerns about how speed limits will be enforced.</li> <li>• Better police roads with 50km/h speed limits.</li> <li>• Need more traffic cops.</li> <li>• Install speed cameras around schools.</li> <li>• Need more speed cameras can increase safety.</li> <li>• Need more random license and WOF checks.</li> <li>• Ensure courts enforce the law.</li> <li>• Need stronger penalties for breaking the road rules (one submitter suggested vehicles seized and if a repeat offender, crushed).</li> <li>• Need harsher penalties for those that speed past schools.</li> </ul>



Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• Make those caught speeding attend a course.</li> <li>• Need to police those driving too slow.</li> <li>• Great South Road between Drury and Papakura is never policed.</li> </ul>
<p>Driver behaviour is creating safety risks Mentions: 22</p>	<ul style="list-style-type: none"> <li>• Improve driver education to reduce crashes.</li> <li>• Drivers that should not have been given licenses is the issue.</li> <li>• 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.</li> <li>• Drivers should have to do a practical test every 10 years when they renew their licenses.</li> <li>• Better driver training/refresher courses. Use a hydraulic synaptic feedback chair to learn better risk assessment and understanding of poor driving decisions.</li> <li>• Require driver refresher courses that provide driver trainer in a hydraulic synaptic feedback chair.</li> <li>• Dangerous drivers are ruining it for the majority who drive within the current limits.</li> <li>• Driver education for teenagers in rural areas is required.</li> <li>• Bus drivers need more training as they create a risk.</li> <li>• Good driving should be rewarded to encourage better drivers.</li> <li>• 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).</li> <li>• Drivers using mobile phones is causing crashes.</li> <li>• Cars that are poorly maintained or in poor condition are the cause of crashes, more than speed.</li> <li>• People are regularly running red lights which is dangerous. Install more red-light cameras.</li> <li>• Slow speed limits (and slow drivers) cause driver frustration and dangerous driving, such as risky overtaking.</li> <li>• Reduced speed limits have increased incidences of dangerous driving.</li> <li>• Removing passing lanes is resulting in risky overtaking.</li> <li>• Unless there is frequent signage drivers won't know what speed to go and will be distracted looking for signs.</li> <li>• 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.</li> <li>• 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?</li> </ul>

Feedback Theme	Main points
<p>Pedestrian, e-scooter, and cyclist behaviour is causing safety risks</p> <p><i>Mentions: 5</i></p>	<ul style="list-style-type: none"> <li>• Improve pedestrian education/road safety.</li> <li>• Children need to be taught road safety.</li> <li>• Pedestrians are distracted on their phones.</li> <li>• Pedestrians should be made responsible for their own actions.</li> <li>• Speed limits are fine; money would be better spent on teaching pedestrians/children to cross the road safely.</li> <li>• Children around schools running out on the road are unsafe.</li> <li>• Speed limits are fine, cyclists making risky decisions is the safety issue.</li> <li>• Cyclists should have registration numbers, some are dangerous.</li> <li>• Cyclists should be legally required to use cycle lanes where available and ride single file.</li> <li>• E-scooters on the road are a safety issue.</li> </ul>
<p>The low quality of the road is creating safety risks</p> <p><i>Mentions: 15</i></p>	<ul style="list-style-type: none"> <li>• Roads are dangerous due to lack of road maintenance.</li> <li>• Improve road quality with more crossings, stop signs, give ways etc.</li> <li>• Improve road signage and markings.</li> <li>• Various maintenance issues of concern, such as potholes, uneven surfaces, road slope, road surface, narrow roads, and subsidence.</li> <li>• Poor repairs and maintenance work that don't last or are in poor/uneven condition from the time of the repair are a problem.</li> <li>• More and more development is being permitted without improving road quality</li> <li>• Lack of passing zones encourages dangerous overtaking.</li> <li>• On street parking is causing safety issues - obscures vision on residential streets, and on major roads parked cars reduce lane widths leading to congestion.</li> </ul>
<p>Generally, road condition needs improving</p> <p><i>Mentions: 17</i></p>	<ul style="list-style-type: none"> <li>• Need to improve road maintenance and design.</li> <li>• Improving road condition/maintenance is more important than reducing speed limits.</li> <li>• Proposed speed limit reductions are to avoid necessary road maintenance.</li> <li>• Infrastructure suggestions to make the roads safer. <ul style="list-style-type: none"> <li>• Speed tables.</li> <li>• Better quality maintenance.</li> <li>• Improve road signage, road markings, and lighting.</li> <li>• Speed limits should be painted on roads at regular intervals.</li> </ul> </li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• Need to make roads flow better.</li> <li>• Road calming suggestions.</li> <li>• More pedestrian crossings.</li> <li>• Improve road signage, road markings and lighting.</li> <li>• Need to make roads flow better.</li> <li>• Poor repairs and maintenance work that don't last or are in poor/uneven condition from the time of the repair are a problem.</li> <li>• Poor road condition is causing regular damage to vehicles.</li> <li>• Need to improve motorways and invest more time in them.</li> <li>• More and more development is being permitted without improving road quality.</li> </ul>
Change the speed limit asap/sooner than planned <i>Mentions: 5</i>	<ul style="list-style-type: none"> <li>• Implement speed limit reductions sooner.</li> <li>• Trial temporary speed limit reductions until new limits come into effect.</li> <li>• AT should take a bolder approach, introduce wider speed zones at a faster pace.</li> </ul>
Lowering speed limits will have a positive effect on climate change <i>Mentions: 11</i>	<ul style="list-style-type: none"> <li>• Reducing speed limits will reduce emissions.</li> <li>• Reducing speed limits will help to meet climate change goals.</li> <li>• Reducing speed limits encourages non-vehicle travel and therefore reduces emissions.</li> <li>• Reducing speed limits will reduce pollution.</li> </ul>
Suggested changes to how safer speed limits programme is implemented <i>Mentions: 38</i>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Consider 10km/h speed reduction rather than 20km/h.</li> <li>• Rural roads should be 80km/h maximum.</li> <li>• 30km/h is too slow, should only consider implementing 40km/h limits.</li> <li>• Having 10km/hr speed increments is confusing. Stick with just odd numbers (i.e. 10, 30, 50, 70, 90, 110km/h).</li> <li>• Straight, long stretches of road should be 60km/h.</li> <li>• All South Auckland roads should be 50km/h.</li> <li>• In areas that have various speeds, stick with just 30km/h and 50km/h.</li> <li>• Reduce speed limits on all urban roads to reduce confusion.</li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• Low-cost, tactical changes need to be rolled out to support the reduced speed limits.</li> <li>• In urban/residential areas reduced speed areas ought to take the form of low traffic neighbourhoods.</li> <li>• Do not create traffic calming that is unsuitable for small vehicles.</li> <li>• Speed limits should be implemented with road calming measures.</li> <li>• Speed limits should be implemented with extra driver education.</li> <li>• Do not support speed reductions on entire roads, rather just the stretch affected by crashes.</li> <li>• AT should be proactively monitoring and reviewing all roads for speed limit changes.</li> <li>• 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.</li> </ul>

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

Feedback Theme	Main points
<p>Only implement speed limit reductions during peak traffic times and/or don't support 24/7 implementation</p> <p><i>Mentions: 19</i></p>	<ul style="list-style-type: none"> <li>• Do not support 24/7 implementation of speed limits.</li> <li>• Only implement during peak traffic times.</li> <li>• Only implement during school hours, school pick-up and drop-off times, and/or during school terms.</li> <li>• Speed reductions should only be between 8am and 7pm.</li> <li>• Speed reductions should only be between 8am and 4pm.</li> <li>• Reducing speeds all day for a problem that only exists for a short period of time each day doesn't make sense.</li> <li>• Reducing speeds for 24 hours is impractical and impossible to police.</li> <li>• Speed limit signage around schools should be electronic so limits can be changed when necessary (increased in evenings and weekends).</li> </ul>
<p>Do not support reducing speed limits on open roads, rural roads, and/or highways</p> <p><i>Mentions: 10</i></p>	<ul style="list-style-type: none"> <li>• Do not support reducing speed limits on open roads and/or highways.</li> <li>• Rural roads should have an open road speed limit so people can decide how fast they travel.</li> </ul>
<p>Concerns with speed limit reduction around schools</p> <p><i>Mentions: 6</i></p>	<ul style="list-style-type: none"> <li>• Schools are already speed limit zones, why add extra.</li> <li>• Limit should be 40km/h.</li> <li>• Should not be 24/7, and should be notified by illuminated, variable signs.</li> <li>• Different schools have different start times, so speed limits should be tailored to those times.</li> <li>• School zones should have more monitoring at peak times, not speed limit reductions.</li> <li>• Too many side roads around schools are included in low-speed limit.</li> <li>• Should only be 30km/h for a distance of 400m from each school.</li> <li>• Speed limits should be around primary schools only.</li> <li>• Only apply 30km/h speed limits to on schools that are not on main arterial roads.</li> <li>• It is not speed around schools that is the problem, it is parents dropping off and picking up dangerously, and buses.</li> <li>• People ignore low speed zones around schools anyway.</li> <li>• Is there a strategy to address school related traffic volume?</li> </ul>

## General locations where speed limit reductions are supported

Feedback Theme	Main points
<p>Lower speed limits around schools are required/important</p> <p><i>Mentions: 37</i></p>	<ul style="list-style-type: none"> <li>• All schools should be included.</li> <li>• Makes it safer for children going to/from school.</li> <li>• Change speed limit around schools 40km/h.</li> <li>• Speed limits around schools need to be standard, not 40kph at some and 30kph at others.</li> <li>• Reduced speed limits should be restricted to school zones. Leave other roads 50km.</li> <li>• Don't support the speed reductions, except around schools.</li> <li>• There should be traffic calming measures and safety improvements (pedestrian islands) as well as lower speed limits.</li> <li>• All schools should have flashing 30kmh signs at their boundary.</li> </ul>
<p>Lower speed limits in residential areas are required/important</p> <p><i>Mentions: 39</i></p>	<ul style="list-style-type: none"> <li>• All residential roads should be 30km/h.</li> <li>• Lower speed limit is important, but it should be 35km/h or 40km/h.</li> <li>• High density town roads should be 40km/h maximum.</li> <li>• In a cul-de-sac or tight, narrow residential road, the limit should be lower than 30km/h.</li> <li>• All minor side streets should be 30km/h.</li> <li>• Need lower speed limits around parks, where children play.</li> <li>• Residential roads have more potential for conflict (people turning out of driveways, pedestrians crossing the road, parked cars) and often have worse visibility.</li> <li>• Modern cars are large and dangerous, lower speed limits in suburban roads would be safer for pedestrians.</li> </ul>
<p>All residential roads should be 30km/hr</p> <p><i>Mentions: 24</i></p>	<ul style="list-style-type: none"> <li>• All residential roads should be 30km/h.</li> <li>• Will enable vehicles and bikes to share the road.</li> <li>• Should be supported by physical measures to reduce speeds.</li> </ul>
<p>Lower speed limits around transport hubs are required/important</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> <li>• Transport hubs are high pedestrian areas so should have lower speed limits.</li> </ul>

Feedback Theme	Main points
Lower speed limits in/around town centres are required/important <i>Mentions: 16</i>	<ul style="list-style-type: none"><li>• Town centres are high pedestrian areas so should have lower speed limits.</li><li>• Agree with speed reductions but speed limits should be 40km/h.</li><li>• The city should be 30km/h everywhere, with wider footpaths and narrower streets to encourage slow speeds.</li></ul>

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"> <li>• AT will not listen to public feedback.</li> <li>• AT did not listen to feedback regarding last speed limit review in Franklin, it is now more dangerous.</li> <li>• AT needs to communicate their responses to feedback better.</li> <li>• There is very limited opportunity to provide feedback.</li> <li>• The outcomes have already been decided as you state, "no change is not an option".</li> <li>• AT only listens to vocal minority groups.</li> <li>• Sick of the government deciding things without consulting the ratepayers.</li> <li>• AT never propose increased speed limits.</li> <li>• AT need to release statistics to show proof of speed limit reduction requirements on each road.</li> <li>• Consultation website was poorly designed and difficult to navigate, meaning that an informed assessment cannot be made.</li> <li>• Concerns the map in the brochure drop is deceptive - the dots are incorrectly placed.</li> <li>• Had technical issues with the online survey and/or interactive map tool.</li> <li>• Concerns the leaflet is propaganda and doesn't contain accurate statistics.</li> <li>• Concern that there is a discrepancy between the online information when giving feedback and the leaflet drop:- D'Oyly Drive included in the leaflet but not the online 'Have your say'.</li> <li>• Stop using Facebook groups for feedback.</li> <li>• Need an option for people to be added to the mailing list once feedback is gathered that doesn't require giving feedback.</li> <li>• Future proposals should be posted on local community boards.</li> <li>• AT should communicate directly with locals and drive the roads to better understand the problems.</li> </ul>