



Safe Speeds Programme

Public feedback on proposed speed
limit changes March/April 2022

Feedback related to Hibiscus and Bays
Local Board area



Contents

- Part A – Number of submitters from within the local board area2**
- Part B – Feedback on roads within the local board area proposed for speed limit changes3**
- 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 101**



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

During March and April 2022, 278 people from within the Hibiscus and Bays Local Board area submitted on the Safe Speeds Programme - proposed speed limit changes through an online form.

Additional submissions were received via pin drops on an online interactive map, email submissions and written submissions. Submitters were able to provide feedback on one or more roads within their submission, plus provide supporting information or commentary. The number of individual comments is greater than the number of submitters, as many submitters commented on more than one road. The online map and written submissions are in addition to those completed via online form, as submitters were not required to give a Local Board when using these methods.



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 to choose a road (and a part of the road) to provide feedback on. They were also asked what they thought of the proposed speed limit changes for that section. Specifically, they were asked:

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

This section outlines:

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

Please note:

- Some submitters expressed sentiment for roads with multiple 'parts' but did not specify the section of the road they were referring to. Where it was not apparent which 'part' of the road the submitter meant, or their feedback related to the full road, their sentiment was added to all the road segments.
- Submitter open-ended feedback could contribute to more than one theme.



Road name	Annalise Place
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Ara Weiti Road
Part of road	Full length
Proposal	Current 100kph: Proposed 60kph

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
Reducing speed limits will not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none">Lowering the speed limit will not create 0% crash rate, we all have the ability to make our own choices.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none">A well-formed road with broad well cambered corners in a low residential semi-rural area. 60km is too low.

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



Road name	Aubrey Road
Part of road	Full length
Proposal	Current 80kph: Proposed 60kph

What do you 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">Definitely need speed reduction for safety - there is a Day Care Centre and a Riding for Disabled. Too many trucks and vehicles speeding up and down for the business down the road, not safe to walk or ride horses at present.

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

Road name	Centreway Road
Part of road	between Puriri Avenue and West Hoe Road
Proposal	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I only support the reduced speed limit for a certain portion of the road	1
I only support the reduced speed limit for a certain period of the day	1
I think the current speed limit on this road should be kept the same	5
I agree with the proposed speed limit change on this road	5

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 9</i>	<ul style="list-style-type: none"> Cars speed here and crossing the street/exiting driveways in the car is difficult. Will be safer for children, mothers and elderly to cross the road. Safer for children walking/cycling to school. If safer it will encourage more families to walk/cycle to school. Primary School, College and a daycare on this road, keep our kids safe. This is now a busy bus route for public transport and school buses.
Reducing speed limits will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> 30kph limit is dangerous - constantly looking at speedo.
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> Speed limit should not change, drivers do not abuse it as suggested by the other comment. The proposed area is too large, most of it sees no school traffic whatsoever. Schools already have a 40kph limit.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Centreway Road is a main thoroughfare and is used extensively when the main road is blocked with traffic. It is also a feeder road to Grand Drive which is a feeder to the motorway. Reducing speed to 30kph will create a grid lock at peak times.

Why do you feel this way?	
Feedback Theme	Main points
The proposed speed limit reductions lack local knowledge <i>Mentions: 1</i>	<ul style="list-style-type: none"> The proposed 30kph 24/7 is obviously touted by a person that does not live in the area.
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> 30kph is a good idea as it has become a rat run since traffic lights were put in at West Hoe Road with car drivers racing to "beat the lights". Boy racers, men in utes and work vehicles with trailers, dirt bikes, gang bikes, plant their boot from the restrictive islands on Centreway to Puriri and then Puriri corner to the next restrictive islands from 4.30am to late evenings, not to mention the ones who pull all nighters and take to the streets in their vehicles.
Only support the reduced speed limit during school operation times <i>Mentions: 1</i>	<ul style="list-style-type: none"> 30kph for school opening/closing times only.
Only support the proposed speed limit for outside school <i>Mentions: 1</i>	<ul style="list-style-type: none"> Only be reduced within the school zone.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> I fully support the 30kph proposal but hope that it can be monitored somehow to reduce traffic and speed on Centreway.
Other physical improvements suggested <i>Mentions:</i>	<ul style="list-style-type: none"> Why does Elizabeth Street have 'Go Slow Zone' signage and Centreway has none?
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> Speed bumps may slow some vehicles down, but they also increase noise for residents.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed

Road name	Duck Creek Road
Part of road	between Spur Road and 200m southwest of Coastal Heights
Proposal	Current 80kph: Proposed 60kph

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 the existing speed limit	1
I think the speed limit should be lower than what is proposed	2
I agree with the proposed speed limit change on this road	6
I think the current speed limit on this road should be kept the same	22

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 5</i>	<ul style="list-style-type: none"> The road has many bends. Many people use it - locals and those unfamiliar with the layout. Livestock are regularly on the road. Houses in close proximity. 80kph is ridiculous for this road, should have changed decades ago. It's part of the Te Araroa Trail, so people walking here.
Reducing speed limits will not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Applying a 60kph limit here will not prevent any deaths - although there have been accidents, I am not aware of any fatalities here.
Reducing speed limits will create safety issues <i>Mentions: 6</i>	<ul style="list-style-type: none"> Slowing the traffic will cause frustration and dangerous overtaking, as there are no safe overtaking areas.
The reduced speed limit is unnecessary	<ul style="list-style-type: none"> There are no pedestrians and there will be no cyclists when Penlink opens. Mostly used by locals who know the road and drive to the conditions.

Why do you feel this way?	
Feedback Theme	Main points
<p>Mentions: 18</p>	<ul style="list-style-type: none"> • Corners have good signage. • It's a no exit rural road, no through traffic, not much traffic. • Not many accidents, most are drink-drive related. • Changing the speed limit will not change how people drive. • Maintenance, not speed reductions.
<p>Driver behaviour is causing safety risks</p> <p>Mentions: 9</p>	<ul style="list-style-type: none"> • Consider changes to driver training and licensing requirements instead. • Over-cautious drivers going too slow, creates a back log, causing frustration and risky overtaking. • This road attracts a lot of people who enjoy driving at speed or use it as a drift car track. • Constant dangerous behaviour and out of control drivers. • Lots of serious accidents and near misses. • Scared to let our children check the mailbox in case someone loses control on the corner. • Daily tyres screeching/out of control drivers, taking corners too fast and crossing the centre line. • Locals constantly complain about slow drivers and have no tolerance for them.
<p>The low quality of the road is creating safety risks/needs fixing</p> <p>Mentions: 1</p>	<ul style="list-style-type: none"> • Maintain a road properly and accidents won't happen as often.
<p>Reduce the speed limit further than proposed for a section of the road</p> <p>Mentions: 1</p>	<ul style="list-style-type: none"> • 60kph not low enough, should be 50kph.
<p>Proposal is a waste of money</p> <p>Mentions: 1</p>	<ul style="list-style-type: none"> • Waste of our tax money - spend it on Penlink so there doesn't need to be a toll.
<p>Other physical improvements suggested</p> <p>Mentions: 1</p>	<ul style="list-style-type: none"> • Should have a more adequate Te Araroa pathway into Stillwater village.
<p>Other comments</p> <p>Mentions: 2</p>	<ul style="list-style-type: none"> • When were traffic volumes last measured?

AT recommended way forward

Implement safe and appropriate road speed limit as proposed.

Duck Creek Road is a self-explaining road as the mean operating speeds are already close to the proposed safe and appropriate speeds, despite the existing 80 km/h speed limit. 60 km/h was assessed as Safe and Appropriate Speed for Duck Creek Road due to the high infrastructure risk along the road, including medium lane width, very narrow shoulder width, tortuous nature of the road and numbers of road-side hazards.

Road name	East Coast Road
Part of road	between 330m south of Tavern Road and 400m south of Tavern Road
Proposal	Current 80kph: Proposed 60kph

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

What do you think of the proposed speed limit change for this road? (Pin drops on feedback map*)	No. of mentions
I think the speed limit should be lower than what is proposed	1
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	20
Other	2

**These pin drop sentiments could relate to either section of this road proposed for changes. It is prohibitively time-consuming to cross-reference each location, but if there is a need for more information, please advise the road in question and we will cross-reference the locations as required.*

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 6</i>	<ul style="list-style-type: none"> • It's a wide-open road and traffic is able to move freely at the current speed. • Cars are becoming safer at higher speeds. • It's not a residential area and there are few accidents. • This section is often used when the motorway is closed. • Accidents that have occurred have been in the 80kph section, not the open speed section. • It often provides a chance to overtake an overly slow driver. • Road is up to open road standards, in good condition, has good vision. • This is the major route to Silverdale and north for many residents and businesses. • Lowering the speed limit will cause frustration and unsafe passing. • The road is fairly straight with a few hills, not dangerous enough to warrant a 60km speed.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> • It will add to travel times which affects people's livelihoods and mental health.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Whole road should be 80kph.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Reducing the speed would cause congestion on the road, causing motorists to use the motorway instead, further congesting the motorway.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed

Road name	East Coast Road
Part of road	between 1700m south of Hibiscus Coast Highway and 800m northwest of Haigh Access Road
Proposal	Current 100kph: Proposed 80kph

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 the existing speed limit	1
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
I think the current speed limit on this road should be kept the same	6

What do you think of the proposed speed limit change for this road? (Pin drops on feedback map*)	No. of mentions
I think the speed limit should be lower than what is proposed	1
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	20
Other	2

**These pin drop sentiments could relate to either section of this road proposed for changes. It is prohibitively time-consuming to cross-reference each location, but if there is a need for more information, please advise the road in question and we will cross-reference the locations as required.*

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"> • Too much going on to travel at 100kph. • There are often cyclists and no shoulder - dangerous for them and to overtake them. • High traffic, frequent driveways.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> • A lower speed limit will reduce rat-running, which is likely to worsen if Penlink is built. • East Coast Road is the only way you can go if you're a cyclist.
Reducing speed limits will create safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Lower speed limits will increase the risk of dangerous overtaking, causing accidents.
The reduced speed limit is unnecessary <i>Mentions: 19</i>	<ul style="list-style-type: none"> • No people crossing the road, no schools, or businesses to pull out off/into. • Cars are more advanced and safer. • This section is often used when the motorway is closed. • Accidents that have occurred have been in the 80kph section, not the open speed section. • It often provides a chance to overtake an overly slow driver. • Road is up to open road standards, in good condition, has good vision. • This is the major route to Silverdale and north for many residents and businesses. • This is a major arterial route, with passing lanes, no sharp twists/turns, no speed humps. • Main alternative route if the motorway is closed. • When Penlink opens, need to keep flow of traffic at the same speed. • Road is wide, good visibility, gentle curves, good condition. • It has less traffic than it used to because of the motorway. • Rarely see cyclists. • Current speed limit is absolutely appropriate. • Open road designation is appropriate as it is an alternative to State Highway 1.
Reduced speed is not good as it will increase journey times <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Reducing the speed would add significant time to car journeys which would affect people's day to day lives and mental health. • Lowering speed and increasing travel duration will push more users onto the motorway, which is already at capacity.
Driver behaviour is causing safety risks <i>Mentions: 5</i>	<ul style="list-style-type: none"> • Money should be spent on driver training and education. • Poor visibility around many corners, but many over-confident drivers go too fast. • The main risk on this road is drivers who driveway below the (current and proposed) limit and impatient drivers overtaking them in the wrong place. • Slow drivers who speed up at the passing lane and fail to allow others to pass when safe to do so.

Why do you feel this way?	
Feedback Theme	Main points
Generally, road design needs upgrading/improving <i>Mentions: 3</i>	<ul style="list-style-type: none"> The intersection at Wilks Rd needs improvement. Perhaps an on-ramp to the motorway in this area. This would be a great cycle route to Albany, but currently too dangerous.
The low quality of the road is creating safety risks/needs fixing <i>Mentions: 2</i>	<ul style="list-style-type: none"> Fix the road surface problems rather than slow traffic down.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none"> The speed limit where the passing lane should be increased to 100kph to allow drivers to pass slow traffic safely.
Reduce the speed limit further than proposed for a section of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> As a cyclist, even lower would be good considering some blind hills on this road, it's scary and lacks a good shoulder in most places.
Too many changes in speed limits along the road (or in area) will be confusing <i>Mentions: 3</i>	<ul style="list-style-type: none"> The road should be a consistent, clearly signed, 100kph, except for reductions at significant bends, the current road variation between 80kph and 100kph slows traffic unnecessarily and causes confusion. Most of the road is already 80kph, keep it consistent.
The reduced speed limit is unsuitable for this road <i>Mentions: 5</i>	<ul style="list-style-type: none"> This is a main artery of the East Coast suburbs - with inadequate connections to the motorway, this road provides an alternative route.
Other comments <i>Mentions: 3</i>	<ul style="list-style-type: none"> If there is more congestion, people will use the motorway as an alternative route, which in turn will clog up the motorway even more than what it is. I did a survey about 12 years ago for this road and suggested 80kph. Frustration is a human reaction to unreasonable controls being placed upon people and cannot be brushed aside with policy and laws.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed.

For Wilks Road and East Coast Road intersection, we will investigate it under another Auckland Transport safety programme.



Road name	Eaves Bush Parade
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none">• Stop wasting taxpayer money on nonsense.

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



Road name	Elizabeth Street
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none">The school is not on this road.

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

Road name	Forest Glen
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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 agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Lower speeds accommodate elderly, bicycles, unaccompanied children, risky teenagers. • Parked cars do not allow visibility for backing out of driveways. •
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> • No need to reduce to 30kph.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Residents get cut off by drivers turning into Annalise Place without looking. • Major construction site with lots of trucks, lots of near misses.
The proposed speed limit reductions lack local knowledge <i>Mentions: 1</i>	<ul style="list-style-type: none"> • AT needs to actually come and look at the road.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Need better signage.



AT recommended way forward

Implement safe and appropriate road speed limit as proposed



Road name	Goldwater Drive
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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

Road name	Grand Drive
Part of road	between 410m west of Flavell Drive and State Highway 1
Proposal	Current 70kph: Proposed 60kph

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	6

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Current speed is suitable for all modern vehicles. • This road links to the motorway, which is 100kph.
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Stop people using cellphones while driving. • Educate people to driver better, eg use indicators. • Currently drivers generally continue at 70kph well after the speed limit changes back to 50kph.
Reduce the speed limit further than proposed for a section of the road <i>Mentions: 2</i>	<ul style="list-style-type: none"> • The residential development across the motorway will soon increase the traffic using this section, it should be 50kph. • The very brief speed up in traffic is pointless, it should be 50kph for consistency. • Urban road with no cycle lanes or median separation - should be 50kph.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Stop wasting taxpayer money on nonsense.

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



Road name	Haigh Access Lane
Part of road	Full length
Proposal	Current 80kph: Proposed 60kph

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

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

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



Road name	Haigh Access Road
Part of road	Full length
Proposal	Current 80kph: Proposed 60kph

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

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

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

Road name	Hibiscus Coast Highway (Hatfields Beach)
Part of road	between 624m north of Otanerua Road and 450m north of Puriri Avenue
Proposal	Current 60kph: Proposed 50kph

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 the existing speed limit	1
I think the current speed limit on this road should be kept the same	4
I agree with the proposed speed limit change on this road	10
Other	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 9</i>	<ul style="list-style-type: none"> Frequent pedestrians crossing the road to the beach. Cars are far too fast to cross easily. Very unsafe for cyclists.
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> There is good visibility, no blind corners. Road is wide and long enough to navigate safely. Speed limit was lowered recently, no need to be lowered again.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Drivers speed up significantly going down this road towards Orewa, making it very dangerous for cars and cyclists turning right out of Old North Road onto the Highway.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none"> This section is wide with good shoulders, good visibility and minimal driveways - it should be increased back to 70kph.

Why do you feel this way?	
Feedback Theme	Main points
Reduce the speed limit further than proposed for a section of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Needs to be between 30kph-50kph (proposal is 50kph).
Only support the proposed speed limit for a portion of the road <i>Mentions: 2</i>	<ul style="list-style-type: none"> Only on dangerous bends or where vision is impeded. 50kph in the areas immediately North and South of the reserve/beach only.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> A pedestrian crossing from the reserve to the beach.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> The traffic is currently very loud with cars constantly revving out their engines. It can make visiting the beach an unpleasant experience (wants speed reduced).

AT recommended way forward

Implement safe and appropriate road speed limit as proposed

Road name	Hibiscus Coast Highway (Red Beach)
Part of road	between 100m north of Whangapararua Road and 86m south of Moffat Road
Proposal	Current 70kph: Proposed 60kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be lower than what is proposed	2
I only support the reduced speed limit for a certain portion of the road	1
I think the current speed limit on this road should be kept the same	13
I agree with the proposed speed limit change on this road	3
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
Other	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"> Turning onto this road at busy times is risky, lower limit will help. Many red-light jumpers, driving too fast to pay attention to the lights. At the current speed many drivers are not paying attention and running these red lights - even with the new red-light camera installed. Lowering it will increase driver awareness.
Reducing speed limits will not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Slowing traffic will not lead to reduced accidents, all you will achieve is increased frustration and road rage.
Reducing speed limits will create safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> It may take longer for volunteer fire fighters to get to the station/fire trucks to get to a house fire, could result in loss of life. Slowing traffic will not lead to reduced accidents, all you will achieve is increased frustration and road rage.

Why do you feel this way?	
Feedback Theme	Main points
<p>The reduced speed limit is unnecessary</p> <p><i>Mentions: 11</i></p>	<ul style="list-style-type: none"> • This is a multi-lane major arterial route, built for 80kph. • If people are "confused" by the concept of 70kph and 90kph they are unfit to drive on our roads. • People drive faster because it used to be 80kph and they feel safe at that speed. • There are limited access ways and it's a multiple lane road - 70kph is already appropriate. • Not many pedestrians, road is wide, no parked cars hindering sight or access. • Traffic is bad in the mornings/afternoons, speed limit change will do nothing to fix that. • There are no high-risk events/facilities on this piece of road. • Speed is not a problem, congestion is.
<p>Reduced speed is not good as it will increase journey times</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Reducing the speed will cause more congestion.
<p>Generally, road design needs upgrading/improving</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • The overburdened roading issues are due to a total lack of town planning, continual band aiding and quick fixes.
<p>Alternative speed limit suggested (instead of as proposed)</p> <p><i>Mentions:</i></p>	<ul style="list-style-type: none"> • This should be 50kph (not 60kph) - it is a residential area.
<p>Reduce the speed limit further than proposed for a section of the road</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • 60kmh is too fast, it all needs to be 50km. Kids cross this road and bike along here to get to school. • The speed limit is 50kph 100m further down the road, so 50kph here makes more sense than 60kph.
<p>Too many changes in speed limits along the road (or in area) will be confusing</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • The changes are too confusing.
<p>Proposal is a waste of money</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Waste of taxpayer money changing the signs. • Council is wasting taxpayers money on 'expert' consultants to rehash old proposals that don't work.

Why do you feel this way?	
Feedback Theme	Main points
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> • There is soon to be a pedestrian crossing with lights set up near the Estuary Arts Centre - when those lights are installed, a sign is needed to show there is an upcoming pedestrian crossing. • Too many traffic lights placed so close together prevents flow. Should have big roundabouts at East Coast Road and Whangaparaoa Road, with left turn only at every other entrance.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed 60 km/h was assessed as Safe and Appropriate speed for Hibiscus Coast Highway, considering the nature of the surrounding land use, the function of the road and the demand for turning in/out from the adjacent residential roads. The reduced speed limit will also reduce the potential and severity of crash risk for all road users.

Road name	Hibiscus Coast Highway (Silverdale)
Part of road	between 80m west of Brian Smith Drive and 100m north of Whangapararua Road
Proposal	Current 70kph: Proposed 60kph

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 the existing speed limit	2
I think the speed limit should be lower than what is proposed	1
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	25

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 9</i>	<ul style="list-style-type: none"> Existing limit is too high for safety of turning traffic. Everyone goes 80kph, not 70kph - needs to be 50kph. The current speed limit is far too fast as there are lots of intersections/driveways and heavy vehicles accessing the industrial area. Lower limit will help with turning out of Titan Place. This is a state highway with multiple lanes - it should be 80kph.
Reducing speed limits will not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> It's already a bottleneck that will only be made worse by a lower speed limit.
Reducing speed limits will create safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> Reduced speed limit will add more congestion and provide the opportunity for idiots to play Candy Crush on their phones. It will contribute to more traffic issues and accidents.
The reduced speed limit is unnecessary <i>Mentions: 25</i>	<ul style="list-style-type: none"> It is not linked with any residential areas, few pedestrians, not many cars pulling out at slow speed. *Already reduced from 80kph to 70kph - 60kph is a waste of gas and time. It's a good road with 2 lanes and not many roads off it.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> • There are few accidents. • It's a busy highway, traffic needs to move effectively through this area. • No high-risk events/facilities eg schools. • It's already a bottleneck that will only be made worse by a lower speed limit. • The road is wide, multi-laned, well-marked, and has no driveways/business entrances. • Was reduced in the past, doesn't need further reduction. • Current speed keeps the traffic moving smoothly. • The amount of traffic lights slow people down enough. • How many accidents here are caused by speed?
Reduced speed is not good as it will increase journey times <i>Mentions: 5</i>	<ul style="list-style-type: none"> • Reducing the speed will increase congestion. • This is a main thoroughfare and reducing speed limits will increase congestion. • Reduced speed affects productivity for businesses, impacts driver patience and congestion.
Driver behaviour is causing safety risks <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Predominant cause of accidents is lack of education. • Relying on drivers to self-educate on road amendments is not adequate to meet the zero harm objectives. • Everyone goes 80kph, not 70kph, so when it's 70kph, they'll go 60kph - needs to be 50kph.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Make this entire stretch from the Hibiscus Coast Highway/Whangaparaoa Road intersection north to Hatfields Beach 50kph max - every road with a footpath and through routes to schools should be 50kph. • Everyone goes 80kph, not 70kph - needs to be 50kph.
The reduced speed limit is unsuitable for this road <i>Mentions: 11</i>	<ul style="list-style-type: none"> • This is a highway and should have a highway speed limit. • It has multiple lanes and plenty of traffic lights for crossings. • 60kph is too slow for this main highway. • Wide and well-lit road. • When the road is busy, traffic moves slower anyway. • Traffic flows well, never seen/heard of an incident here.

Why do you feel this way?	
Feedback Theme	Main points
The proposed speed limit reductions lack local knowledge <i>Mentions: 1</i>	<ul style="list-style-type: none"> Identify the root cause of safety issues.
The low quality of the road is creating safety risks/needs fixing <i>Mentions: 1</i>	<ul style="list-style-type: none"> Poor road conditions need to be improved before implementing other measures.
Proposal is a waste of money <i>Mentions: 4</i>	<ul style="list-style-type: none"> The traffic lights are timed so that vehicles do not reach the max speed limit. Spend the money on educating drivers. Spend the money on expanding infrastructure rather than wasting it on collecting this data. The money should be used to improve road conditions.
Extend the reduced speed limit to cover more of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Make this entire stretch from the Hibiscus Coast Highway/Whangaparaoa Road intersection north to Hatfields Beach 50kph max - every road with a footpath and through routes to schools should be 50kph.
Other physical improvements suggested <i>Mentions: 3</i>	<ul style="list-style-type: none"> Remove safety risks or provide signage to alert drivers of the issue. Reduce the lane widths between Silverdale Road and Whangaparaoa Road to encourage slower speeds. There needs to be a permanent set of 5-way traffic lights installed at the intersection of Tavern Road/Flexman Place/Hibiscus Coast Highway/Silverdale Street, to make it safer turning right out of Flexman Place onto Tavern Road and reduce time it takes during peak times for vehicles to cross the road. No right turn makes a gridlock at the intersection of Forge Road and East Coast Road. People make dangerous cuts across this intersection to turn right, or go straight across, when there is no other traffic in the middle of the night, out of sheer frustration for the fact that the alternate routes take you all the way around the back unnecessarily.
Other comments <i>Mentions: 7</i>	<ul style="list-style-type: none"> Provide the research to explain how you came to this conclusion (that people are confused by speed limits of 70kph and 90kph). Investigate International Best Practice. Conduct a root cause analysis to identify accurate solutions. So-called confusion (about 70kph/90kph) should result in education or some other intervention, not reduced speed limits. The notion that drivers can't understand a 70kph sign but can understand a 60kph sign is not justification for a speed limit reduction. Reducing speed limit here would serve no purpose other than increasing the chances to ticket people.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed

60 km/h was assessed as Safe and Appropriate speed for Hibiscus Coast Highway considering the nature of the surrounding land use, the function of the road and the demand for turning in/out from the adjacent residential roads. Crash history from Waka Kotahi Crash Analysis System (CAS) database records seventy-three crashes between 2016 and 2020: one serious, eighteen minor and fifty-four non-injury crashes. The reduced speed limit will also reduce the potential and severity of crash risk for all road users.

Road name	Hibiscus Coast Highway (Silverdale)
Part of road	between 143m west of Jack Hawken Lane and 80m west of Brian Smith Drive
Proposal	Current 70kph: Proposed 60kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I only support the reduced speed limit for a certain period of the day	1
I think the current speed limit on this road should be kept the same	9

Why do you feel this way?	
Feedback Theme	Main points
Reducing speed limits will not reduce safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> Reduced speed limit will not stop incidents, it will cause more congestion.
The reduced speed limit is unnecessary <i>Mentions: 8</i>	<ul style="list-style-type: none"> This is a major multi-lane arterial road. There are traffic lights and roundabouts, the intersection is highly visible. Where the speed limit has been changed from 60kph to 50kph, people still go 60kph, so same thing would happen here as the road is safe at 70kph. Reduced speed limit will not stop incidents, it will cause more congestion. No high-risk events/facilities, eg schools.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> It is already a bottleneck and reducing the speed limit will only make this worse.
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> This intersection is extremely dangerous with many people running red lights and causing crashes over the years. Need enforcement to make people stay in their lane at roundabouts - many near crashes with people going too fast and cutting lanes into the car next to them.
The reduced speed limit is unsuitable for this road <i>Mentions: 2</i>	<ul style="list-style-type: none"> This is a major multi-lane arterial road. The reason given by AT (that people get confused with the current limit of 70kph) is not based on the road being unsuitable for that speed.
Only support the reduced speed limit for a certain time of day <i>Mentions: 1</i>	<ul style="list-style-type: none"> Rush hour only.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed

60 km/h was assessed as Safe and Appropriate speed Hibiscus Coast Highway considering the nature of the surrounding land use and the function of the road. Crash history from Waka Kotahi Crash Analysis System (CAS) database records seventy-three crashes between 2016 and 2020: twenty-three crashes between 2016 and 2020: one serious, eight minor and fourteen non-injury crashes. The reduced speed limit will also reduce the potential and severity of crash risk for all road users.

Road name	Hibiscus Coast Highway (Waiwera)
Part of road	between 50m east of Waiwera Road and 624m north of Otanerua Road
Proposal	Current 80kph: Proposed 60kph

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	18
I agree with the proposed speed limit change on this road	4
Other	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> High speed limit encourages dangerous driving because people feel they have to go round blind corners as close to the limit as possible. Proposed 60kph makes sense here. Cyclists use this road, there are tight corners and if people want to go fast, they should use State Highway 1.
Reducing speed limits will not reduce safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> Most accidents are due to people not driving to the conditions and ignoring curve warning signs - lowering the speed limit will not change this. The speed limit is not the issue - the driver's attention, sobriety, confidence, and overall ability are usually to blame.
Reducing speed limits will create safety issues <i>Mentions:3</i>	<ul style="list-style-type: none"> Reduced speed limit will increase dangerous overtaking and tailgating by impatient drivers.
The reduced speed limit is unnecessary <i>Mentions: 11</i>	<ul style="list-style-type: none"> Speed was reduced recently, no need to reduce further. There are few driveways or side roads, no pedestrians, no attractions near here. The road has not changed since it was 100kph - no new houses, driveways, pedestrians, or cyclists. Less traffic now that the motorway goes to Puhoi, and less again when it gets extended further. Alternative route to State Highway 1 if there is an incident/road closure. Traffic flows freely and self-adjusts when busy.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> • Should stay at 80kph. • This is a favoured route for motorcyclists, reducing the limits is harming the motorcycling community who ride as a form of therapy. • This is a road built to state highway standard. If anything, it should be raised now that it is less trafficked. • 80kph is already far too slow for this road.
Driver behaviour is causing safety risks <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Most accidents are due to people not driving to the conditions and ignoring curve warning signs. • A lot of people cut corners, crossing the centre line. • The speed limit is not the issue - the driver's attention, sobriety, confidence, and overall ability are usually to blame.
The reduced speed limit is unsuitable for this road <i>Mentions: 2</i>	<ul style="list-style-type: none"> • This road is an alternative to State Highway 1 and shouldn't be restricted to urban speed.
The low quality of the road is creating safety risks/needs fixing <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Fix the potholes and other issues with the road.
Other roads/suggestions for speed limit increases <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Current speed is a little slow on the straights and passing lanes. • This is a road built to state highway standard. If anything, it should be raised now that it is less trafficked.
Only support the proposed speed limit for a portion of the road <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Only on dangerous bends or where vision is impeded.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed

60 km/h was assessed as Safe and Appropriate speed for Hibiscus Coast Highway due to a multitude of factors. This section of road has medium lane width and Narrow shoulder width, curved nature of the road, and severe road-side hazards. All these factors contribute to the road's 'Medium-High' Infrastructure risk. Crash history from Waka Kotahi Crash Analysis System (CAS) database record one fatal, three serious, fifteen minor and twenty-two non-injury crash. The reduced speed limit will also reduce the potential and severity of crash risk for all road users.

Road name	Hibiscus Coast Highway Interchange
Part of road	between Dairy Flat Highway and 143m west of Jack Hawken Lane
Proposal	Current 80kph: Proposed 60kph

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 the existing speed limit	1
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	6
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> If new housing and schools are going up, then this piece of road should be reduced.
Reducing speed limits will not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> It's already a bottleneck that will only get worse if the speed limit is reduced.
Reducing speed limits will create safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> Lower speed limits do not make better drivers, they just create more frustrated drivers who cause accidents.
The reduced speed limit is unnecessary <i>Mentions: 7</i>	<ul style="list-style-type: none"> Speed has already been reduced and there have been no accidents. This is a major multi-lane arterial road. There are traffic lights and roundabouts, the intersection is highly visible. It's already a bottleneck that will only get worse if the speed limit is reduced.

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> It already takes a huge amount of time to get anywhere on the HBC.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Speed is not what kills, it's drivers.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> This is a major multi-lane arterial road. There are traffic lights and roundabouts, the intersection is highly visible.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed

60 km/h was assessed as Safe and Appropriate speed for Hibiscus Coast Highway due to a multitude of factors. This section of road has medium lane width and Narrow shoulder width, curved nature of the road, and severe road-side hazards. All these factors contribute to the road's 'Medium-High' Infrastructure risk. Crash history from Waka Kotahi Crash Analysis System (CAS) database record one fatal, three serious, fifteen minor and twenty-two non-injury crash. The reduced speed limit will also reduce the potential and severity of crash risk for all road users.

Road name	Hibiscus Drive
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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 the existing speed limit	1
I think the current speed limit on this road should be kept the same	1
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Reducing speed limits will not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Need driver education, not speed limit reductions.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Need driver education, not speed limit reductions.
Other comments <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Slower speeds would encourage buses to not speed downhill and miss people waiting in the bus shelter. • These changes are to make money from fines and have nothing to do with safety.

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



Road name	Jackson Way
Part of road	Full length
Proposal	Current 100kph: Proposed 60kph

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

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

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



Road name	John Brian Drive
Part of road	Full length
Proposal	Current 80kph: Proposed 40kph

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

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

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



Road name	Kea Road
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Kensington Drive
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Landmark Terrace
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Lennon Access Road
Part of road	Full length
Proposal	Current 80kph: Proposed 60kph

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

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

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



Road name	Manuka Street
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Messenger Road
Part of road	Full length
Proposal	Current 80kph: Proposed 60kph

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

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

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



Road name	Millennial Way
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none">Many cars and children that frequent this road, real blind spot with cars and driveways.

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



Road name	Mita Road
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Newman Road (east)
Part of road	between Spur Road and 700m west of Spur Road
Proposal	Current 80kph: Proposed 60kph

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

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

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



Road name	Newman Road (west)
Part of road	between East Coast Road and 880m east of East Coast Road
Proposal	Current 100kph: Proposed 60kph

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

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

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



Road name	Nukumea Common
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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

Road name	Okura River Road (Long Bay)
Part of road	between Vaughans Road and East Coast Road
Proposal	Current 80kph: Proposed 60kph

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
I think the current speed limit on this road should be kept the same	1
I agree with the proposed speed limit change on this road	5
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 5</i>	<ul style="list-style-type: none"> Hairpin entrance, blind corner at the top, poor road surface, no footpaths or cycle paths. There are many pedestrians, cyclists, and horse riders. There has been speed related deaths on this road. Frequent speeding and boy racer activity. Frequent accidents on windy sections. School bus route, lots of children walking to bus stops, no footpaths. Increasing residential development, large number of driveways and high traffic volumes.
Reducing speed limits will not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Lowering speed limits will not create 0% crash rate.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Frequent speeding and boy racer activity.

Why do you feel this way?	
Feedback Theme	Main points
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none"> 60kph is too slow, 70kph is about right.
Reduce the speed limit further than proposed for a section of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Residential area, children walking from the bus stop - should be 50kph or lower.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed.

Okura River Road is a self-explaining road as the mean operating speed is near the proposed safe and appropriate speeds, despite the existing 80 km/h speed limit. 60 km/h was assessed as Safe and Appropriate speed for Okura River Road as the road has narrow lane and very narrow shoulder width, curved nature, and high road-side hazards. Crash history from Waka Kotahi Crash Analysis System (CAS) database record one serious, one minor and two non-injury crashes along this section of Okura River Road in the last 5 years. The reduced speed limit will also reduce the potential and severity of crash risk for all road users.

Road name	Okura River Road (Okura)
Part of road	between 370m south of Gails Drive and Vaughans Road
Proposal	Current 80kph: Proposed 60kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be lower than what is proposed	2
I think the current speed limit on this road should be kept the same	8
I agree with the proposed speed limit change on this road	13
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	3

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 10</i>	<ul style="list-style-type: none"> • A narrow road with no paths for cyclists or pedestrians. • Many children and horse riders. • A huge number of accidents, slower speeds will prevent accidents and deaths. • Originally a country road, but now a significantly larger community and there are many cars at all times of the day, 60kph is right for this area. • Lots of walkers and driveways.
Reducing speed limits will not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Lowering speed limits will not create 0% crash rate.
The reduced speed limit is unnecessary <i>Mentions: 6</i>	<ul style="list-style-type: none"> • It is safe as it is. • Not high accident/injury/death rates, focus on other safety issues. • Poor road maintenance means people generally drive to the conditions anyway. • Never had or seen a problem with speeds here.
Driver behaviour is causing safety risks	<ul style="list-style-type: none"> • It is used as a racetrack by boy racers.

Why do you feel this way?	
Feedback Theme	Main points
<p>Mentions: 6</p>	<ul style="list-style-type: none"> • Motorists travel too fast. • Recent accidents have been due to bad driving, not speed.
<p>The low quality of the road is creating safety risks</p> <p>Mentions: 1</p>	<ul style="list-style-type: none"> • Fix the road surface in the first 200-300 metres of the stretch from Vaughan's Road towards East Coast Road.
<p>Alternative speed limit suggested (instead of as proposed)</p> <p>Mentions: 3</p>	<ul style="list-style-type: none"> • 70kph would be more appropriate because locals wouldn't stick to 60kph. • Not a busy road, 60kph is too slow, 70kph would be good.
<p>Reduce the speed limit further than proposed for a section of the road</p> <p>Mentions: 2</p>	<ul style="list-style-type: none"> • Residential area, school children walking from bus stops - it should be 50kph or lower. • There are no footpaths but several bus stops - it should be 50kph. • Numerous near misses (cars vs pedestrians).
<p>Need to better enforce speed limits</p> <p>Mentions: 2</p>	<ul style="list-style-type: none"> • Disinterested local police (re "lots of hoons"). • Need to focus on stopping/penalising drivers for using cell phones, cutting corners/drifting over the centre line.
<p>Extend the reduced speed limit to cover more of the road</p> <p>Mentions: 1</p>	<ul style="list-style-type: none"> • The whole should be 60kph, not just a section.
<p>Other physical improvements suggested</p> <p>Mentions: 1</p>	<ul style="list-style-type: none"> • A large obvious Give Way sign is needed at the intersection with Vaughans Road.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed

Okura River Road is a self-explaining road as the mean operating speed is near the proposed safe and appropriate speeds, despite the existing 80 km/h speed limit. 60 km/h was assessed as Safe and Appropriate speed for Okura River Road as the road has narrow lane and very narrow shoulder width, curved nature, and high road-side hazards. Crash history from Waka Kotahi Crash Analysis System (CAS) database record one serious, one minor and two non-injury crashes along this section of Okura River Road in the last 5 years. The reduced speed limit will also reduce the potential and severity of crash risk for all road users.



Road name	Orewa Heights Crescent
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Painton Road
Part of road	between 50m south of Hibiscus Coast Highway and Small Road
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Panorama Heights
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Parkside Drive
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Pohewa Road
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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

Road name	Puriri Avenue
Part of road	between Centreway Road and Hibiscus Coast Highway
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Safer access for elderly to bus stops.
Reducing speed limits will not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> • A 24/7 reduction in speed around the greater area will not work.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> • This part of the road is not used as a pedestrian corridor to the school. • Making a 24/7 reduction in speed around the greater school area is overkill. • The school is not on this road.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Need better driver training.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Need better signage.



AT recommended way forward

Implement safe and appropriate speed limit as proposed



Road name	Puriri Boulevard
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none">Speed limit decreases around the school and intersecting road (Centreway), no need to reduce it here.

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



Road name	Rodeo Drive
Part of road	Full length
Proposal	Current 80kph: Proposed 60kph

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

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

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



Road name	Silverwater Drive
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Small Road
Part of road	between Painton Road and 160m west of Painton Road
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Spine Road
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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

Road name	Spur Road
Part of road	between East Coast Road and Duck Creek Road
Proposal	Current 80kph: Proposed 60kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	3
I think the current speed limit on this road should be kept the same	7

What do you think of the proposed speed limit change for this road? (Pin drops on feedback map*)	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	5

**These pin drop sentiments could relate to either section of this road proposed for changes. It is prohibitively time-consuming to cross-reference each location, but if there is a need for more information, please advise the road in question and we will cross-reference the locations as required.*

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> Turning in or out of Aubrey Road onto Spur Road is very difficult at peak times - cars will overtake even when indicating to turn and there's nowhere to wait to turn except in middle of Spur Road. Many driveway entrances now and often kids walking to bus stops. The only road to cycle out of Stillwater but the current limit makes it incredibly dangerous.
Reducing speed limits will not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Lowering the limit does not stop reckless drivers.
Reducing speed limits will create safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> Slowing the traffic will cause unnecessary overtaking and dangerous driving.

Why do you feel this way?	
Feedback Theme	Main points
<p>The reduced speed limit is unnecessary</p> <p><i>Mentions: 10</i></p>	<ul style="list-style-type: none"> • Largely straight road, good visibility, significant bends have signs. • No pedestrians or cyclists. • Not many accidents. • Not a through road so mostly residents using it. • No intersections. • Good visibility. • Don't wrap people in cottonwool speed limits. • Reducing the speed is an inconvenience to all locals. • This is a quiet rural road, almost straight, pretty decent condition. • No pedestrians or road crossings, children only at school bus time. • Road technology and car safety is better now.
<p>Driver behaviour is causing safety risks</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • Cars and trucks usually do more than 80kph. • Encourage people to drive safely, teach people how to brake and turn. • Give better driver education, show them how to corner and brake properly.
<p>Generally, road design needs upgrading/improving</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Area of concern is turning into Spur Road from East Coast Road - Spur Road may be used as alternate access to Penlink in future (not clear in council map). • There are no traffic lights or passing lanes - needs some real traffic/safety designs done.
<p>The low quality of the road is creating safety risks/needs fixing</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • The road just needs to be well maintained, mark it well and stop patchwork quilting the road with shoddy repairs. • Stop doing terrible repairs to this stretch of road.
<p>Other physical improvements suggested</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Should have a more adequate Te Araroa pathway into Stillwater village.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed.

A proposed speed limit of 60 km/h was selected for this section of Spur Road due to the Medium High infrastructure risk of the road. The road has medium lane width, very narrow shoulder width, curved nature, and high road-side hazards. The mean operating speed is near the proposed safe and appropriate speeds, despite the existing 80 km/h speed limit. The reduced speed limit will also reduce the potential and severity of crash risk for all road users.

Road name	Spur Road
Part of road	between Duck Creek Road and end of the road
Proposal	Current 80kph: Proposed 60kph

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 the existing speed limit	2
I agree with the proposed speed limit change on this road	1

What do you think of the proposed speed limit change for this road? (Pin drops on feedback map*)	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	5

*These pin drop sentiments could relate to either section of this road proposed for changes. It is prohibitively time-consuming to cross-reference each location, but if there is a need for more information, please advise the road in question and we will cross-reference the locations as required.

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"> Many driveway entrances now and often kids walking to bus stops. The only road to cycle out of Stillwater but the current limit makes it incredibly dangerous.
Reducing speed limits will not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Lowering speed limits doesn't guarantee no accidents, need more driver training.

Why do you feel this way?	
Feedback Theme	Main points
Reducing speed limits will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Slow moving traffic is a hazard on country roads.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Give better driver education, show them how to corner and brake properly.
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> • This is a quiet rural road, almost straight, pretty decent condition. • No pedestrians or road crossings, children only at school bus time. • Road technology and car safety is better now.
The low quality of the road is creating safety risks/needs fixing <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Stop doing terrible repairs to this stretch of road.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Spur Road and Duck Creek Road used to have an open speed limit and I think this is most appropriate - it means drive to the conditions. Our roads are dynamic, inconsistent, and often not well maintained, but NZ doesn't have the budget to make every road safe. I'm in favour of more driver training over lower speed limits. Lowering speed limits doesn't guarantee no accidents.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed

A proposed speed limit of 60 km/h was selected for this section of Spur Road due to the Medium High infrastructure risk of the road. The road has narrow lane width and narrow shoulder width, curved nature, and high roadside hazards. The mean operating speed is near the proposed safe and appropriate speed, despite the existing 80 km/h speed limit. The reduced speed limit will also reduce the potential and severity of crash risk for all road users.

Road name	Vaughans Road
Part of road	between 440m south of Ridgelea Road and Piripiri Point Drive
Proposal	Current 80kph: Proposed 50kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I only support the reduced speed limit for a certain portion of the road	1
I agree with the proposed speed limit change on this road	2

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

**These pin drop sentiments could relate to either section of this road proposed for changes. It is prohibitively time-consuming to cross-reference each location, but if there is a need for more information, please advise the road in question and we will cross-reference the locations as required.*

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Reduced speed limit safer due to horses, dogs, and children on the road. • Narrow road with blind corners.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Haven't had any problems on this road.



AT recommended way forward

Implement safe and appropriate road speed limit as proposed

Road name	Vaughans Road
Part of road	between Okura River Road and 440m south of Ridgelea Road
Proposal	Current 80kph: Proposed 60kph

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

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

**These pin drop sentiments could relate to either section of this road proposed for changes. It is prohibitively time-consuming to cross-reference each location, but if there is a need for more information, please advise the road in question and we will cross-reference the locations as required.*

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 5</i>	<ul style="list-style-type: none"> Will reduce accidents/deaths. A narrow country road, only just wide enough for two cars.
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> A narrow country road, just wide enough for two cars, the local hoons use Vaughans Road like a racetrack and it is only a matter of time before a serious accident or death occurs on this road.
Reduce the speed limit further than proposed for a section of the road <i>Mentions: 6</i>	<ul style="list-style-type: none"> Residential area, children walking from the bus stop - should be 50kph or lower. There are many pedestrians, cyclists and horse riders. The road and volume of traffic cannot sustain its current speed, 50kph may be more appropriate.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none">• Narrow road with blind corners, whole road should be 50kph.• Whole road should be 50kph.

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

Road name	Warman Road
Part of road	Full length
Proposal	Current 80kph: Proposed 60kph

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 agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Multiple road users - cars, bikes, horse riders, children, etc
Reducing speed limits will not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Lowering speed limits will not create 0% crash rate.

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

Road name	Whangaparaoa Road (Red Beach)
Part of road	Between Red Beach Road to 172m southeast of Dobell Road
Proposal	Current 60kph: Proposed 50kph

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
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	22
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 9</i>	<ul style="list-style-type: none"> • A busy arterial route through a largely residential area. It also gives consistency rather than some short sections being 60kph. • Many accidents from tailgating, cutting corners. • It can be impossible for a pedestrian to cross Vipond road at the slip lane with cars travelling at 60kph. • At the current speed many drivers are not paying attention and running these red lights - lowering it to 50kph will increase awareness. • Vehicles travel too fast when people are trying to walk/bike on the footpath. • There are some sharp bends on this section for which the current speed limit is too high.
Reducing speed limits will create safety issues <i>Mentions: 5</i>	<ul style="list-style-type: none"> • The road is already congested, reducing the speed will cause more tailgating incidents from frustrated drivers and further accidents. • Reducing the speed will cause accidents as people check their speedo instead of watching the road.
The reduced speed limit is unnecessary <i>Mentions: 17</i>	<ul style="list-style-type: none"> • Need to keep the traffic moving into the lane controller between Red Beach Road and Hibiscus Highway. • There is always good even flow, 2 lanes on both sides with median, virtually no pedestrians, no high-risk events/facilities like schools. • There are lights in place to manage speeds. • Already has traffic lights for crossing. • Not seen an accident or bad driving on this stretch of road. • The road was designed for 60kph.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> • It's a major multi-lane road, and the only route in and out of the peninsula until Penlink is built. • If anything, speed limit should be increased. • A lot of vehicles drive above 60kph, which indicates a reduction in the speed limit would just cause aggravation to the drivers. • The speed limit is already slow enough - as a major transport route, it is vital to be a safe and appropriate speed to minimise frustration and fatigue.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> • It will take too long to get anywhere.
Generally, road design needs upgrading/improving <i>Mentions: 1</i>	<ul style="list-style-type: none"> • The money needs to be used to work on the road conditions.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 2</i>	<ul style="list-style-type: none"> • The 60kph section is too slow - it should be increased to match the 70kph section. • The section between Peninsula Club Retirement Village and the Red Beach lights should be the same as the rest of Whangaparaoa Road coming from Gulf Harbour (50kph), to enable vehicles to get out of side roads and so school children/pedestrians can cross safely.
Too many changes in speed limits along the road (or in area) will be confusing <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Make the whole road 50kph - makes it easier to know what speed you should be doing. The short sections at 60kph only saves about 1 min along the whole road, doesn't seem worth it.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Add traffic calming to the Vipond road slip lane, as many drivers don't slow down or look at all and fail to give way.
Other physical improvements suggested <i>Mentions: 3</i>	<ul style="list-style-type: none"> • An additional set of traffic lights next to the retirement facility will make it easier to enter/exit Whangaparaoa road, lower speed limit will not help this. • More pedestrian crossings. • This road needs to have an extension of 2 lanes at each end, plus a roundabout at junction of Brightside/Whangaparaoa Roads, and a roundabout at Karapiro/Whangaparaoa Roads.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Speed is not the problem - congestion is eg Silverdale exit to Hibiscus Coast Highway is very unsafe; too many traffic lights in a short distance; dynamic lanes on Whangaparaoa Road need to operate from 3pm-7pm and from 6am-9am.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed.

A proposed speed limit of 50 km/h was selected for Whangaparaoa Road due to a multitude of factors. This section of Whangaparaoa Road has medium lane and very narrow shoulder width and curved nature. The collective and personal risks of this road are classified as 'High' and 'Medium'. Crash history from Waka Kotahi Crash Analysis System (CAS) database records sixty crashes between 2016 and 2020: one fatal, seven serious, eleven minor and forty-one non-injury crashes. The reduced speed limit will also reduce the potential and severity of crash risk for all road users.

Road name	Whangaparaoa Road (Tindalls Beach)
Part of road	between 159m north of Roberts Road and 80m northeast of Gulf Harbour Drive
Proposal	Current 60kph: Proposed 50kph

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 the existing speed limit	1
I think the current speed limit on this road should be kept the same	7
I agree with the proposed speed limit change on this road	3
Other	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> Agree that it should be 50kph as it goes through a residential area.
The reduced speed limit is unnecessary <i>Mentions: 8</i>	<ul style="list-style-type: none"> Never seen an accident or close call here. It was fine at 70kph, was reduced to 60kph, doesn't need further reduction. The road is wide, good visibility, nobody lives kerbside, it should stay at 60km. I cycle here and it is the least scary part of the road.
Too many changes in speed limits along the road (or in area) will be confusing <i>Mentions: 3</i>	<ul style="list-style-type: none"> It's a short section, set at a different speed, confusing for motorists, make it 50kph like the rest of the road. The entire length of Whangaparaoa Road from Silverdale to Gulf Harbour should be 60kms.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> Stop wasting our money - how many accidents have occurred on this stretch?
Other roads/suggestions for speed limit increases <i>Mentions: 3</i>	<ul style="list-style-type: none"> Why isn't there a pin to indicate a speed limit increase? It was lowered, which has done nothing to serve the community, it should be returned to 70kph.



Why do you feel this way?	
Feedback Theme	Main points
Other comments <i>Mentions: 2</i>	<ul style="list-style-type: none">Changing the speed limit here appears to be for revenue gathering, not safety reasons.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed. This section of Whangaparaoa Road has medium lane width, very narrow shoulder width and curved nature. The infrastructure risk is Medium-High. The proposed speed limit of 50 km/h will provide better consistency in the network and the reduced speed limit will also reduce the potential and severity of crash risk for all road users.



Road name	Whio Way
Part of road	Full length
Proposal	Current 100kph: Proposed 60kph

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

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

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



Road name	Wilks Road
Part of road	between 115 east of Aeropark Drive and East Coast Road
Proposal	Current 100kph: Proposed 80kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reducing speed limits will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Lowering the speed limits reduces drivers' concentration/paying attention to their surroundings, making it more dangerous.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> The current speed limit is appropriate to the conditions and visibility on this road.

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



Road name	Worsnop Way
Part of road	Full length
Proposal	Current 100kph: Proposed 60kph

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

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

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



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

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

- To prevent having lots of themes that were only mentioned once or twice we grouped suggestions into suburbs and used the 'main points' for the themes to identify the roads being mentioned.
- Some suburbs are situated within more than one local board area, as such there may be some roads in this section which are not relevant to the Hibiscus and Bays Local Board area. It saved a significant amount of time reporting in this way.
- Submitters could see comments made by other people in different pin drops on the map. Due to this, there was occasional feedback in response to another submitter's suggestion – for example, someone suggests a lower speed limit for one road, and another states the speed limit here should not be lowered. This has resulted in occasional opposition to lower speed limits where there are no changes proposed.

**Suburb**

Long Bay

Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 4</i>	<ul style="list-style-type: none">• Ian Sage Avenue - proposed reduction from 50kph to 30kph has been removed (wants 30kph).• Ashley Avenue - proposed reduction from 50kph to 30kph has been removed (wants 30kph).• Ralph Eagles Place - needs to be reduced - this is the only entrance to the school and is dangerous at 50kph.• Glenvar Ridge Road - should be lowered from 60kph to 50kph. It is a short section of road in a residential area surrounded by 50kph roads. The downhill encourages speed and those going 60kph end up faster coming into Long Bay village centre. A disaster waiting to happen for pedestrians.



Suburb	Mairangi Bay
---------------	--------------

Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none">• Penzance Road needs 30kph limit and traffic calming: bends in the road and many parked cars limit visibility of oncoming traffic, and motorists use this road as a rat-run at speed.



Suburb	Manly
---------------	-------

Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none">• Homestead Road, Manly - needs judder bars to slow cars using this as a racing circuit or speeding to pick up children from Whangaparaoa Primary School: dangerous with many children walking.



Suburb	Millwater
---------------	-----------

Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none">• Suggest speed bumps on Bonair Crescent, Millwater - the vehicle speed here averages at least 70kph, and there is a popular park on this road with no barriers.

Suburb

Orewa

Feedback Theme	Main points
<p>Other roads/suggestions for reduced speed limit <i>Mentions: 11</i></p>	<ul style="list-style-type: none"> • Florence Avenue - should be 30kph, not 50kph - there are cars parked on both sides of the street, no centre line, barely room for 2 cars, vehicles travel over 50kph. • West Hoe Road - is shown on your leaflet drop as a proposed area for change, but not shown on the form - needs to be slower also. • West Hoe Road - urgently needs to be reduced to 30kph. Many vehicles speed and there is extreme danger for children walking/scootering to school, elderly crossing the road, many animals have been killed by speeding drivers. • West Hoe Heights needs speed limit reduced - "it is a death trap waiting to happen". • West Hoe Road should have a 30kph limit, or speed bumps or cameras - it's like a speed track and has a school and retirement village in the area, without even a zebra crossing. • Old North Road - should be lowered to 30 km/h as it is very narrow with a lot of driveways/blind corners, many children also walk to school/play near these roads. • Old North Road - speed limit should be reduced. It is very unsafe for cyclists/pedestrians, which discourages active transport options. • Lancelot Road - should be lowered to 30kph as it is very narrow with a lot of driveways/blind corners, many children also walk to school/play near these roads. • Lancelot Road - speed limit should be reduced. It is very unsafe for cyclists/pedestrians, which discourages active transport options. • Weiti Road: speed limit should be reduced due to high vehicle/people interaction. • Arundel Reserve: current 50kph sign is placed south of the reserve - would make more sense if the speed past Arundel Reserve was 50kph. • Hibiscus Coast Highway – Pin Drop - a consistent 50kph through the residential area - it's dangerous turning out of side roads; many near crashes at this corner where people are going too fast and cut into the oncoming lane; trying to cross to the bus shelter at the end of Hillcrest Road is completely unsafe; cycling is also very unsafe as car drivers are constantly on the shoulders even though the road is very wide, which signals that they are driving too fast for the road design. • Hibiscus Coast Highway - Pin Drop - agree with the proposed change as the brief speed increase into this windy road encourages dangerous driving.
<p>Other roads/suggestions for reduced vehicle speeds <i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • West Hoe Road - need to force drivers to slow down at this roundabout, a lot coming from Grand Drive speed and fail to give way. Perhaps a sharp speed bump at the approaches would make them actually check for traffic. • West Hoe Road - the stretch of road from the lights on Hibiscus Coast Highway to the roundabout joining Centreway Road, that offenders really speed - well over 50kph - speed cameras would certainly be a deterrent. • West Hoe Road should have a 30kph limit, or speed bumps or cameras - it's like a speed track and has a school and retirement village in the area, without even a zebra crossing.

Feedback Theme	Main points
Other physical improvements suggested <i>Mentions: 4</i>	<ul style="list-style-type: none"> • West Hoe Road - need a speed limit sign at the roundabout. • Riverside Road - parking needed. • Empire Road - A cycle way all the way from the Estuary Bike path to Hatfields Beach. The current cycle path is fragmented, so cyclists are forced onto the road for large sections of this route. Linking up existing cycle ways should be a priority. • Arundel Reserve - current 50kph sign is placed south of the reserve - would make more sense if the sign was north of the reserve entrance.
Reduced speed limit will be safer <i>ALL SUBURB - Mentions: 2</i>	<ul style="list-style-type: none"> • Will save lives - Hibiscus Coast Highway between Hiltop, Orewa and past Z Silverdale should be 60kph also.
Alternative speed limit suggested (instead of as proposed) <i>ALL SUBURB - Mentions: 2</i>	<ul style="list-style-type: none"> • Agree with the current speed limits of 40kph around schools and 30kph in Orewa town, but outside this area 40kph.

Suburb	Red Beach
---------------	-----------

Feedback Theme	Main points
<p>Other roads/suggestions for reduced speed limits</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • Kukuwai Avenue - reduce to 30kph and paint speed limits on road: speed is a problem, and road is only one lane wide with a cycle lane on each side, plus a planted berm in the middle of the road - no maneuverability to avoid pedestrians/cyclists/animals, and is a rat-run route. Alternatively, take out the planted berm, maybe turn it into a chicane, install speed bumps, or increase police presence. • Kukuwai Road needs lower limit: This is a popular cut through route in a new subdivision and cars seem to speed along these roads. It is unsafe for the bikers and pedestrians and other drivers. • Taikura Avenue needs lower limit: This is a popular cut through route in a new subdivision and cars seem to speed along these roads. It is unsafe for the bikers and pedestrians and other drivers. • Bay Street - the last 300m of Bay Street and the first 200 metres of Marrellen Drive should be reduced to 30kph to make it a safer pedestrian zone. There is a lot of traffic including buses that travel along Bay Street, and many children and elderly walking to the beach.
<p>The reduced speed limit is unnecessary</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Tawhana Crescent - no need to change (no change proposed).
<p>Other roads/suggestions for speed limit increases</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • Whangaparaoa Road, from Red Beach to Hibiscus Coast Highway: was changed from 60kph to 50kph when the Peak Flow system was put in place, should go back to 60kph. • Tawhana Crescent - The speed limit along this section should be increased to match the other half of Whangaparaoa Road (after the Red Beach lights). Most vehicles do 60kph+ along this stretch, there is a tidal flow to handle peak traffic, which becomes a flush median outside peak hours, allowing vehicles to merge/turn safely. • Tawhana Crescent - the dynamic lanes should be accompanied by a dynamic speed zone - it's 60kph before this section and 70kph afterwards. It should be reduced during peak flows, as cars are close to each other, but off peak it should be 60kph as there are not many access ways and there is a median separating traffic. • Tawhana Crescent - speed limit needs to be 60kph, as it was before.
<p>Reduced speed limit will be safer</p> <p>ALL SUBURB - <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Fully support the Safe Speeds Programme.
<p>The reduced speed limit is unnecessary</p> <p>ALL SUBURB - <i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Speeding is not the issue - it's distracted drivers, and drivers who become frustrated at slow or distracted drivers.



Suburb	Redvale
---------------	---------

Feedback Theme	Main points
<i>Other roads/suggestions for speed limit increases</i> <i>Mentions: 2</i>	<ul style="list-style-type: none">• East Coast Road (between Glenvar and Okura River Roads) should be reduced to 50kph.• East Coast Road - From Wilks Road (Stillwater) to Wilks Road (Redvale) - should have lower speed limit. Currently limit varies from 80kph to 100kph but runs parallel to motorway to accommodate speeds that high: has been two road deaths and numerous crashes, and more houses being built. 7.30-8am children are waiting for the bus ('20kph overtaking school buses' doesn't work on 100kph road). A child shouldn't have to die for the speeds to finally reflect the environment.

Suburb	Rocky Bay
---------------	-----------

Feedback Theme	Main points
Other roads/suggestions for reduced speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> • O'Brien Road in Rocky Bay (in fact all the roads in Rocky Bay) need to be 40kph or even 30kph - there are no footpaths and children walking carrying beach gear.
Other roads/suggestions for reduced speed limits <i>ALL SUBURB - Mentions: 4</i>	<ul style="list-style-type: none"> • Roads are narrow, winding, often reduced to single lane (few houses have off-street parking) and there are no footpaths, and lovely bush often obscures the view ahead. Pets and children, cyclists and walkers are all at risk if the speed limit remains at 50kph with tourists and some reckless locals exceeding this speed limit. • O'Brien Road in Rocky Bay (in fact all the roads in Rocky Bay) need to be 40kph or even 30kph - there are no footpaths and children walking carrying beach gear. • Omiha and Rocky Bay - all suburb: roads such as Fairview, Bella Vista, Glen Brook, and Okoka (among others) warrant a 30kph limit due to no footpaths, and multiple users, (walkers, pets, cyclists). • Rocky Bay should be 30kph - the roads here are narrow, winding, with lots of concealed driveways, no footpaths, walkers on the roads, children cycling and dog walkers. The main road O'Brien Road also has a bus service.

Suburb	Silverdale
---------------	------------

Feedback Theme	Main points
<p>Other roads/suggestions for reduced speed limits</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> East Coast Road, between Tavern Drive and Silverwater Drive should be lowered for pedestrian safety, as the new East Coast Heights subdivision has a lot of children crossing the road to catch school buses and there is currently no pedestrian crossing or crossings on traffic lights. East Coast Road: this portion is surrounded by residential/commercial development, a lower limit is more appropriate in a future proposal. Speed limit needs to be reduced on Bonair Crescent. Hibiscus Coast Highway between Hiltop, Orewa and past Z Silverdale should be 60kph.

Suburb	Stanmore Bay
---------------	--------------

Feedback Theme	Main points
<p>Other roads/suggestions for reduced speed limits⁴</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> Langton Road should have speed limit lowered from 50kph to 30kph: narrow road with no berm between road and footpath and cars pass very close. Footpath only one side and on rubbish day is obstructed by bins, and many young children live on the road. Multiple accidents between driving and parked cars. Rishworth Avenue should have 30kph limit, if it is enforced - vehicles speed regularly far over current 50kph limit. The lower part of Wade River Road (Stanmore Bay/Arkles Bay area) needs limit lowered to 30kph (from 50kph) as there are many children and pets living and playing here, and as many as 1 in 3 vehicles exceed the limit. Wade River Road needs lower vehicle speeds - it is a narrow, single lane cul-de-sac with no sidewalks, that leads to the Weiti Boating Club. Many pedestrians, family groups, joggers, cyclists, private vehicles, drag racers, large cars with boats and trailers and trucks use this road, and there are no speed limit signs at all and one ineffective speed bump. There is nowhere for pedestrians to go if a car comes down the road.

Suburb	Stillwater
---------------	------------

Feedback Theme	Main points
<p>Other roads/suggestions for reduced speed limits</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> East Coast Road - From Wilks Road (Stillwater) to Wilks Road (Redvale) - should have lower speed limit. Currently limit varies from 80kph to 100kph but runs parallel to motorway to accommodate speeds that high: has been two road deaths and numerous crashes, and more houses being built. 7.30-8am children are waiting for the bus ('20kph overtaking school buses' doesn't work on 100kph road). A child shouldn't have to die for the speeds to finally reflect the environment.
<p>The low quality of the road is creating safety risks/needs fixing</p> <p><i>ALL SUBURB - Mentions: 1</i></p>	<ul style="list-style-type: none"> The roads just need to be well maintained, marked well, and stop patchwork quilting the road with shoddy repairs.



Suburb	Torbay
---------------	--------

Feedback Theme	Main points
Other roads/suggestions for reduced speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none">• Glenvar Road between Ashley Avenue and Relko (commonly known as 'the Glade') is an unstable piece of roading and should have a speed of 30kph.

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

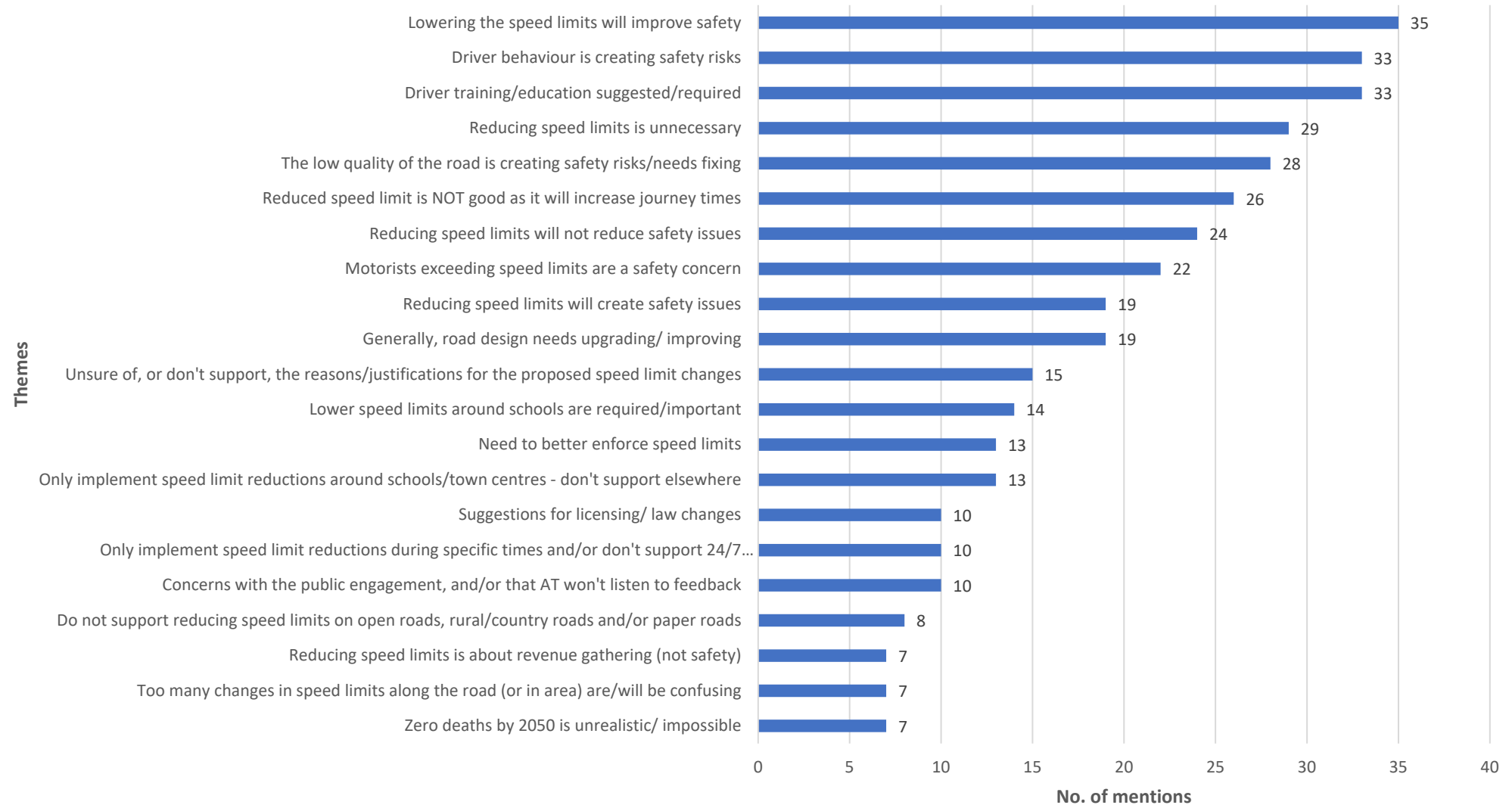
The feedback form also provided the opportunity for respondents to provide general comments on the Safe Speed Programme. Most this feedback was general in nature and could not be attributed to a particular road.

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

Please note:

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

Top 21 general themes: Hibiscus and Bays Local Board Residents



Overall sentiment towards the Safer Speeds Programme

Feedback Theme	Main points
<p>Generally, support the safe speeds programme</p> <p><i>Mentions: 70</i></p>	<ul style="list-style-type: none"> • Lowering the speed limits will improve safety (31) • Motorists exceeding speed limits are a safety concern (6) • Lower speed limits around schools are required/important (5) • Driver behaviour is creating safety risks (3) • Generally, road design needs upgrading/improving (3) • Need to better enforce speed limits (3) • Lowering the speed limits will have other benefits (as well as/instead of safety) (3) • Lower speed limits around residential areas are required/important (3) • Reducing speed limits will not reduce safety issues (2) • The proposed speed limit reductions lack local knowledge (2) • Do not support reducing speed limits on arterial roads, main roads and/or highways (2) • Reducing speed limits is unnecessary (1) • Driver training/education suggested/required (1) • Only implement speed limit reductions around schools/town centres (1) • Lower speed limits on rural/unsealed/winding/narrow roads are required/important (1) • Lower speed limits in/around town/shopping centres are required/important (1) • Lower speed limits around marae/other high pedestrian areas are important (1) • Lowering speed limits will have a positive effect on climate change (1)
<p>Generally, do NOT support the safe speeds programme</p> <p><i>Mentions: 96</i></p>	<ul style="list-style-type: none"> • Driver training/education suggested/required (26) • Driver behaviour is creating safety risks (24) • Reduced speed limit is NOT good as it will increase journey times (19) • Reducing speed limits is unnecessary (18) • The low quality of the road is creating safety risks/needs fixing (16) • Reducing speed limits will not reduce safety issues (15)

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Reducing speed limits will create safety issues (14) • Generally, road design needs upgrading/ improving (12) • Motorists exceeding speed limits are a safety concern (11) • Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes (10) • Suggestions for licensing/ law changes (6) • Concerns with the public engagement, and/or that AT won't listen to feedback (6) • Zero deaths by 2050 is unrealistic/impossible (6) • Reducing speed limits is about revenue gathering (not safety) (5) • Need to better enforce speed limits (5) • Do not support reducing speed limits on open roads, rural/country roads and/or paper roads (4) • Only implement speed limit reductions during specific times and/or don't support 24/7 implementation (3) • Only implement speed limit reductions around schools/town centres (3) • Too many changes in speed limits along the road (or in area) are/will be confusing (3) • Lower speed limits around schools are required/important (2) • Motorists going SLOWER than the speed limit are a safety concern (2) • Pedestrian, e-scooter, and/or cyclist behaviour is causing safety risks (2) • Lowering speed limits will have a negative effect on climate change/environment (2) • The proposed speed limit reductions lack local knowledge (1) • New speed limits need to be clearly signposted (1) • Improve public transport (1) • Concerns/disagree with speed limit reduction around schools (1) • Other suggestions for reduced vehicle speeds (1) • Improve cycle infrastructure (1) • Other comments (1)

I support some proposals and do NOT support other proposals in the Safe Speed Programme

Mentions: 70

- The low quality of the road is creating safety risks/needs fixing (12)
- Reducing speed limits is unnecessary (10)
- Only implement speed limit reductions around schools/town centres (9)
- Reducing speed limits will not reduce safety issues (7)
- Reduced speed limit is NOT good as it will increase journey times (7)
- Lower speed limits around schools are required/important (7)
- Only implement speed limit reductions during specific times and/or don't support 24/7 implementation (7)
- Driver behaviour is creating safety risks (6)
- Driver training/education suggested/required (6)
- Reducing speed limits will create safety issues (5)
- Motorists exceeding speed limits are a safety concern (5)
- Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes (5)
- Need to better enforce speed limits (5)
- Lowering the speed limits will improve safety (4)
- Do not support reducing speed limits on open roads, rural/country roads and/or paper roads (4)
- Generally, road design needs upgrading/improving (4)
- Suggestions for licensing/ law changes (4)
- Concerns with the public engagement, and/or that AT won't listen to feedback (4)
- Too many changes in speed limits along the road (or in area) are/will be confusing (4)
- Do not support reducing speed limits on arterial roads, main roads and/or highways (4)
- Lower speed limits around marae/other high pedestrian areas are important (3)
- Reducing speed limits is about revenue gathering (not safety) (2)
- The proposed speed limit reductions lack local knowledge (2)
- Concerns/disagree with speed limit reduction around schools (2)
- Other suggestions for reduced vehicle speeds (2)
- Zero deaths by 2050 is unrealistic/ impossible (1)
- Lower speed limits on rural/unsealed/winding/narrow roads are required/important (1)
- Improve pedestrian infrastructure (1)
- General suggestions for speed limit increases (1)

- | | |
|--|---|
| | <ul style="list-style-type: none">• New speed limits need to be clearly signposted (1)• Improve public transport (1)• Lowering speed limits will have a negative effect on climate change/environment (1) |
|--|---|

General positive comments about the Safe Speeds Programme

Note: It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Hibiscus and Bays Local Board area, just themes.

Feedback Theme	Main points
<p>Lowering the speed limits will improve safety</p> <p><i>Mentions: 35</i></p>	<ul style="list-style-type: none"> • Lower speed limits will improve road safety and reorient public spaces to encourage walking, cycling and other forms of healthy transport. • Lower speed limits will protect cyclists, children, pedestrians, vulnerable people, horse riders on the road. • Reduced limits will force those currently speeding (and those who see 100kph as a target) to slow down. • Current speed limits in residential areas are too high to be safe. • High speeds (above current limit) contribute to more injuries and reducing speed can help. • Safer feeling community and atmosphere. • People tend to exceed the speed limit at least a little, particularly around schools and school buses: a lower limit will help. • People are driving faster and more recklessly, including main roads as well as residential streets. • New developments/increased pedestrians/traffic volumes in the area - need lower speed limits for safety. • There is a lot of evidence showing that lower speeds increase the likelihood of a vulnerable road user surviving a crash. • Lower speeds improve reaction times and stopping distance in the event of an accident. • Have been accidents in this area - agree with speed reductions to help prevent these. • Will be safer on roads that are narrow and/or have no shoulder/are dangerous to drive at current limit. • International experience has proven roads are much safer when their speed is set to the slowest user of those roads, and in particular when they are not set to that of cars. • Will lower the crash rate on roads where that is an issue due to speed. • We should make all roads 30kph and then increase speeds on the roads that have sufficient safety features. • I walk cycle and use my e-scooter on roads that are increasingly clogged with parked cars. It is dangerous for me to use the road between cars that are going 50kph and parked cars whose doors may open at any time. • The proposed 24/7 30kph speed limits will help keep kids safe during normal school hours, before and after school care and the other times when school kids and the community are using the school grounds for sports and leisure, including weekends. • Will improve bad habits people have of driving fast at unsafe speeds.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • The reduction in speed is directly correlated to reduction in risk of an accident and injury when an accident does happen.
<p>Lowering the speed limits will have other benefits (as well as/instead of safety)</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • Lower speed limits will reduce vehicle noise/dust nuisance for residents, especially from trucks. • Lower speed limits will encourage walking, cycling and other forms of healthy transport. • Lower speeds will largely obviate the need to create more speed humps. This will be a cost saving. • Closer and more connected community. • Will reduce rat-running behaviour/ heavy vehicle usage. • More of a pleasant journey for pedestrians/cyclists. • Will reduce private vehicles and increase public transport usage. • Lower speeds will make it less likely that drivers will cross the centreline when traversing right hand bends, which is currently very common. • 30kph should be the speed limit in as many places as possible to discourage driving. Busses can have their own lane with faster speed limits along with scooters/bicycles. • Sends the message that the road is for more than just cars. • Finally gives some consideration to other road users, not just cars. • It will help bring a "village" feel and make it nicer to walk around which will only be good for encouraging people to shop local. • Higher speeds lead to increased congestion because drivers end up braking suddenly or moving with indicating. • Will improve bad habits people have of driving fast at unsafe speeds.
<p>Lowering speed limits will have a positive effect on climate change</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Driving at lower speeds is more fuel-economical, which is better for the environment in the long run. • Encouraging more people to use active forms of travel will reduce carbon emissions. • Please lower the speed limit as much as possible on as many roads as possible and take cars off many roads altogether. This is the level of change required to meet carbon goals.

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

Note: It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Hibiscus and Bays Local Board area, just themes.

Feedback Theme	Main points
<p>Reducing speed limits will create safety issues <i>Mentions: 19</i></p>	<ul style="list-style-type: none"> • Reduced speed limits result in frustration and impatience, leading to poor decisions, dangerous/risky overtaking, using bus lanes, tailgating, hesitation, near misses, and congestion. • Will cause issues with speeds changing from one street to another. • Will make driving around Auckland even more chaotic. • Crash/death toll has been higher since speed limits have been lowered - negative outcomes do not justify more changes of the same. • 30kph (outside of city centre and schools) will do more harm than good because many will not comply. • Will increase number of accidents (some obeying, some not; frustration; distraction). • A Penn State University study concluded crashes increase due to complacency (i.e. not concentrating) if the speed limits are set more than 16km/h below the engineering standard. "We found there was an increase in fatal, and injury crashes at locations with posted speed limits set 10 miles per hour or more below engineering recommendations." • Reducing the speed limit will make it harder for emergency volunteers to get to the [Fire] station to attend an emergency when needed. • Lower speed limits will delay emergency services and first responders and potentially cost lives - ambulances are only allowed to travel 15kph/20kph/30kph over the speed limit. • High number of signs/visual pollution/inconsistent speeds is leading to confusion, frustration, and accidental law breaking. • If you try to reduce speeds on arterial roads, there will likely be very little compliance and therefore higher actual speeds across the targeted area. • People driving under the speed limit is what causes the accidents, and this proposal will make it worse. They cause people to make angry, irrational decisions/driving because of holding other drivers up. • Cruise control doesn't work/struggles at 30kph. • Very difficult to drive heavy vehicles at 30kph. • This will be making drivers worse/unfamiliar with roads everywhere else (with higher speed limits that they would now be unused to). • I'd rather keep my eyes on the pedestrians and cyclists, not my speedometer/worrying that I've missed yet another speed change. • Last year (2021) the road toll was the highest it has been in the last 4 years - proving that the lower speed limits did not produce the results you state it was there to provide - and actually did the opposite. • Changing speed limits is going to do more harm.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Reducing speed limits too far make people speed up in other areas to make up the time lost. • Almost all drivers adhere to the current speed limits. Lowering them further is only likely to test the patience of those already inclined to break the current speed limits. • Lower speed limits will increase journey times and result in fatigue and more time on the road, which increases the chances of being involved in a crash (regardless of the speed you/other drivers are travelling). • I've seen people cross more in front of slower cars than in front of cars doing the speed limit, and cyclists pull out in front of cars going 40kph or below. • Slowing modern cars down to less than 30kph can result in the "A" pillar blind spot matching the pedestrians crossing walk in speed. The first time the driver sees the pedestrian is just before they come together. Vehicles approaching at about 40kph often have better vision of pedestrians. • Drivers will be frustrated by the change and will likely ignore it, leading to a dangerous false sense of safety for vulnerable road users. • Reducing speed limits this much (60%, from 100kph to 40kph) is going to infuriate drivers. • Will increase rat-running behaviours (often at speed) on streets that are even more dangerous for high traffic volumes and speed (like by playgrounds, residential, etc). • Manual vehicles can struggle to keep driving at 30kph - it is only a temporary speed - cars themselves want to go faster. • Lower speed limits make 'speedsters' go even faster. • Distracted drivers and drivers on their phones (playing games, texting) are a huge problem, and lower speed limits will make this worse. • The proposed low speed limits are patronising and imply we cannot think for ourselves or drive to the conditions: people will rebel against them, and all road rules will lose credibility. • With a 30kph limit, bicycles and scooters will be overtaking cars which will be incredibly unsafe. • Where significant changes are made that not justified by evidence, the road will be more dangerous. • Some changes will critically delay emergency responders - should exclude (or reduce severity of changes) on streets where fire stations are located, on primary response routes to optimise the efficiency of response, and on roads within 8-10 km radius of a volunteer fire station, to support volunteers to reach stations in a timely manner, to reduce impact on response times to emergencies in rural areas.
<p>Reducing speed limits will not reduce safety issues</p> <p><i>Mentions: 24</i></p>	<ul style="list-style-type: none"> • Reduced speed limits have not/will not make the roads safer. • Speed limits are not the issue (it is road condition/ driver behaviour/education/ distraction/ licencing/ pedestrian behaviour/ road design, etc). • The drivers that cause accidents aren't mindful of speed limits anyway. • Lower speed limits won't help if the issue is poor road layouts/design. • Poor driving skills/illegal behaviour is the issue, which will not be changed by lower speed limits. • Constantly reducing speed limits is just 'nannying' people, not solving the problem at all.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Lower speed limits are impractical/will not work because people will not abide by them. • Logging trucks are making the road unsafe, not the speed limit. • Reduced speed limits need to be accompanied by engineering to make the road look like the limit is appropriate, or it will not work. • If you try to reduce speeds on arterial roads, there will likely be very little compliance and therefore higher actual speeds across the targeted area. • The safer speeds program is unlikely to achieve the intended outcome of zero deaths. • The sign company will be the only one who benefits from these decisions. • Blanket speed limit decreases will not solve all the death and injury issues. • Speed limits on rural roads won't change regardless of any limit change as they are not monitored by police as often as main roads. • Speed is the symptom not the cause, focus on the cause and this will fix the problem. Fix the symptoms (speed) and the root cause will remain. • Without enforcement, reducing the speed limits will do little to nothing. • If drivers are already driving below the posted limits on some proposed roads because of road conditions what is the point in reducing the limit? • This will have a low return (i.e. harm reduction) for the investment compared to other safety initiatives e.g. changing dangerous intersections, improving pedestrian crossings etc. • Locals/drivers in rural areas will not comply to the lowered speed limit because they know how to drive on their roads, and it is not enforced. • All that this proposal will do is punish people who drive well and stick to speed limits, with a longer commute.
<p>Lowering speed limits will have a negative effect on climate change/environment</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • Making trips longer/more acceleration and deceleration will massively increase CO2 emissions. • This will lead to excessive fuel use and engine wear. • Judder bars in main thoroughfares are environmentally unfriendly. • You are trying to force people to use dirty and polluting diesel buses.
<p>Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes</p> <p><i>Mentions: 15</i></p>	<ul style="list-style-type: none"> • This is impeding the city, commerce, and the ability of everyone to go about their day, in favour of AT's ideological hatred of the private vehicle. • Is there any high crash data or evidence of pedestrians being hit to justify changes? • Crash/death toll after previous round of lowered speed limits were higher than before reductions - negative outcomes do not justify more changes of the same. • Not aware of any serious (or any) accidents in some areas for roads proposed for 30kph. • Consultation materials state there are many factors besides speed, and traffic is already travelling slower than posted speeds but still have accidents - look at the other risk factors before changing speed limits. • The research does not support/there is insufficient data that reducing speed limits from 50kph to 30kph will significantly impact injury/death rates.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Where a road is obviously unsafe (history) and natural quality/design then a lower posted limit has value communicating that. When you have so many roads with randomly different values and no obvious reason, the posted limits lose credibility. • Many of the current proposed changes are over-the-top and not based on real risks. • AT is not focussing on the roads that have high crash rates - this is unacceptable and should be reviewed to reduce speed limits on roads that matter in terms of lives. • Publishing the data of accidents within the current vs proposed speed limits, including determined cause (i.e. alcohol involved) will be a convincing argument to support this programme. If crashes are due to alcohol or other factors, then these should be focussed on to fix instead of speed. • 100kph roads should not be considered for lower limits unless significant death toll justifies the change. • High number of signs/visual pollution/inconsistent speeds is leading to confusion, frustration, and accidental law breaking. • If necessary, utilise cameras in areas that the accident injury rate confirms data to support the changes, don't negatively affect all road users without anything to warrant the changes. • Are AT people going out and seeing if these reductions are working or is it all computer simulation, calculations, and reconfiguration? • Has the lowering of speed limits around the Auckland CBD been successful? How many road deaths have the lowering of speed limits saved? I'm interested to see the road toll statistics for the Auckland CBD in prior years to currently. • There has been a complete failure of justification of the reduced speeds. Where are the stats showing the accidents / injuries / fatalities on each of these roads? • I do not trust AT have done the due diligence or have any substantial data to back up the speed limit reduction proposals for ALL the roads they are targeting. There are many roads which could be made safer which are not featured here. • How many of the 36 deaths on Auckland roads in 2020 occurred on roads you are proposing changes to? • Look at the accidents in the last 5 years (posted on the Devonport Community Facebook site), none are in the area in which you are "proposing" to lower the speed limits. • A blanket approach is not correct – roads need to be independently assessed for suitable speed limits, considering accident data, geographical setting, road quality and camber, etc. If you do not have the data, then you need to study/assess the road until you have it to justify changes. • Request for evidence of injury/crash data for specific area, including cause of crash, speed of vehicles, and if any pedestrian/cyclist involvement. • I don't believe "Current guidelines do not recommend speed limits of 70kph or 90kph because they have been proven to confuse drivers and lead to them driving faster than the speed limit" is a valid reason for a speed change. If people are confused with 70 or 90kph then as a human race we have a big problem - these people should not be on the roads. • The stated benefits of these speed changes have been exaggerated by manipulation of statistics (such as using figures prior to and during the pandemic lockdowns). Comparing 18 months accidents with a 5-year number, when a lot of the 18 months data was during lockdowns is not a fair comparison.

Feedback Theme	Main points
	<ul style="list-style-type: none"> I call into question the calculations that the death risk figures from the AR-R560-18 report, which were cited in the AT Proposed speed limit changes brochure.
<p>Too many changes in speed limits along the road (or in area) are/will be confusing <i>Mentions: 7</i></p>	<ul style="list-style-type: none"> Frequent changes in speed limits mean drivers are watching for signs or watching their speedometer, rather than watching the road. Will cause issues with speeds changing from one street to another. Too confusing having inconsistent speeds for no clear reason. By introducing too many variables or speed limits too slow you are causing confusion, frustration and interruptions to traffic flows. Changes in speeds and traffic conditions are a bigger safety issue than higher speed limits. Waiheke Island should have fewer changes in speed limit, e.g. be 30kph throughout, or for example Donald Bruce Road should have fewer than the currently proposed three different speed limits along its length. Better, cheaper, quicker, and less confusing for drivers to make a few simple rules and apply them everywhere: e.g. shopping strips and schools 30kph; low building density roads 80kph; bends and intersections and everything else 50kph. Lower the speed limit for the whole area, nice and simple, no confusion, tinkering, ongoing costs etc.
<p>Reduced speed limit is not good as it will increase journey times <i>Mentions: 26</i></p>	<ul style="list-style-type: none"> Traffic lights are still phased for the old 50kph limits, so driving at reduced limits means you catch every red light. Reducing speeds in some areas adds significant time to journeys and fails to clear congestion. Does not make sense to reduce speed limits on roads with bus services. Businesses and drivers should be compensated for additional time and fuel spent travelling. The estimate of increased journey times is significantly understated for people who live and commute rurally (e.g. top of Awhitu Road to the city is more than '1-2 minutes' delay). It needs to be balanced without compromising the network and creating congestion. Proposed changes are going to cause congestion/ gridlock. People in rural areas will suffer the most, with extended journey times, fuel costs and engine wear. Overall travel time costs have not been truly accounted for - 20% increase per person adds up. The inability to move around Auckland with ease will be detrimental to the long-term attractiveness/ economic success of Auckland. The proposal is going to increase/encourage rat-running behaviour/speeding to make up for lost time. Don't have the time to waste going slow as a commercial driver. Get rid of the civilians then you can your low-speed zones during work day hours Monday to Friday. Decreasing speed limits in so many areas will make daily life unbearable for the average person. It will add to inflation as goods & services will cost more with longer travel times.

Feedback Theme	Main points
	<ul style="list-style-type: none"> Freight is significantly slowed, and with rising fuel costs coupled with an inefficient and high-cost public transport system, the increased time spent in cars will increase the costs of the working class.
<p>Reducing speed limits is unnecessary</p> <p><i>Mentions: 29</i></p>	<ul style="list-style-type: none"> Many of these roads can be driven on safely at higher speeds provided drivers are competent and attentive. Raised pedestrian crossings/existing traffic calming/traffic lights/roundabouts already slow down traffic (no need for lower limits). Area is not busy and lower limits are unnecessary as schools have footpaths connecting them already (Greenhithe). Roads in town centres and near schools already have traffic slowing measures. Roads are already perfectly safe at current speed limits. Cars are getting safer, with shorter stopping distances, and lots of safety features for occupants, other road users, and pedestrians. Should not apply where cyclists and pedestrians are separated from cars. The 60kph and 80kph speed limit reductions throughout East Auckland (e.g. Te Irirangi Drive, Chapel Road, Pakuranga Highway) make no sense as the roads are wide with minimal conflict zones, and designed to be driven at this speed. By your own assessment 90% of the drivers are ALREADY travelling slower than the existing speed limit. Unnecessary where there are not high accident rates and speeding/traffic volumes/pedestrian numbers. Schools already have safe speed zones in the morning and closing time, and town centres have significant traffic lights and pedestrian crossing areas. Therefore, 30kph zones are not required. Drivers who already ignore current speed limits will not suddenly adhere to a lower one. Instant fines and disqualifications will work best to reduce speed on roads. Reducing all streets to 30kph where they are not near schools, local parks and aged care facilities, is excessive. It will be bad for public morale if the limits for safe roads are reduced as this will look like a revenue gathering scheme. While I support and embrace the intent of the programme, speed limit proposals in areas that do not warrant it are not the way to achieve the outcome. The roads are already congested - there is no reason to lower speed limits as people are already forced to drive slowly.
<p>Reducing speed limits is about revenue gathering (not safety)</p> <p><i>Mentions: 7</i></p>	<ul style="list-style-type: none"> Poor attempt to address the issue - speed limits are easier to enforce than other safety measures and are good revenue-gathering opportunities. Are businesses/drivers going to be compensated for additional time/fuel spent travelling or is this more about revenue gathering? Lower speed limits will just be exploited by mobile speed camera operators. Reducing speeds on safe 100kph country roads seems like financially based policing. Rather than having speed traps in locations and conditions that are perfectly safe for higher speeds, Police resources should be focused on locations and conditions that are dangerous. It feels like a revenue generation approach.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • If you're lowering speed limits, lower the fines at the same time. It's about safe speed, not about the money. You already know fines are not working - although a penalty still needs to be incurred, lower fines might get paid more often.
<p>Driver behaviour is creating safety risks</p> <p><i>Mentions: 33</i></p>	<ul style="list-style-type: none"> • Investigate other aspects of road safety (e.g. people using phones while driving) to reduce accidents on these roads (not speed limit reduction). • There are a lot of bad drivers in New Zealand. • Lower speed limits do not make people drive safer. • Need to better enforce basic road rules rather than imposing a slower speed. • Issues are due to poor driving technique such as jumping lights; driving along pavements; illegal u- turns; not indicating, etc (not speed). • Should instead focus on preventing tired/distracted drivers, or alcohol-related crashes. • There are so many cars driving around illegally, no WOF or Rego, oversize tyres and lowered cars, illegal bikes and noisy bikes are also a concern. Get those off the road. • Putting speed bumps on main roads don't fix the problem, they cause people to avoid those roads and use other roads. • The most dangerous driving around schools tends to be red light runners or people driving through orange when could clearly stop. This behaviour seems exasperated by short or badly phased light changes and lack of clarity or education about not queuing through intersections. • People often fail to stop or even slow down for pedestrian crossings. • People don't tend to drive to conditions or the speed limit, tailgate, or have little consideration for other road users. • Reducing the speed limits panders to/'nannies' the incompetent drivers who then have no reason to learn to drive better. • Road deaths are mostly the cause of drunk or drugged driving. • Human error is what causes accidents - a lower speed limit will reduce these by giving drivers more time to react, or others to react to bad driving. • Advertise the evils of poor and anti-social driving rather than spending on promoting the virtues of reduced speed limits. • This proposal is punishing everyone instead of focusing on those who aren't using due care while on the roads (both pedestrians and drivers). • Slower speed limit would reduce rat-running behaviour. • Safety issues are less about speed and more about the people who drive with no licenses and drive people on restricted licenses. • Many drivers cross the centre line repeatedly even on blind corners. This is not speed dependent, even slow drivers do this. • Lower speeds will make it less likely that drivers will cross the centreline when traversing right hand bends which is currently very common.
<p>Motorists going SLOWER than the speed limit are a safety concern</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • It's people driving under the speed limit that cause the accidents, and this proposal will make that worse. They cause people to make angry, irrational decisions/driving because of holding other drivers up. • Some drive less than the speed limit. They will be even more of a hazard on the road with people flying past them to overtake. • People drive too slowly (usually while looking at their phones) which cause frustration and overtaking in dangerous locations out of desperation.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • At the moment, some tourists tend to drive a lot slower than the speed limit as is (sometimes 30-60kph below the limit which is very dangerous).
<p>Motorists exceeding speed limits are a safety concern <i>Mentions: 22</i></p>	<ul style="list-style-type: none"> • Will increase number of accidents due to speed differences between those following and those ignoring new speed limits. • Lower speed limits are impractical/ will not work because people will not abide by them. • 30kph (outside of city centre and schools) will do more harm than good because many will not comply. • People don't tend to drive to conditions or the speed limit. • People speeding won't comply with new speed limits, like they don't comply with current ones, and they are the problem not everyone else. • Reducing speeds by 20kph on open roads is not beneficial as locals or regular drivers to the area will continue to drive 100kph. • The introduced 30kph limit along Karangahape Road is generally ignored as it is not enforced - specifically it is often AT buses that ignore the lower speed limit, and in an area with historical pedestrian deaths. • Most people drive at least 10kph faster than the current limit – a 30kph limit will mean they will be going 40kph, which is still better than current. • Regardless of what happens, the speed limit needs to be reduced for public buses. Some of them travel way too fast and will make a much bigger mess in an accident compared to a normal car.
<p>Driver training/education suggested/required <i>Mentions: 33</i></p>	<ul style="list-style-type: none"> • Money would be better spent on improving/subsidising driver training/teaching young learners to be courteous on our roads. • Reducing speed limits is not the answer - teach people to drive well, confidently, and safely. • More/better driver training needs to be available/encouraged/required. • Driver education is the key: 'kept left, pass right' signs on motorways; more highway patrol cops; hefty fines for using phones while driving; two second following rule. • Learning to drive is NOT just about the road code. Drivers need to be TAUGHT how to drive, recognise hazards etc. • The most dangerous driving around schools tends to be red light runners or people driving through orange when could clearly stop. This behaviour seems exasperated by short or badly phased light changes and lack of clarity or education about not queuing through intersections. • Driver education/defensive driver training WORKS. • Foreign immigrants and visitors need to be taught how to drive on NZ roads, by taking the NZ driving test. • We don't need to slow traffic down, but we do need initiatives to get drivers to stay alert and look for hazards. • Skills/lessons lacking in NZ drivers: feel of speed, distance etc (overtaking when entering an opposite lane, not passing lane); recognition of other drivers' movements; headlights on during the day as well as at night; safe following distances; parking appropriately; driving on rural/unsealed roads. • Make proper driving schools with instructors mandatory and include driver safety courses, how to merge and drive safely around corners/windy roads as a mandatory class as part of those.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Focus should be concentrated on improving driver training and regular competency tests rather than just slowing the speed. • If AT wants to save the most lives, they should focus on people wearing seatbelts. • Rural roads have some very dangerous curves and narrowing widths in places, some locals (not visitors) drive at speeds higher than 100kph. An education programme for residents would be of value. • Cyclists licencing requirements will keep cyclists safer on roads. • Start funding driver schools etc, everyone should know fundamental differences between AWD RWD FWD etc and how to control them should they need to. • Drivers need to learn (and be assessed on) how to control a vehicle at speed, drive on gravel, open roads, in the dark, in all weather conditions, on hills/windy roads before they are allowed on the road. • Drivers need to be educated in the fact that the roads are not just for them. They are a lot of people now using the roads for other modes of transport and therefore the roads need to be safe for every person. • I propose a comprehensive driver training program that starts in high schools, does not involve parents, involves practice with trained instructors, includes two days of first aid training, takes longer to get a full licence, covers emergency manoeuvres, driver psychology, how to mitigate fatigue, how to mitigate peer pressure, defensive driving techniques, a program that's applicable to all areas of NZ.
<p>New speed limits need to be clearly signposted</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Especially with many different speed limits in an area, there needs to be frequent signage to remind people. • When you change a speed to a "SAFE SPEED" - you really need to put a colour on the road, like they do in Australia - Worlds Best Practices - that's where most drivers look (not at the trees on the side of the road). • Signposting of speed limits and enforcement around schools and suburban areas is crucial. • If the signage is clear regarding the speed limits that would be great. Currently it's not wonderful around schools. • Be more proactive with speed signs on both posts either side of the road and with painted signs on the road - both when there is a speed change, as at present, and as reminders at various distances along roads. Perhaps the reminders could be painted signs using non-slip paint. It is possible to miss a speed change sign because of other things happening when driving and so reminders are useful. • Unless you live in an area and use certain roads you will not necessarily see signs due to obstruction of large vehicles – more signage required, particularly painted on-road.
<p>Need to better enforce speed limits</p> <p><i>Mentions: 13</i></p>	<ul style="list-style-type: none"> • Is AT going to purchase several hundred more speed cameras or simply see what effects really are after a certain time frame? • This is an inefficient proposal, as people who speed will still speed - go after the speeders instead of everyone else. • There is no need to make these areas a slow zone all the time, just double fines to those not slowing down during school start/finish times. • Needs to be better/more policing and enforcement action - it's not speed limits, it's those that exceed them that is the problem. • Enforcement needs to be consistent, not occasional.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • If the authorities cannot police the current speed limits, they will be unable to properly police the proposed changed speed limits. • How can enforcement happen when people have police-tracking gadgets? • The problem is not the speed limits on most roads, it's the (lack of) enforcement of speed limits. • If the police monitored both the current speed limits and policed the red-light runners, we can make our roads safer without causing further delays due to reduced speed limits. • Policing these changes will be impossible/difficult/expensive/pointless unless enforced. • Higher accident rate brings greater enforcement. Lower the speed limit in those areas, position fixed speed cameras and advertise their presence. • We should be pushing for more capacity in the police force to ensure safety, not punishing those following the rules. • Enforce the temporary speed limit at roadworks. • Harsher penalties needed for speed offences (e.g. instant 28 day roadside disqualification whenever an offender is caught 20kph above the limit, not 40kph as current). • Put extra speed cameras before even considering lowering the speed limits.
<p>The low quality of the road is creating safety risks/needs fixing</p> <p><i>Mentions: 28</i></p>	<ul style="list-style-type: none"> • Instead, spend money on better quality/more regular maintenance of the roads. • Roads are not kept to a realistic/safe standard, despite the fuel tax and registration fees collected every year. • The real danger on rural roads is lack of maintenance. • Some roads are in terrible condition and aren't safe at any speed. • Fix the roads to improve safety so there is no need to lower speed limits. • The road condition needs to be attended to first - fix potholes, bad/dangerous shoulders, cracks in the road, bad camber on corners, deep/crumbling culverts and drains. • Some roads are poorly maintained and poorly designed - these locations should have lower limits. • Lowering speed limits won't stop road deaths. Better roads, less potholes, wider roads, more passing lanes, better road flow and safer intersections would all help. • If the roads were kept to a better standard, then there would be a lot less issues - smooth roads make them a lot more predictable. • The condition of roads in New Zealand is deteriorating every single day. The lack of funding and workmanship on the roads is poor at best and a major cause of our high road toll. • Fixing the roads themselves is a better start. The condition of the road is horrific the speed is not an issue. • Fix potholes properly in the first place, so you don't need to re-fix them three months later. • This proposal is just trying to replace/cover up/lower costs poor road quality/maintenance.

Feedback Theme	Main points
<p>Generally, road design needs upgrading/improving <i>Mentions: 19</i></p>	<ul style="list-style-type: none"> • Make safer roads as most fatalities involve two vehicles, not pedestrians. • Some roads are poorly maintained and poorly designed - these locations should have lower limits. • Need to improve quality of road markings (especially at night in rain), visibility, poor road naming for directions, centrelines. • Fix/invest in infrastructure to accommodate greater speeds instead of lowering limits. • Need to work on better road design and execute them. • Lowering speed limits won't stop road deaths. Better roads, wider roads, more passing lanes, better road flow, and safer intersections would all help. • Seal the unsealed roads. • The funds could have been better spent on properly sealing roads (using quality materials) and upgrading heavily congested major arterial routes. • The issue is the lack of motorways, and the growing presence of road haulage due to lack of investment in rail. • More should also be done to implement safer designs alongside safer speeds. • Prioritise sealing high-use and school bus routes, and detour routes when there is an accident on SH1 (e.g. Haruru Road and Kanohi Road). • Too many roads many have lanes merging from 2 to 1 or 3 to 2 to accommodate an adjoining lane: this just creates bottle necks and opportunity for poor behaviour. • Too many road junctions are on blind corners with traffic flow controls. • Too many bus stops are adjacent to the corner of a junction - why increase hazards in an already hazardous zone? • Infrastructure/roads should change to match the new speed limits - this means making roads narrower and corners tighter. • Shrubbery needs to be trimmed away from signs, crossings, and intersections. • Lower speeds should be part of a whole package which include road quality (median barriers, surface quality, camber etc) and control improvements (signage, crossing, rumble strips, lights etc). • You need to be upgrading roads (more lanes in arterial routes) in expanding residential areas not choking the traffic with speed limit reductions on neighbourhood streets. • To make the road safer, you should have at least two lanes if possible or a barrier for opposite lanes to avoid head-on collision. • Seals should be asphalt not chip seal - and maintained. • Why are roads resealed in the first place? Also are you determining this off previous core samples or are you taking any samples before touching a road that doesn't need to be touched? • High level roads that include bus/trucks should have asphalt over concrete. • Where are the upgrades or even the bypass for Kumeu?

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Would rather money be spent on upgrading the Weiti bridge to 4 Lanes. • Focus instead on fixing road designs which offer no logic, the turning lane markers that appear too late at an intersection, the rail crossings that offer no real barriers, the poorly lit/maintained pedestrian crossings, or the roundabouts that not one kiwi understands the give way rule on when entering. • Need more passing lanes/ slow vehicle bays to encourage safe overtaking. • The roads need to be re-engineered to be self-explaining roads if drivers are expected to stick to 30kph - the road needs to match the sign. • This proposal is just overcompensating for poor road design/planning/investment. • Invest in road upgrades and design BEFORE allowing housing and land development.
<p>Pedestrian, e-scooter, and/or cyclist behaviour is causing safety risks</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Need better road safety education for children. • At the proposed speeds, cyclists/e-bikes will be overtaking traffic and breaking the speed limit - very dangerous. If this is rolled out, you should also restrict cycle/scooter speed to 20kph. • What is making our roads and foot paths more dangerous is the number of young children under the age of 18 on electric scooters and the littering of these scooters all over the footpath. • Bicycles are allowed on most roads with no requirements to check brakes, tyres, or mechanical road worthiness. Unsafe for everyone. • Cyclists are allowed onto most roads without any check that they have any knowledge of road rules or that they can ride their bike competently - they should need a licence too, to prove they know the road rules and their responsibilities while sharing the road. • Cyclists who never follow any road rules and are the law onto themselves are also a big danger for motorists - reduced speed will help motorists avoid irresponsible cyclists. • More road safety classes in schools to teach children not to run across roads without stopping first and looking both ways then back again. • Pedestrians step out in front of cars while they are texting, talking, or listening to music on their phones. • This proposal is punishing everyone instead of focusing on those who aren't using due care while on the roads (both pedestrians and drivers). • Children/teenagers/pedestrians will still walk in front of oncoming cars. • It is a pedestrian's own responsibility to ensure they don't somehow walk in front of a car going 50kph. • Need to teach people how to cross the road safely. • Cyclists should be legally required to wear more protection than a helmet. • Parents need to look after their kids better and supervise them more especially around schools and general roads. The public should not be responsible for their child.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • I see bicyclists, scooters violating traffic laws all the time - this is what causes deaths. They think the rules don't apply because they aren't in a car, and often behave as if they own the road, sometimes even being actively rude to drivers. This makes it difficult, stressful, and unsafe for drivers and can lead to accidents. • School children on bikes/scooters are a hazard to pedestrians as they over-estimate their skills, cannot foresee potential hazards and it appears that they have not been taught basic etiquette in using shared footpaths. • The current trend to move to bikes (electric or not)/electric scooters and other powered transportation many of which can and easily exceed 30kph - will they be policed in the same manner as a car? • Make jaywalking illegal with a hefty fine instead of lowering the speeds on roads that are already reasonable. • I've seen people cross more in front of slower cars, than cars doing the speed limit. As have I seen a lot of cyclists pull out in front of cars going 40kph or below. • Cyclists should be allowed to use footpaths as they cannot reach the speed limits vehicles are travelling – on the road they are a danger to others and themselves.
<p>The proposed speed limit reductions lack local knowledge</p> <p><i>Mentions: 5</i></p>	<ul style="list-style-type: none"> • These decisions (on speed limit reductions) should be made by those who live near and know the roads. • This proposal is created by people who don't live here or drive here and give no thought to moving safely around the suburb. • AT should talk to the Fire Brigade and Police who attend accidents on roads about which ones need changes, not deciding it themselves from a map. • We don't all live in the CBD and walk to work - You are being led astray by noisy tiny social media minority lobbying groups. • I feel that whoever proposed these changes have made a broad-brush approach without knowing the geography. • Disagree with a blanket approach to reducing speeds to an area without looking at each road, its length, size etc. • Are AT people going out and seeing if these reductions are working or is it all computer simulation, calculations, and reconfiguration? AT need to live in the real world of commutes, country life and families. • Listen to the feedback from across the city on a regular basis on dangerous hotspots rather than blanket reductions in speeds without any analysis to see what the true cost of these impacts would be in terms of congestion to families and businesses. • If you want to build a public transport that really works, then every AT, Council, Parliament, and public service employee must use the public transport from now on; to work, to shop, to get kids to day care and school, to sports, to your nights out, for all of your holidays and outings, to movies and bars and theatres. • Please get in your car and drive exactly 30kph through all the streets you are proposing to reduce to this limit, then drive exactly 50kph through some main arterial roads and you will see that the programme is not getting this right. Don't just sit in an office making these decisions. • Why are Firefighters/ Station Officers not consulted about their views on causes of crashes? We have a wealth of information as we are usually the first on the scene and have a good understanding of contributing factors.

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

Note: It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Hibiscus and Bays Local Board area, just themes.

Feedback Theme	Main points
<p>Only implement speed limit reductions during peak traffic times and/or don't support 24/7 implementation</p> <p><i>Mentions: 10</i></p>	<ul style="list-style-type: none"> • 30kph is too slow 24/7 – if this is only about safety around schools, only make it when children are entering/exit school. • Lower speeds around schools should only operate during school hours/not during school holidays. • There is no need to make these areas a slow zone all the time, just double fine those not slowing down during school start/finish times. • Proposed around school zones should be at times of operation, not a blanket area. • A blanket reduction doesn't recognise peak times - have a standard peak time of speed reduction instead. • Common sense is to have times ('windows') those reduced speed apply, e.g. between the hours of 8am to 6pm. • Having 40kph speed limit around schools and school times is sufficient. No need to permanently decrease the limit. • I think 30kph for a set time on each side of school hours would be more suitable (like the existing 40km but extended by about 15 minutes). • The programme should be revised to consider every Auckland road and seek to implement dynamic 30kph limits during peak school times near schools, 40kph limits on residential areas and around schools during non-peak times, and 60kph for appropriate arterial roads. • Don't have the time to waste going slow as a commercial driver. Get rid of the civilians then you can your low-speed zones during workday hours Monday to Friday. • Brush stroke solution of reducing speed limits not appropriate in areas where risk increases only at certain times of the day. • Perhaps some of the main thoroughfares could be reduced around school hours to protect the little ones and still give Mt Eden residents their freedoms. • School speed zones should not apply out of school hours, anywhere. • 30kph is way too low, I think 40kph during school times is enough. • Limiting speed around schools is a great idea. However, it should not be limited 24 hours, 365 days a year. School is out for many weeks and obviously not busy in the weekends. • I think it should be 30kph from 7am-9am and 2.30pm-4.00pm.
<p>Do not support reducing speed limits on open roads,</p>	<ul style="list-style-type: none"> • Rural roads are having lower speed limits applied for no reason - the road environment has not changed since original safe speed limit. • People should slow down around schools, but 40kph is sufficient - reducing speeds on open roads risks dangerous driving.

Feedback Theme	Main points
rural/country roads and/or paper roads <i>Mentions: 8</i>	<ul style="list-style-type: none"> • Reducing speeds on safe 100kph country roads seems like financially based policing. • Rural roads need a road-by-road assessment to address issues as they vary a lot: blanket speed reductions is the wrong approach. • Lowered speed limit should not apply to rural roads that are well maintained, well-marked, with good visibility, with plenty of signage warning of bends, etc, no areas with clusters of shops, no schools, no bus stops, no cars parked on side of roads, no animal crossings, no pedestrians, no high accident rates. • Infrastructure on rural roads should be improved instead of lowering limits. • Drivers of rural roads know how to drive to the conditions and lowering these limits will add significant journey time (and thus frustration and dangerous overtaking) for these commuters. • Rural people are well-capable of driving these roads at speeds that they see fit - no need to drop the speed limits on rural side-roads below 80kph. • Your notes say that most crashes are on urban roads, so why change the speeds on rural roads? • Roads with no road markings should have these in place instead of lowering speed limits. • If you must lower open road limits, make them 90kph not 80kph due to journey times and emergency services access. • The open roads should be fixed if needed rather than reducing the speed limit. • Only agree with lowering the limit on rural roads if they have no shoulders due to drainage ditches, the road edges are in poor condition, the road camber and undulations make visibility difficult, it has no streetlights and is frequented by rural machinery as well as cyclists, walkers and school children, there are no road markings, lots of farm vehicles that are difficult to pass, or a sensible combination of the above. • Rural roads should have higher speed limits than non-rural roads because they have very little pedestrian and vehicle traffic. • Speed limit reduction from 100kph to 40kph is too drastic. • Suggest 'derestricted' signage instead to indicate open road, but that much of it cannot be driven at speed. • I support an 80kph limit for rural roads. A blanket speed of 60kph is too slow and 40kph is way too low for any rural area.
Do not support reducing speed limits on arterial roads, main roads and/or highways <i>Mentions: 6</i>	<ul style="list-style-type: none"> • Look at parts of the Northwestern Motorway- 4+ lanes, good road condition, shoulder, separated from oncoming traffic, no side roads, well formed on and off ramps, and it is still only 80kph - this could safely be 100kph. • Lowering speeds on main arterial routes slows our economy down and causes frustration and more accidents. When road is built to accommodate large volumes/speeds of traffic, reducing speed limits is contradictory. • 50kph is fine as a minimum speed limit on urban roads. 60 or 70kph for main arterial roads. 100kph on motorways, highways and rural roads. If you can't drive to the conditions under these speed limits, then you shouldn't be driving at all. • I support lowering speed limits throughout except on the arterial roads/motorways/highways. Most expressways are safe to drive 100-110kph and motorways should be around 110-120kph. • Do not support a 40% drop in the speed limit in any area - especially trunk lines and main roads.

Feedback Theme	Main points
	<ul style="list-style-type: none"> Some smaller countryside roads do warrant speed reductions but all the main roads between main towns and routes to the motorways from rural towns should have been left at 100kph.
<p>Concerns/disagree with speed limit reduction around schools</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> Roads in town centres and near schools already have traffic slowing measures. 30kph around schools cripples main roads: most modern cars don't naturally idle at that speed, and it adds to congestion in high pedestrian areas, adds to distractions i.e. watching speed not hazards. 40kph is an accepted balance. Use better techniques (than 30kph speed limit): make some roads one way; close key roads during school drop off/pick up (if safety is the real reason, parents should deal with that). Schools should have entry/exit designs so that cars aren't massed uncontrolled around them. There are already sufficient safety measures around schools and other risk areas where there are children: traffic calming/variable speeds/lower speed limits/signage advising "reduce your speed" /pedestrian crossings/walking school bus/decent signage alerting drivers to the school zone. Schools have the ability now to reduce speeds around their crossings in the 30 minutes in the morning and 30 minutes in the afternoon when this is useful. Does not need blanket speed limits. Dropping speed limits around many of these schools outside school times is only going to lead to the deadly combination of aggressive driving and false sense of pedestrian security. Vehicle drop offs to school by parents must be reduced to lessen the congestion impact around these schools though. Schools have a responsibility to police this effectively rather than the burden shifting onto the wider residential area. Speed limit of 30kph around schools is unreasonable. No one will obey the limit. We are just training drivers to ignore the rules. Congestion around the school slows traffic due to high volumes - lowering the speed limit has little benefit, and no benefit outside school hours. Including roads further out from the school will only frustrate drivers and they will be less likely to slow down around the school. The general drag net put out around some schools and not others clearly point to this not legitimately being about safety: either the immediate streets around every school gets it, or this strategy is hypocritical and does not make sense. Other parking/traffic issues are not addressed in this proposal. These impact on car movement and travel in and around the schools. There are safe speeds around Hillsborough Primary but in my experience the biggest issue are the parents and their need to block and turn in dangerous places. My children feel safe, as do I under the current set of rules which govern traffic safety around schools. There should be blanket rule that all roads within a certain distance to a school and without separated cycleways should be limited to 30kph. While this is a good improvement it is too piecemeal and will cause confusion. Due to the extremely high number of cars around schools while children are being dropped off and collected there is absolutely no possibility of anyone being able to speed in these areas during these times – changing speed limits around schools is purely academic. Don't agree with your obvious intention to scrap the variable speed limits around schools which has worked so well for the past 10 years.

Feedback Theme	Main points
	<ul style="list-style-type: none"><li data-bbox="481 225 2116 282">• I love the light signs for school zones during school arrival and exit times and would support those all going to 30kph during those times (arrival and exiting).

General locations where speed limit reductions are supported

Note: It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Hibiscus and Bays Local Board area, just themes.

Feedback Theme	Main points
<p>Lower speed limits around schools are required/important</p> <p><i>Mentions: 14</i></p>	<ul style="list-style-type: none"> • People tend to exceed the speed limit at least a little, particularly around schools and school buses: a lower limit will help. • All streets around schools should be 30kph/10kph or under. • Agree people should slow down around schools but 40kph is sufficient. • There need to be permanent speed reductions around ALL primary schools, irrespective of location. • Safe speeds and parking are a huge issue around schools and local kindergartens. • All Kindergartens should be included in the proposal as these age children don't have much road safety awareness. • Schools have been ignored in many areas.
<p>Lower speed limits in residential areas are required/important</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • Current speed limits in residential areas are too high. • All residential areas should be 40kph and include some residential 'safe street' spaces. • Treat rural as rural (low traffic, driveways, pedestrians), and urban as urban (high volumes, low speeds). • Lowering speed limits in residential areas will ensure greater safety and accessibility for all: children, cyclists, pedestrians, disabled people, and elderly as well as motor vehicle users. • All residential streets/ suburban roads/ urban areas should have their speed limited to 30kph. • New Zealanders drive far too fast on suburban streets that are not designed well enough to accommodate today's vehicles.
<p>Lower speed limits on rural/unsealed/winding/narrow roads are required/important</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Our roads are too varied for just 100kph or 50kph - 80kph is far safer for country/winding roads, due to increased traffic volumes. • 100kph is too fast and dangerous for some rural roads - should reduce to 80kph. • Lower speed limits have made a huge difference to rural communities in particular - it's becoming safe to drive / walk our roads • Some roads are narrow and have no shoulder - 80kph (from 100kph) makes sense. • It's required particularly on hilly, snaking roads in West Auckland, which are made ever more treacherous by rain. • Some rural roads are 100kph, but you would never reach this speed due to the windy/narrow/hilly nature of the road: seems reasonable to change the speed to suit a normal speed. • It is absurd that some single-lane country roads have the same speed limit as a motorway. • Lowering some rural roads to 80kph – and changing the open road limits to 80kph too - is a good idea.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • City drivers that leave the city are not prepared for country roads, and country roads within 100km of the city centre should be 80kph.
<p>Lower speed limits in/around town/shopping centres are required/important <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Should be 40kph blanket speed for residential streets, and only 30kph in town centre and outside schools. • All streets around town centres should be 30-40kph. • Roads close to and through town centres and beaches should have speed limits reduced to at least 30kph.
<p>Lower speed limits around marae/other high pedestrian areas are important <i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • Include rest homes too so elderly people can safely get out and about - suggest 20kph drop. • Please also reduce speed limits on busy roads. • It's more appropriate to focus on the main ones around schools and heavy congested areas instead of trying to lower what feels like every road in Auckland. • Please consider lower speed limits for all roads off main arterial roads, as we have the same problem all over Auckland - the majority of drivers are not sticking to 50kph. • Only support reduced speed limits around schools and high pedestrian areas. • We need to cut speed around schools, but this should also be extended to some of the bigger, busier roads around school times. • Need lower limits at marae's and gathering venues, hospitals, high impact areas. • It might be more realistic to take a more targeted approach to reducing speeds to 30kph only on roads that are particularly narrow or have high pedestrian use with no footpaths. • Support lowering speed limits in newly developed housing and business areas.
<p>ONLY implement speed limit reductions around schools/town centres <i>Mentions: 13</i></p>	<ul style="list-style-type: none"> • Should be 40kph blanket speed for residential streets, and only 30kph in town centre and outside schools. • Lower limits should only apply to the streets directly around schools (nowhere else). • People should slow down around schools, but 40kph is sufficient - reducing speeds on open roads risks dangerous driving. • Speeds around schools and other high care areas should be low. • I accept that schools should have reduced speed limits right around them (not miles away). • Having 40kph speed limit around schools and school times is sufficient. No need to permanently decrease the limit. • Perhaps some of the main thoroughfares could be reduced around school hours to protect the little ones and still give residents their freedoms. • Keep suburbs at 50kph (excepting schools). • Areas around schools within each slow zone are too large and have wider impacts on the suburb (should only apply to streets schools are on). • The only places where speed limits are needed are close to schools. Within 200 metres.

Feedback Theme	Main points
	<ul style="list-style-type: none">• Change the roads directly surrounding the school, not whole suburbs.• Programme should be tailored for schools and hours and sections of roads as needed for the peak drop-off and pick-up hours.

Other speed limit/physical improvement suggestions

Note: It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Hibiscus and Bays Local Board area, just themes.

Feedback Theme	Main points
<p>Alternative speed limit suggested (instead of as proposed)</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • 30kph in areas that are not shared spaces is dangerous as it causes frustration and poor decisions. Suggest 40kph as happy compromise. • I agree people should slow down around schools, but 40kph is sufficient. • 40kph (rather than 30kph) will have a better chance of compliance/more realistic/ better for both drivers and pedestrians creating safety while avoiding driver frustration. • Would make more sense to change the whole of Auckland's speed limit from 50 to 40-45kph. • Motorways/highways/open roads should be 90kph/100kph/110kph/120kph. • Rural/country roads should be 80kph with advisory signs of advised safe speeds around certain more hazardous spots. • Built up/urban/residential/town areas should be 30kph/40kph/50kph/60kph. • School/high pedestrian areas should be 20kph/25kph/30kph/40kph. • The programme should be revised to consider every Auckland road and seek to implement dynamic 30kph limits during peak school times near schools, 40kph limits on residential areas and around schools during non-peak times, and appropriate arterial road limits should be increased to 60kph. • Better, cheaper, quicker, and less confusing for drivers to make a few simple rules and apply them everywhere: e.g. shopping strips and schools 30kph; low building density roads 80kph; bends and intersections and everything else 50kph. • Going from 50kph down to 30kph seems far over the top. There are some streets on Waiheke that are very narrow and have terrible visibility. Starting with 40kph speed limit should be the first step instead of a reduction of 20kph. • A drop of 10kph is sufficient, this is enough to make people aware of a speed change. • I would be in favour of slower speeds rolling out everywhere especially in urban areas - 50kph along arterials with separated cycle infrastructure and 30kph on all other roads. • As intensification is increasing at a faster rate, general residential areas should all be 30kph no exceptions, main roads/arterials 50kph, and 80-100kph should only be for motorways, end of story. • There is no need to have traffic crawling at 50kph an hour: 60kph in non-residential suburban areas would enable free traffic flow. • 50kph is too slow - 60kph is sufficient for most roads (excluding around schools, near shops and malls, and high pedestrian areas like parks).
<p>Suggestions for speed limit increases</p>	<ul style="list-style-type: none"> • More 80kph speed limits should be increased to 100kph where safe to do so.

Feedback Theme	Main points
<p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • There is no need to change the speed limits on these roads. Most of them should be back at 100kph. • Most expressways are safe to drive 100-110kph and motorways should be around 110-120kph. • If anything, some roads should be increased. • The number of new cars that are safer at higher speeds are increasing, so we should be thinking about increasing speed limits like the Waikato Expressway, not lowering them. • The world is getting faster not slower, our speed limits are far too slow now, and we should be putting them up NOT down. • Our motorways should have much higher speed limits like in Germany. • Please change the speeds back to what they were before starting this road calming initiative. People should drive to the conditions. • Unless there is a direct safety issue, the benefits of a slightly higher speed limit need to be taken into consideration. These current slightly higher limits allow for traffic to move efficiently through onto and off the coast. Once Penlink is completed, suggest AT looks at changing the speed limits. • In general AT should always offset a speed decrease in one location with an increase in another. That way travel times can be maintained. • You might find a better solution would be to increase the speed limit on bigger roads, improving the flow throughout the city, while enforcing the ones that have to stay low. • There are so many examples in the world where increasing the speed limits on roads has resulted in steep decline in incidents. • Increase speeds on motorways to 120kph with minimums of 90kph. If driver and car cannot do these speeds, they are not fit for motorway purpose.
<p>Other suggestions for reduced vehicle speeds</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • Instead, we need enforcement or traffic calming that stops people from exceeding the posted speed limit (not lower limits). • There are streets where just one or two humps would be sufficient to slow traffic. • Speed humps don't need to be so big that people are encouraged to drive big cars that can get over the bumps. • Raised crossings/speed bumps/judder bars/'stop' signs are more effective/will be better than lower speed limits. • Traffic calming around schools is a good thing. • Speed bumps/traffic calming alongside lower limits would help people stick to the limit. • Strongly disagree with these rough speed bumps everywhere, instead of just a speed camera. • Highly reconsider traffic calming strategies instead of a blanket 30kph speed limit which hardly anyone is going to follow anyway. Designs like at Hobsonville Point is what I was expecting. • Better spend the money on traffic calming within built up areas/villages/towns so we can enjoy our local streets safely (without cars speeding around causing noise and pollution). • Way too many speed humps.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • On the roads where the speed is dropped to 30kph or 40kph I assume all the road humps and raised crossings will be removed because the vehicles will be driving slow enough. • HATE the raised platforms on otherwise perfectly safe roads – vehicles have to slow down and/or stop for pedestrian crossings anyway: Prefer normal pedestrian crossings with the round flashing orange pedestrian crossing lights (not full traffic lights systems), are all that is needed. • Sticking new road signs up is different from designing the roads to encourage slower driving. Placement of barriers, narrowing roads, raised platforms and other traffic calming measures are needed. • Lower speeds should be part of a whole package which include road quality (median barriers, surface quality, camber etc) and control improvements (signage, crossing, rumble strips, lights etc). • Too many roads in Auckland have speed bumps. For those of us with back injuries, these are very uncomfortable to drive over, and I have also been told they are not good for vehicles. • Should not have physical traffic calming (speed bumps) in areas that don't have accidents.
<p>Improve pedestrian infrastructure <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Consider needs to pedestrians as road users. • Particularly consider pedestrian routes where there are no footpaths. • Consider poorly designed road junctions where pedestrians have no safe options to cross the road. • Wooden (and frequently sloping) footpaths that are slippery and dangerous especially when wet. • Stop people parking on verges and footpaths that greatly reduce visibility of pedestrians. • Rubbish bins totally blocking the footpath. • Cyclists and scooters using footpaths are a hazard for pedestrians. • Instead of making people drive slower, invest in better roads and developing under- and overpasses for pedestrians. • Need to instead focus on superior construction of safe zones/barriers for cycleways and footpaths. • Raised pedestrian crossings are more effective than lowered speed limits. • Improve visibility around crossings and bike lanes. • Need footpaths/more pedestrian access. • Zone areas to safely separate walkers, cyclists, and vehicles. • All main arterials with higher speed limits should have protected cycle lanes, pedestrian only footpaths and frequent pedestrian crossings. • What happened to the diamonds painted on the road before a pedestrian crossing? • Some places don't have any walkways at all - start there and consider speed limits when road condition/walkways are ample and safe. • There should be traffic lights for safe crossings (not reduced speeds).

Feedback Theme	Main points
	<ul style="list-style-type: none"> • HATE the raised platforms on otherwise perfectly safe roads – vehicles have to slow down and/or stop for pedestrian crossings anyway: Normal pedestrian crossings with the round flashing orange pedestrian crossing lights – NOT full traffic lights systems, are all that is needed. • Lower speeds should be part of a whole package which include road quality (median barriers, surface quality, camber etc) and control improvements (signage, crossing, rumble strips, lights etc). • A better option would be to include more pedestrian crossings near schools. • Where possible, pedestrian crossings should split into two halves with an effective steel safety cage in the middle. It must be pushchair, stroller, shopping trolley, wheelchair, scooter, bicycle, oversize load, etc friendly. The benefits include pedestrians not stopping cars in both directions, pedestrians being more likely to make eye contact with drivers on the half of the road they are crossing. The obvious strength of the barrier giving a clear sense of the dangers of crossing roads.
<p>Improve cycle infrastructure <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Some of the cycle lanes are dangerous and endanger cyclists. • Lowering speed limits feels like a poor cop out for not building safe passage for cyclists, runners, and horses. • To make roads safer for cyclists, build roads with cycle ways. • Get rid of under-used cycleways. • The retrospective bus and bike lanes are a shambles, they take so long to construct, and sit there empty. • Need to instead focus on superior construction of safe zones/barriers for cycleways and footpaths. • Fix parking and bike lane access first. • Need safer bike lanes for kids leaving schools too. • Don't allow parking in painted cycleways. • Zone areas to safely separate walkers, cyclists, and vehicles. • Invest in more cycle routes. • All main arterials with higher speed limits should have protected cycle lanes, pedestrian only footpaths and frequent pedestrian crossings. • Cycle paths should be added all around Lake Pupuke on Hurstmere, Kitchener, Killarney as well as Shakespeare and Taharoto Roads, which have inadequate and unsafe cycle infrastructure today. • The size (SUV) and power of vehicles used on Auckland roads adds to the danger to road users, particularly cyclists. AT should be focusing on the types of vehicles that people use, not just speed. • Bike lanes need to be regularly cleaned. • Connect parks and schools to create a green route for bikes: bikes don't want to be where cars are. • Cycleways are often put in the wrong locations and so are not used.

Feedback Theme	Main points
<p>Improve public transport <i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Reducing speed limits is not the answer - improve driving skills, roads, public transport options, and affordability of new/safe cars. • Public transport needs to be improved before it is an option (extend bus routes, more passenger capacity at peak times, better reliability). • Resources should go into improving public transport instead of speed limits. • Need more/better access to public transport. • Public transport is too slow/expensive/inconvenient/infrequent. • For public transport to catch on, the large, road-and-environment damaging diesel buses that spew fumes over pedestrians need to be replaced with smaller buses/shuttles/electric/trams/bullet trains/raised trams. • Prefer to see work done to disincentivise people from bringing cars into the city (say tolls) and use that money to fund better public transport. • Build better public transport links with a reasonable frequency of buses/trains/trams (one bus an hour isn't enough). • Stop building developments/malls on the outskirts with big carparks, this promotes car use not public transport use. • AT needs to be concentrating more on developing public transport systems to get more people off the roads and reduce congestion. • A high-volume mass transit system is need in East/South Auckland. What ever happened to the Botany-Manukau Transit link planned for Ti Irirangi Drive? • Advocate for people to use public transport if they cannot go the speed limit and extend the routes of buses etc to more rural areas. • Bus stops are often put in bad places that cause congestion and are dangerous.
<p>Physical improvements suggested <i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • More signage (not just for new speed limits) is needed to remind people what the speed limit is, especially with many different ones in an area. • Review traffic light phasing to improve traffic flow. • The issue isn't speed - it's poor road layouts which lower limits won't help (Transit Lanes turned into Bus lanes but buses are empty; poorly designed merging lanes). Design safer roads and improve existing infrastructure instead of lowering limits. • Residential roads with high crash rates should have reduced speeds or more yellow lines to prevent parked cars causing blind corners. • Fix parking and bike lane access/focus on superior construction of safe zones/barriers for cycleways and footpaths. • Roads need to be made wider to accommodate modern/bigger vehicles. • Need more centre barriers to separate traffic. • Feeder roads need to be widened to allow better traffic flow. • Install light-controlled crossings (instead of lowering speed limits) if the concern is pedestrian safety. • Change off-street parking regulations to clear cars from parking along streets, both sides, and therefore improve road safety through clearer roads. • The better way to reduce accidents is to improve the road and remove roadside obstructions (overgrown trees, narrow bridges, blind bends, potholes).

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Rural roads need to be better maintained, and for passing lanes to be installed. • Improve visibility around crossings and bike lanes. • Stop people parking on verges and footpaths that greatly reduce visibility of pedestrians. • This will have a low return (i.e. harm reduction) for the investment compared to other safety initiatives e.g. changing dangerous intersections, improving pedestrian crossings etc. • Install slow vehicle bays on the roads you wish to slow down. That way people can pass safely and not put others at risk. • Provide better places for people to park their cars. More generations are living under one roof due to the cost of housing: find a way to reduce the berms so that with cars parked on roads the road isn't narrow then you won't have as many issues as what you have. • Safe speeds and parking are a huge issue around schools and local kindergartens. • The most dangerous driving around schools tends to be red light runners or people driving through orange when could clearly stop, likely due to short or badly phased light changes and lack of clarity or education about not queuing through intersections. Red light cameras and more sensor-driven lights would help. • If you want to make the road safer, install road barriers (instead of lowering speed limits). • Traffic light phasing needs to be synched better for a 30kph limit (see Auckland City where lights turn orange as a driver crosses the line and is red before the driver reaches the other side). This can be especially hazardous to pedestrians and bikers and results in risky stopping or speeding manoeuvres and much confusion. • Start adding street lights and more reflector posts, anything that make rural roads more visible at night. No matter what the speed limit is, there will be accidents if you can't see what's ahead of you. • Invest in rail to remove the growing volumes of road haulage in New Zealand. • Need safer/more pick up zones for parents around schools. • To achieve actual speed reductions on roads whose design encourages travel at higher speed, a lower speed limit needs to be paired with either design changes to slow cars down or enforcement. • Invest this money into red light camera and drunk driving checks. • Roads with no road markings should have these in place instead of lowering speed limits. • Remove more on-street car parking, add cycle lanes, and consider turning some roads into one way for cars. What has been done on part of Hurstmere Road should be done elsewhere. • Once safer (lower) speed limits are in place, existing physical traffic calming (speed humps, artificial street narrowing 'sticks, etc) should be reviewed and, where no longer necessary, removed. These can be distracting, impede traffic flow, damage vehicles, and makes driving in Auckland less pleasant in general. Safety comes first, but if they are not required, should be removed.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Use the correct roading materials, put centre lines in, stop narrowing roads, work with the Council to ensure new builds have car parks to remove parked cars from the roadside. Put flashing lights on pedestrian crossings when people are crossing. • AT needs to hurry up and put in the motorway bypass from West Gate to Waimauku. • Speed is only one factor. There is insufficient infrastructure in no footpaths, insufficient lighting, no passing bays or parking bays on narrow roads, high volumes of traffic on gravel roads. • Reduce berms to widen streets to allow for off street parking. As more infill housing is built it's safer to have cars further to the side of roads to allow any emergency vehicle down any street in AKL and increasing visibility to navigate all roads. • If road safety is problem the council needs to consider ensuring all houses have two off-street car parks to reduce the number of cars being parked on the road. The safety of drivers, pedestrians, and cyclists will be improved. Too many cars are parked on the road. • All main roads should have no parking on them if they do not have separate cycle lanes. Parking should be available on side roads only to allow more room for cyclists/scooters etc. • What if you had designated drop off and pick up areas for cars in high pedestrian areas (schools/marae/shopping malls) that were as far removed from main roads as possible. Make these drop off areas a mandatory part of designing carparks. • Expenditure should be focused on accident black spots such as the Royal Oak roundabout which should be converted to a traffic light-controlled system. • Any road in Auckland not wide enough for two cars to pass with parked vehicles on either side needs parking restrictions, with extensions to create a safety buffer when turning a corner. • Ban parking on the berms. • AT's approach using extensive applications of road furniture (speed humps, chicanes, etc) is flawed as it slows emergency service vehicles, thus the unintended consequences of a greater level of property/life loss will occur due to delayed attendance by emergency responders. • Spend these funds on alternative safety measures like improved signage, road markings and barriers. For example, many lane merges in Auckland are not marked by a sign. Consider the use of colour for merge markers. • Have pedestrian crossing lights synchronise with the traffic lights so that the green zone traffic will not be interrupted.

Other comments and concerns

Note: It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Hibiscus and Bays Local Board area, just themes.

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"> • Expect Auckland Council/AT will not listen to or do what people want anyway. • AT acts arbitrarily and does not take taxpayers feedback into account. • I disagree with your strategy of sending out pamphlets asking for feedback with three days to respond and no direct link provided. • Have a look at the feedback you see on Facebook. It's frustrating to hear AT say that they will listen, but you do as they please anyway. • I feel that whoever proposed these changes have made a broad-brush approach without knowing the geography. This is further exemplified by having Upper Harbour, Oteha Valley and Albany Schools classed as West Auckland in this plan. • This change is not backed by detailed research on the roads involved as evidenced by the incorrect listing of posted speed limits on some of the roads listed. • I can't see what changes you are making on the map in this website. • Re Takapuna Town Centre: The brochure refers wrongly to Devonport, but the map is correct. • Online form doesn't have the correct roads in Henderson suburb. • The research (AP-R560-18), the proposals and the delivery of them come across as predetermined. I don't believe that AT will be influenced by the public opinion. I would rather see a reduction in AT power and procedures than our road speeds. • Because there is not enough consultation on the changes. Ask the people instead of assuming you have got it right. • We are under no illusion that AT will listen or cancel the approach, despite the public feedback opposed to the city centre speed limit changes, AT went ahead with those anyway. • There are too many roads to review at one time to provide an opinion on the whole safe speeds programme. • AT has no accountability - previous concerns/requests to AT have been brushed off with no explanation. • Materials are inconsistent and contradict themselves - traffic lights vs roundabout for safety, for example. • What is there to consult on when you have a Vision Zero policy, just do it. • Don't put your junk mail pamphlets in a letter box marked 'No Junk Mail'. • What is the point of consulting on this? Are we supposed to make the streets less safe because it would upset a driver or something? Hurry up and implement the changes already.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • It would be more informative if AT can also provide statistics on death/accidents by location. In that way we can better decide on a good speed for each of the areas specified. • Spend less money on reducing speeds and this consultation - invest in making the roads themselves safer instead (maintenance). • AT should not operate above the public; we deserve to make the decision on our roads. If consultation indicates a majority disagree with lowering speed limits, then DO NOT IGNORE THIS! This is a democracy and AT is in the public sector, majority rules. • You did not listen on phase 1 or 2 changes and were not prepared to publish feedback results as they obviously were against the changes in general. • It is patronizing to even suggest that you want feedback if you are blatantly ignoring the rights of law-abiding drivers. • Online survey is very hard to find. • QR code links to a wrong URL. • Some sections of the roads mentioned don't appear to exist. • If reducing the speed limits does not work, will you put the speeds back up again? Will you actually listen to what the public want because you do not have a good reputation for doing that? • Concerned most people are not able to have their say due to their personal circumstances. • Take a survey of the public's opinion on this and you'll find the overwhelming majority is against it. Tell us the names of people in Council who come up with these ideas so we can vote them out next election - democracy matters. • Note your map shows Hibiscus Drive incorrectly named as Eaves Bush Parade. • Under 'benefits of the proposed changes' in the Safe Speeds Programme pamphlet, an icon showing a child kicking a ball could be seen as a dangerous invitation to this activity.
<p>Zero deaths by 2050 is unrealistic/ impossible</p> <p><i>Mentions: 7</i></p>	<ul style="list-style-type: none"> • Zero deaths is a fantasy - there will always be deaths if there are cars and roads. • The goal of no deaths or serious injuries is unrealistic. • The only way to achieve zero vehicle incidents is by removing all vehicles, and that is just not acceptable. • You may as well ban cars buses and bikes completely if your aim is zero deaths. • The only way we will see zero crashes is if all cars are autonomous and communicating to each other. • So long as there are people, there will never be zero deaths. • The 'zero deaths' goal is pie-in-the-sky ideology that is underpinning extreme and impractical changes and proposals, like this one.
<p>Suggestions for licensing/law changes</p> <p><i>Mentions: 10</i></p>	<ul style="list-style-type: none"> • Licensing in NZ: all drivers should re-sit their licence every 5/10/15 years – there should be an ongoing review of driving ability. • Make licenses harder to get with a heavier focus on driver training.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • The age of 16 is too low to expect a child to handle a vehicle: the driver age is too low and too easy. • Lower speed limits do not make people drive safer - introduce a Hazard Awareness course as part of the driving test (for example). • Make the defensive driving course compulsory (not rewarding with lessened Restricted time) • Drivers should need to log 'x' hours with an instructor before receiving your licence. • Foreigners should have to pass a comprehensive New Zealand driving test to drive in this country/immigrants should have to do defensive driving courses even if they have full licences. • I propose a licence class system where an endorsement is required for new motorists who wish to drive on open roads. This can be done at the time of sitting the licence. Similar to heavy traffic, or motorcycle licenses, but it specifically addresses hazards on open roads. Teaching people how a vehicle's handling changes at speed, braking distances increase, to slow before corners and accelerate out of them, keeping left, rest breaks. • Make getting a full driver license compulsory after certain amount of time. • Make proper driving schools with instructors mandatory and include driver safety courses, how to merge and drive safely around corners/windy roads as a mandatory class as part of those. • Make road usage and driving mandatory in schools. • Traffic needs to speed up with better driving, not slow down: Make it illegal for heavy transport to be in the outside motorway lane, with harsh penalties for anyone caught under the posted speed limit on motorways. • Distracted drivers (texting, phone, etc) should have harsher penalties: lose license for 6 months/must do drivers' course/fine of \$1,000 and 35 demerit points/instant loss of licence for 3weeks (first offence), 6 months (2nd offence), and 12 months (3rd offence). • Double fines for those speeding in a school zone. • Increase fines/punishment/penalties for crossing the centreline/driving on the wrong side of the road/dangerous driving/. • Restrict the performance of cars for new drivers for at least the first year of holding a full driver's license. • Ban undertaking on all roads. • Fines for drivers sitting in outside/overtaking lane. • Make it compulsory that drivers can only use hands free and must not have physical access to their phones while driving/prevent phones from being able to send/receive texts in a moving car. • Car insurance/3rd party motor insurance should be mandatory in NZ for all drivers: Insurance companies identify the high risks and increase premiums accordingly which will remove higher risk drivers from our roads. Or if they are repeat offenders and do not care for the consequences of their actions, the police will have the power to prosecute and again remove them from our roads. • Speed limit changes won't change behaviour unless speed camera fines increase drastically to make people take them seriously. • Parking distance before and after speed humps must be increased and if they are not respected then the car owners need to be penalized.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • All cyclists should need to have a license, so they know the dangers of riding on the roads and what precautionary actions they need to take. • Electric scooters should have a speed limit to avoid any accidents with pedestrians and other forms of transport and if they are for one person, if two are using it, they can get ticketed as it is unsafe use.
<p>Other comments</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Road network has not been improved despite petrol surcharge. • The state of the roads needs huge investment which our regional fuel tax should be going to. • Make new/near-new cars more affordable/available to raise the average safety of all cars on the road. • To maintain this programme would be to commit significant police resource that is instead needed to do real policing, and crime prevention. • Many of the proposed streets [Greenhithe] are near Upper Harbour Primary, but there is no road that connects Upper Harbour to Greenhithe - just a walkway. • I understand there is also a proposal to put 30cm cycle boundary on Upper Harbour Drive [Greenhithe]. Who has asked for this? Many cyclists are upset, as they will not be able to ride abreast or swerve to avoid walkers/runners. • I would like to know the update of the paper road from Traffic Road to Rahul Road: this was a well-used walkway that was planted over and was to be reinstated as a walkway with no progress. • It would be better to focus on suicide prevention as an example if the overall outcome is genuinely to reduce the deaths of New Zealanders, especially with the current pressures we are facing with the current pandemic. • Pressure the NZTA to lift the standard of cars coming into NZ to a mandatory 5-star rating. Get old and unsafe cars off the road. • 3-yearly warrants on new cars leave too much time between inspections - increase mandatory inspections to bi-annually and better driver training will reduce incidents on roads with current speed limits. • Road users should be disincentivised from having such large vehicles (SUVs, Utes, etc) with congestion charges – they block the view of the road ahead, and when parked obstruct visibility from side roads. • Road safety is a combination of factors - not just speed limit, but also road quality, and vehicle quality. We're ignoring two out of three factors. • Your 'Death/injury percentages' chart is contentious, with are other studies giving evidence to the contrary. Your policy is decidedly anti-private vehicle with the purpose to drive the public onto busses. This policy has been politicised. • What is the cost of implementing this programme? At a time when the cost of living is skyrocketing, and rates are increasing. • Perhaps AT should focus on some of the dangerous driving of their bus drivers. • ALL schools should be covered with reduced speed limits. AT should lobby the NZ Government to make a nationwide change, that does not rely on immediate individual speed signs to be erected. • The current system around schools works well, with lights flashing when the speed limit changes, drawing you attention to the reduced speed limit. Are you planning to run the lights for the time that reduced speed is in place?

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Modern vehicles have cruise control and active safety systems which only work above 40kph. • We are moving into the era of electric vehicles and auto pilot modes which automatically stops the vehicle when they see any objects in front, reducing the risk of accidents: it is a pointless waste of money to change a working system without considering the future way of transportation. • Prefer to see work done to disincentivise people from bringing cars into the city (say tolls) and use that money to fund better public transport. • Remove the filter lights on feeder roads to the motorway that simply add to the already growing frustration of drivers. • There are many proposed roads which have just had considerable investment in speed mitigation. If these speed mitigation solutions are not effective this money recently spent would have been better utilised elsewhere. • Consider congestion charge zones to reduce commuters from outside the central city suburbs from driving into these suburbs with exemptions for residents. • In your comms you cite a disproportionate number of Māori accidents at 16.7% but Māori make up more like 17% of the population so that statement is factually incorrect and would make them better drivers by comparison to all drivers. • You trust the public. I see in your postal brochure here (which brought this whole matter to my attention) that you state the financial benefits per death and injury. This is not just interesting, it is vital information to have: because that's taxpayer money, and you're making your stewardship of it transparent to the public. That is impressive, progressive, and the right way to go. • I would like exceptions to be made for emergency vehicles such as ambulance, fire fighters, and police. Currently we really feel the shortage in ambulances, but even during normal times there are areas in Auckland like Pukekohe that only has 2 ambulances in the area and currently another ambulance will take 25min. If speed limits are introduced, it may take an ambulance to take 40min to get to those areas. • Many of these roads do not fit within the "self-explaining roads" that comprise the majority of changes. • Are the changes likely to slow down the bus routes? Will there be changes to routes to accommodate changes? • AT is complicit in reducing productivity of the whole of Auckland by these measures, and by installing T2/T3/Bus lanes at busy times of day. • Need to reduce amount of foliage at intersections that obstruct visibility and consider this in future planning for planting. • More emphasis needs to be put on drug and alcohol testing, more rigorous policing of seat belt use and cell phone usage. • Visual pollution on every bend in the road (e.g. signage) is very obnoxious. • Where speed limit review is on an unmarked road, markings should be added first before speed limit is dropped. • Instant disqualification for 20kph (instead of 40kph) over limit and instant fine for running a stop sign would help reduce incentives to speed. • AT needs to show FULL transparency of costs to implement, fine revenue generated, and where this money gets reinvested; the cost to the ratepayer, who the contractors are, and if the revenue will this be put into the regions that the fines are generated from. • Spending \$700 million on something that frustrates every NZ road user - how much of that money is being spent on advertising to support your cause? • Submitter's manual car struggled to maintain 30kph - it put too much strain on the motor.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Get contractor's trucks to not park on these narrow streets overnight. Yellow lines on one side, to help stop parking on all streets, corners, and access to other main streets in this area widened • The public need to see the evidence justifying these changes, the cost of this list and consultation, and the hundreds of thousands to implement. • Will the names of councillors supporting these changes be published so I know who is responsible for this? • I do not see why Marae need special treatment. Surely community centres should also be considered. This response seems disproportionate to the statement that more Māori get killed on roads. If 16% of road deaths are Māori and 17% of the population identify as Māori it seems like these are equivalent and not out of line with total road deaths. • The current trend to move to bikes (electric or not)/electric scooters and other powered transportation, the majority can and easily exceed 30kph - will they be policed in the same manner as a car? • I propose the speed limit on the Harbour Bridge be reduced to 50kph to allow mopeds to access/exit the Harbour Bridge at this speed via ramps at Esmonde Road and Onewa Road and onramps Victoria Street and Cook Street, so moped drivers have access to the city from the North Shore (currently even the ferry doesn't allow mopeds). The newly proposed Northern Pathway also excludes moped riders and ironically the moped riders pay road users tax when cyclists do not. • The Auckland Council is aiming to free up the traffic flow and reduce the number of cars going into the city and reducing carbon emissions - encouraging mopeds would help ease this congestion and help transition to these goals much sooner which would also increase safety on the roads in general. • Get rid of the trucks clogging our highways and byways/trucks should have a 90kph limit. • All main Highways should be tolled as it is often overseas - users to pay. • Needs to be some quality control of tyres being brought into this country. Tyres should legally be required to meet a standard of grip in all conditions and banning the import of those that do not. It is the most important part of a car when it comes to control. • As a motorcycle license assessor, because of the frequent speed changes, I must change my NZTA Authorised Assessment Routes every year. • Promote using small cars (e.g. one to three persons private transportation device or vehicle) and make them available to be imported from overseas, especially the electric ones. • The law needs to be revised to ban private cars exceeding 110kph to be imported, or to have them modified to limit their speed to 110kph (of course, except special vehicles like police cars). Their overall weight also needs to be reduced. • Please retain the flexibility to keep fine tuning speed restrictions once they are initially implemented. It will be near impossible to even get most of them just right out of a full 1600 listed. In my opinion you will need to "let it play" for a while and then based on the awakening people of each area, and feedback, adjust to get it just right. • Please erect signs such as: "Be mindful of following traffic" and "Slower vehicles must allow traffic to flow at the speed limit where feasible" and "Slower vehicles must not accumulate more than 6 following cars for more than 2km". • Need to include some of the roads that AT intends or is currently sealing as part of the seal extension programme.





Safe Speeds Programme

Public feedback on proposed speed limit changes March/April 2022

Feedback related to Howick Local Board area



Contents

- Part A – Number of submitters from within the local board area2**
- Part B – Feedback on roads within the local board area proposed for speed limit changes3**
- Part C – Feedback on roads within the local board area NOT proposed for speed limit changes.. 165**
- Part D – General themes from people who live within the local board area 178**



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

During March and April 2022, 469 people from within the Howick Local Board area submitted on the Safe Speeds Programme - proposed speed limit changes through an online form.

Additional submissions were received via pin drops on an online interactive map, email submissions and written submissions. Submitters were able to provide feedback on one or more roads within their submission, plus provide supporting information or commentary. The number of individual comments is greater than the number of submitters, as many submitters commented on more than one road. The online map and written submissions are in addition to those completed via online form, as submitters were not required to give a Local Board when using these methods.



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 to choose a road (and a part of the road) to provide feedback on. They were also asked what they thought of the proposed speed limit changes for that section. Specifically, they were asked:

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

This section outlines:

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

Please note:

- Some submitters expressed sentiment for roads with multiple 'parts' but did not specify the section of the road they were referring to. Where it was not apparent which 'part' of the road the submitter meant, or their feedback related to the full road, their sentiment was added to all the road segments.
- Submitter open-ended feedback could contribute to more than one theme.



Road name	Accent Drive (East Tamaki)
Part of road	between Lady Ruby Drive and Wayne Francis Drive
Proposal	Current 60kph: Proposed 50kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Safer for pedestrians and cyclists.
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> • The speed limit should not be changed. It functions perfectly fine as is. • There are no residential driveways accessing road that would make this road unsafe. • This is a commercial area. • There have been a limited number of incidents on this road.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Major arterial route of East Auckland, engineered to be suitable for 60kph.

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



Road name	Accent Drive (Flat Bush)
Part of road	between Wayne Francis Drive and Chapel Road
Proposal	Current 60kph: Proposed 50kph

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

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

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

Road name	Advane Road
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

What do you 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 only support the reduced speed limit for a certain period of the day	2
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> Residential road. Slower speed will be safer for pedestrians and cyclists, especially when crossing. Steep and winding.
Only support the reduced speed limit during school operation times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Only reduce speed during drop off and pick up times.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> This is a major road, and the limit should be kept at a higher speed.

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



Road name	Agapanthus Place
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Ainwick Road
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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

Road name	Alexander Street
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	6
I only support the reduced speed limit for a certain period of the day	2
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 5</i>	<ul style="list-style-type: none"> • Children use this street to access school and local shops. • Slower speed will be safer for pedestrians and cyclists. • On street parking makes travelling at current speed unsafe as cars need to use middle of road.
Only support the reduced speed limit during school operation times <i>Mentions: 2</i>	<ul style="list-style-type: none"> • The traffic is only busy during school pick up and drop off.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> • The road is designed to safely accommodate pedestrians with wide footpaths and pedestrian crossings. • Traffic is already travelling slowly at school drop off and pick up times, and outside of peak school traffic hours, traffic flows well.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none"> • The speed should be lowered from 50kph - 30kph (as proposed) is too low.
Reduced speed limit will not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Lowering the speed limit won't make any significant changes to safety.

Why do you feel this way?	
Feedback Theme	Main points
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Vehicles regularly speed on this road.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Existing speed limits are not enforced well by police. • New speed limits will need to be enforced properly.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Lowering the speed limit won't achieve anything and is a waste of time and money.
Other comments	<ul style="list-style-type: none"> • Lower speed limit will discourage people from driving on this road and improve the local environment.

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



Road name	Amon Avenue
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Aries Place
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none">This is a cul-de-sac where cars already travel slowly.

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

Road name	Aurea Avenue
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

What do you 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 only support the reduced speed limit for a certain period of the day	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Lower speed limits will make area safer, particularly with the narrow width of the road.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Footpaths are in good condition (pedestrians have somewhere safe to walk). 30kph is too slow.
Driver behaviour is creating safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> 'Boy racers' frequent the area. 'Boy racers' will speed whatever the limit is and need to be stopped other ways.
Only support the reduced speed limit during school operation times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Slower speeds are only needed during drop off and pick up times.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> Use money for a basketball court to give youth something to do (instead of lowering speed limits). Don't waste money on new signs only needed during drop off and pick up times at school.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Road needs to be widened. Broken yellow line 'no parking' restrictions needed to stop on-street parking (due to narrow road).

AT recommended way forward

Implement safe and appropriate speed limit as proposed.

Road name	Avoca Road
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

AT recommended way forward

Implement safe and appropriate speed limit as proposed.

Road name	Baverstock Road
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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	6
I only support the reduced speed limit for a certain period of the day	1
Other	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Road is straight and wide, not risky, or hazardous to drive. • Already has temporary speed limit reductions around school drop off and pick up times. • Road has traffic lights to sufficiently manage and slow traffic. • Traffic is slow during peak times anyway.
Only support the reduced speed limit during school operation times <i>Mentions: 2</i>	<ul style="list-style-type: none"> • 30kph only during drop off and pick up times.
Reducing speed limits will create safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> • 30kph is too slow. • Frustrated drivers will overtake one another. • Will make drivers more frustrated and impatient and perform dangerous manoeuvres.
Generally, road design needs upgrading/improving <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Unless road design is physically changed people will ignore speed limit changes.



AT recommended way forward

Implement safe and appropriate speed limit as proposed.



Road name	Bezar Place
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Bolina Crescent
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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

Road name	Botany Road
Part of road	between Golfland Drive and Ti Rakau Drive
Proposal	Current 60kph: Proposed 50kph

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

What do you think of the proposed speed limit change for this road? (Pin drops on feedback map*)	No. of mentions
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
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	15

**These pin drop sentiments could relate to either section of this road proposed for changes. It is prohibitively time-consuming to cross-reference each location, but if there is a need for more information, please advise the road in question and we will cross-reference the locations as required.*

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Safer when shops are open. • Safer for those that live on this road.
Reduced speed limit will not reduce safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Current motorists that speed will ignore new limit anyway. • Red light cameras and speed cameras will make road safer than reduced limit.
Reduced speed limit will create safety issues	<ul style="list-style-type: none"> • Reducing speed on arterial road will push traffic onto residential side roads instead. • Will cause driver frustration.

Why do you feel this way?	
Feedback Theme	Main points
Mentions: 2	
The reduced speed limit is unnecessary Mentions: 13	<ul style="list-style-type: none"> • Road is not dangerous – current speed limit is safe. • During peak hours cars go below 50kph anyway. • Off peak traffic flows well. • Numerous sets of traffic lights break up flow of traffic to exit driveways. • Road was engineered to go 60kph with 4 lanes. • Road is straight with no risks or hazards.
The reduced speed limit is unsuitable for this road Mentions: 8	<ul style="list-style-type: none"> • Main commuter route with a high volume of traffic. • This is a 4-lane road. • Main arterial road of East Auckland. • Road was engineered to go 60kph and designed to be a thoroughfare.
Reduced speed is not good as it will increase journey times Mentions: 7	<ul style="list-style-type: none"> • Will extend commuter times. • Will increase congestion.
Driver behaviour is causing safety risks Mentions: 1	<ul style="list-style-type: none"> • Motorists are speeding and running red lights.
Other suggestions for reduced vehicle speeds Mentions: 1	<ul style="list-style-type: none"> • Speed cameras should be installed.
Other physical improvements suggested Mentions: 1	<ul style="list-style-type: none"> • Red light cameras should be installed.
Other suggestions for speed limit increases Mentions: 1	<ul style="list-style-type: none"> • Road is adequate for 80kph.

Why do you feel this way?	
Feedback Theme	Main points
Other comments	<ul style="list-style-type: none"> • Will create a better-connected community by allowing access to Botany Town Centre on foot for children and elderly. • Deceitful way to entice people onto buses.

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

Road name	Botany Road
Part of road	between Cascades Road and Golfland Drive
Proposal	Current 60kph: Proposed 50kph

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	6

What do you think of the proposed speed limit change for this road? (Pin drops on feedback map*)	No. of mentions
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
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	15

**These pin drop sentiments could relate to either section of this road proposed for changes. It is prohibitively time-consuming to cross-reference each location, but if there is a need for more information, please advise the road in question and we will cross-reference the locations as required.*

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"> • Safer for pedestrians, cyclists, motorists. • Safer for retirement village community being built. • Lower vehicle emissions are safer. • Safer for community accessing Botany Town Centre.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Main commuter route with a high volume of traffic.

AT recommended way forward

Implement safe and appropriate speed limit as proposed.

Road name	Bowmore Close
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

NO FEEDBACK PROVIDED

Why do you feel this way?

Feedback Theme	Main points
NO FEEDBACK PROVIDED	

AT recommended way forward

Implement safe and appropriate speed limit as proposed.



Road name	Bridgefield Crescent
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Bronwylan Drive
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Bushpark Place
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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

Road name	Cascades Road (Botany Downs)
Part of road	between Aviemore Drive Roundabout to Botany Road Roundabout
Proposal	Current 60kph: Proposed 50kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	6
I think the current speed limit on this road should be kept the same	28
I think the speed limit should be higher than the existing speed limit	3

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 5</i>	<ul style="list-style-type: none"> • Exiting side roads is difficult at current speed. • 50kph will be safer for cyclists and pedestrians. • Lower speed limits will make it safer at intersections and on the narrow downhill stretch of road. • A lower speed limit is important in a residential area with connections to the park, sports fields, shared paths, etc. • Many walkers/joggers/cyclists in this area near the park and shared path – will be much safer for those coming on/off the shared path.
Reduced speed limit will create safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Will slow down emergency services. • Will increase driver confusion.
Reduced speed limit will not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Reducing limit won't make road any safer - accidents are not caused by excess speed but reckless driving and inattention.
The reduced speed limit is unnecessary <i>Mentions: 17</i>	<ul style="list-style-type: none"> • Traffic is naturally slower at peak/congested times. • The current speed is appropriate/fine. • Road has safe crossings. • Current speed limits keep traffic flowing and aids in avoiding congestion.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> • Not frequented by pedestrians. • This is a wide, straight road, with no risks or hazards. • There are minimal housing/driveways in this section. • No history of speed related accidents - no good reason to change limit.
The reduced speed limit is unsuitable for this road <i>Mentions: 10</i>	<ul style="list-style-type: none"> • Multi lane road and a busy arterial route - important to keep traffic moving on this route. • Important route in an area with limited public transport. • 50kph is too slow for the conditions. • This is the main road for access between Highland Park and Botany. • This road was designed for high volumes at high speed.
Reduced speed is not good as it will increase journey times <i>Mentions: 7</i>	<ul style="list-style-type: none"> • The current speed is appropriate and aids in avoiding congestion. • Considering traffic volumes, lowering speed limits will create even more congestion/traffic.
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Cars speed here. • Motorists need to slow down.
Too many changes in speed limits along the road (or in area) will be confusing <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Should be 60kph the same as Aviemore Drive. • Should be 60kph the same as Botany Road.
Other comments	<ul style="list-style-type: none"> • Reducing speed limits as proposed on main roads around Cascades and Botany will cause major public backlash. • East Auckland has the worst public transport options.

AT recommended way forward

Implement safe and appropriate speed limit as proposed.

Road name	Cascades Road (Highland Park)
Part of road	between 300m west of Aviemore Drive to Aviemore Drive Roundabout
Proposal	Current 60kph: Proposed 50kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	3
I think the current speed limit on this road should be kept the same	10

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Will be safer.
The reduced speed limit is unnecessary <i>Mentions: 6</i>	<ul style="list-style-type: none"> • Most people drive 50kph anyway. • Slow during peak times - there is no problem with current speed limit. • Is currently the same limit as streets on either end.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Main arterial route of East Auckland.
Reduced speed is not good as it will increase journey times <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Need to keep traffic moving. • Will make commuter journeys take more time.
Only support the proposed speed limit for a portion of the road <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Support reduction from roundabout to current 50kph area, this would encourage traffic down Aviemore Drive instead of Cascades Road. • Do not support reduction between roundabout and Botany Road.
Reducing speed limits will create safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Will cause driver frustration. • Proposal is dangerous.

Why do you feel this way?	
Feedback Theme	Main points
Reducing speed limits will not reduce safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none">• Reduced speed will not make it safer.

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

Road name	Castleton Drive
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

What do you 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

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"> • Slower speed will discourage rat running through residential streets. • Safer for pedestrians and cyclists.
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Not many school students walk this road to school. • Not adjacent to school. • Cars travel slower than speed limit.
Only support the proposed speed limit for outside school <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Reduction extends too far from school.
Driver behaviour is creating safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Cars drive 50kph past school currently.
Need to better enforce speed limits <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Reduction would have to be enforced to change driver behaviour. • Speed limit must be enforced.
Change the speed limit asap/sooner than planned <i>Mentions: 1</i>	<ul style="list-style-type: none"> • It is critical that limit be reduced asap.

Why do you feel this way?	
Feedback Theme	Main points
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Needs speed bumps.
Other comments	<ul style="list-style-type: none"> This project basis of reducing roads where cars travel slower than limit is bureaucracy gone mad.

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

Road name	Challinor Street
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I only support the reduced speed limit for a certain period of the day	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"> Not many students walk to school.
Reduced speed limit is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Will make commute times longer all day every day including weekends.
Only support the reduced speed limit for a certain time of day <i>Mentions: 1</i>	<ul style="list-style-type: none"> School is only on for part of the day.

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

Road name	Chapel Road (Flat Bush)
Part of road	between Dawson Road to 200m north of Ormiston Road
Proposal	Current 60kph: Proposed 50kph

What do you 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 only support the reduced speed limit for a certain portion of the road	1
I think the current speed limit on this road should be kept the same	4

What do you think of the proposed speed limit change for this road? (Pin drops on feedback map*)	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	12

**These pin drop sentiments could relate to either section of this road proposed for changes. It is prohibitively time-consuming to cross-reference each location, but if there is a need for more information, please advise the road in question and we will cross-reference the locations as required.*

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"> Cars parked on both sides of road narrows traffic lanes and it is not safe to drive at the current speed limit. There are lots of school children and families.
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> Road has traffic lights Traffic is slow during peak times anyway.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Main thoroughfare for large volumes of traffic between Manukau and Howick.

Why do you feel this way?

Feedback Theme	Main points
Do not support a reduced speed limit for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none">• Only reduce speed as far as Flat Bush School Road.

AT recommended way forward

Implement safe and appropriate speed limit as proposed.

Road name	Chapel Road (Flat Bush)
Part of road	between 200m north of Ormiston Road to Baverstock Road
Proposal	Current 60kph: Proposed 50kph

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

What do you think of the proposed speed limit change for this road? (Pin drops on feedback map*)	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	12

**These pin drop sentiments could relate to either section of this road proposed for changes. It is prohibitively time-consuming to cross-reference each location, but if there is a need for more information, please advise the road in question and we will cross-reference the locations as required.*

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"> Traffic flow on this road is fine as it is.

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

Road name	Chapel Road (Flat Bush)
Part of road	between Baverstock Road to Smales Road
Proposal	Current 60kph: Proposed 50kph

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

What do you think of the proposed speed limit change for this road? (Pin drops on feedback map*)	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	12

**These pin drop sentiments could relate to either section of this road proposed for changes. It is prohibitively time-consuming to cross-reference each location, but if there is a need for more information, please advise the road in question and we will cross-reference the locations as required.*

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 11</i>	<ul style="list-style-type: none"> • Motorists already drive slower than the limit. • Current limit works well.
The reduced speed limit is unsuitable for this road <i>Mentions: 6</i>	<ul style="list-style-type: none"> • The road is engineered for an 80kph speed limit. • This is an arterial road of East Auckland. • There is an ever-increasing population using road, traffic flow is important.
Reducing speed limits will create safety issues <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Motorists driving under current limit are causing frustration (lower speed limit will make this worse). • 50kph will cause accidents. • Slower speed limit will cause drivers to weave in and out of traffic. • Will cause driver frustration.

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit is not good as it will increase journey times <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Need to keep traffic flowing. • The proposal will cause (more) congestion.
Other comments	<ul style="list-style-type: none"> • Goes against AT's recent announcement to prioritise keeping vehicles moving.

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

Road name	Chapel Road (Dannemora)
Part of road	between Ti Rakau Drive to Orangewood Drive/Whitford Road Roundabout
Proposal	Current 60kph: Proposed 50kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	4
I think the current speed limit on this road should be kept the same	18

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Road is overdue to make it safer for vulnerable road users • Retirement village and a primary school nearby. • The steep hill encourages vehicle speeds downhill. • Safer for cyclists and pedestrians. • 50 kph is appropriate near the shops and the school.
The reduced speed limit is unnecessary <i>Mentions: 14</i>	<ul style="list-style-type: none"> • Not enough pedestrian traffic here to warrant lowering the speed limit. • Traffic flows well. • Slower than 60kph during peak anyway. • Lights help locals exit into traffic flow. • 60kph is safe and appropriate for this road - the speed needs to stay the same. • The road feels safe at the current speed limit - this is a straight road with no hazards. • No access to residential driveways. • Limited number of incidents on the road currently.
The reduced speed limit is unsuitable for this road <i>Mentions: 5</i>	<ul style="list-style-type: none"> • This is a 4-lane highway. • The proposed speed limit is too slow for this road. • This is a major arterial route.

Why do you feel this way?	
Feedback Theme	Main points
<p>Reduced speed limit is not good as it will increase journey times</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Will slow down traffic too much. • Will increase time on road.
<p>Too many changes in speed limits along the road (or in area) will be confusing</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • All arterial roads should be 60kph for consistency.

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

Road name	Chapel Road (East Tamaki)
Part of road	between Smales Road to Armoy Drive
Proposal	Current 60kph: Proposed 50kph

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

What do you think of the proposed speed limit change for this road? (Pin drops on feedback map*)	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	9

**These pin drop sentiments could relate to either section of this road proposed for changes. It is prohibitively time-consuming to cross-reference each location, but if there is a need for more information, please advise the road in question and we will cross-reference the locations as required.*

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> Traffic is fine on this road at 60kph.
Reduced speed limit is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Reducing the speed limit will further delay traffic.
The reduced speed limit is unsuitable for this road <i>Mentions: 2</i>	<ul style="list-style-type: none"> Important arterial road. Traffic flow is important on this road.



AT recommended way forward

Implement safe and appropriate speed limit as proposed.

Road name	Chapel Road (East Tamaki)
Part of road	between Armoey Drive to Ti Rakau Drive
Proposal	Current 60kph: Proposed 50kph

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

What do you think of the proposed speed limit change for this road? (Pin drops on feedback map*)	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	9

**These pin drop sentiments could relate to either section of this road proposed for changes. It is prohibitively time-consuming to cross-reference each location, but if there is a need for more information, please advise the road in question and we will cross-reference the locations as required.*

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"> Reducing speed is safer for pedestrians and cyclists. A lower speed limit on Chapel Road will make it a safe alternative for those wanting to avoid the faster main roads. Reduced speed limits near the mall and school will be safer.
The reduced speed limit is unnecessary <i>Mentions: 10</i>	<ul style="list-style-type: none"> It is a long, straight, safe road with wide lanes. The current speed limit is sensible for this road. There are no residential driveways. There are no regular or serious accidents on this road.
Reduced speed limit is not good as it will increase journey times <i>Mentions: 2</i>	<ul style="list-style-type: none"> Lowering the speed limit would add to traffic congestion and increase journey times. Reducing the speed limit will further delay traffic.

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unsuitable for this road <i>Mentions: 6</i>	<ul style="list-style-type: none"> • Safe, wide lanes with no driveways - 50kph will be inappropriate and unsafe. • This road was designed as a main thoroughfare and is an important arterial road. • This is a main road in East Tamaki. • Traffic flow is important.
Reducing speed limits will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Lowering the speed limit will encourage tail-gating behaviour, which causes accidents.
Only support the proposed speed limit for outside school <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Only support the proposed speed limit outside the school. • Reduced speed limits near the mall and school will be safer.
Driver behaviour is creating safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Provide better training for safe driving. • Tailgating in busy traffic causes accidents.
Other comments	<ul style="list-style-type: none"> • This is a deceitful way to make people use buses more. • Slower speed limits will encourage more people to walk or cycle.

AT recommended way forward

Implement safe and appropriate speed limit as proposed.



Road name	Cheriton Road
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none">• Very little traffic and is safe at current speed limit.• Safe for pedestrians.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none">• Waste of money to erect signs to slow traffic here.

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

Road name	Chilton Place
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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 the existing speed limit	1
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Not adjacent to the school.

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



Road name	Citron Court
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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

Road name	Clipper Place
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> This is a cul-de-sac where vehicles travel slowly already.

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



Road name	Coachman Drive
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Cyclades Place
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none">This is a cul-de-sac where vehicles travel slowly already.

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



Road name	Cyril French Drive
Part of road	between Baverton Road and Bronwylan Drive
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Dione Place
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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

Road name	Dolphin Street
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I only support the reduced speed limit for a certain period of the day	1
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> This is project is bureaucracy gone mad.

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



Road name	Dunoon Close
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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

Road name	Edgewater Drive
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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 the existing speed limit	1
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
I agree with the proposed speed limit change on this road	8
I only support the reduced speed limit for a certain period of the day	3
I only support the reduced speed limit for a certain portion of the road	1
I think the current speed limit on this road should be kept the same	5

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 10</i>	<ul style="list-style-type: none"> • Current speed limit is unsafe for children. • Lots of children walk to school. • Street has a lot of traffic. • Retirement Village and Rest Home on street.
Change the speed limit asap/sooner than planned <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Reducing the current speed limit is critical.
The reduced speed limit is unnecessary <i>Mentions: 7</i>	<ul style="list-style-type: none"> • The school is only a small part of the neighbourhood. • No accidents involving school children. • School is a high school so students can cross the road safely.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> • There are very few students walking to and from this school, most bus.
Too many changes in speed limits along the road (or in area) will be confusing <i>Mentions: 2</i>	<ul style="list-style-type: none"> • 40kph through whole area is better than 30kph for just a few hundred meters and 50kph elsewhere.
Only support the proposed speed limit for outside school <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Slowing down directly outside school could be tolerated but not full length.
Only support the reduced speed limit during school operation times <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Acceptable during school hours only.
Driver behaviour is creating safety risks <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Vehicles speed in excess of 70kph-80kph here. • Many drive far too fast here.
Generally, road design needs upgrading/improving <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Safety of traffic controls need to be improved at the intersection with Ti Rakau Drive, now the bus way is integrated into the road.
Need to better enforce speed limits <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Cars frequently speed. • Need to enforce speed limit as change alone won't slow them down.
Alternative speed limits suggested (instead of as proposed) <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Road should be 40kph. • 40kph through whole area is better than 30kph for just a few hundred meters and 50kph elsewhere.
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> • This road will need more than a speed limit change to slow traffic down.

Why do you feel this way?	
Feedback Theme	Main points
Other physical improvements suggested <i>Mentions: 3</i>	<ul style="list-style-type: none"> Remove on street parking on one side. Add a cycle lane on each side until the bus lane is built.

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

Road name	Elwyn Close
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Erica Road
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I only support the reduced speed limit for a certain period of the day	1

Why do you feel this way?	
Feedback Theme	Main points
Only support the reduced speed limit during school operation times <i>Mentions: 1</i>	<ul style="list-style-type: none">• 30kph only during drop off and pick up times.

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



Road name	Fernloche Place
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Fintry Place
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Flintridge Drive
Part of road	between 34m north of Ormiston Road and 57m north of Ormiston Road
Proposal	Current 60kph: Proposed 50kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none">This is a main/arterial road.

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



Road name	Greenbrooke Drive
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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

Road name	Harris Road
Part of road	Full length
Proposal	Current 60kph: Proposed 50kph

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	17
I agree with the proposed speed limit change on this road	4
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> Lowering the speed limit will make the road safer for all users. Reducing the speed limit will make the road safe for cyclists and pedestrians. Cyclists and pedestrians are intimidated by this road at the current speed limit.
Reduced speed limit will not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Drivers don't adhere to the existing limit (a new limit will not change this).
The reduced speed limit is unnecessary <i>Mentions: 13</i>	<ul style="list-style-type: none"> Current speed limit works fine - 60kph is not unsafe here. Road has dual lanes – 50kph is too slow. Traffic speeds self-regulate when road is congested. Significant median strip for safe right turning. An industrial area. Road is wide and straight with no risks or hazards on this road. Few pedestrians and cyclists that use this road. There are no immediate driveways that would make this road unsafe. There have been a limited number of incidents on this road.

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unsuitable for this road <i>Mentions: 11</i>	<ul style="list-style-type: none"> • Major arterial route of East Auckland. • Road was engineered to be suitable for 60kph. • 50kph is far too low for this road. • This road is not a road as defined by AT for the project (e.g. Unsafe rural, self-explaining, unsealed, no centreline). • None of AT's listed schools are on this road.
Reduced speed is not good as it will increase journey times <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Lower speed will cause congestion.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Install a shared path for cyclists rather than reduce speed.
Other comments	<ul style="list-style-type: none"> • Lowering the speed limit encourages people to use other modes of transport. • Route does not meet any of the AT descriptions in the project (e.g. unsafe rural, self-explaining, unsealed, no centreline).

AT recommended way forward

Implement safe and appropriate speed limit as proposed.



Road name	Heidi Crescent
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Helianthus Avenue
Part of road	between 45m south of Ormiston Road and 60m south of Ormiston Road
Proposal	Current 60kph: Proposed 50kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none">This is a main road that is suitable for 60kph.

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



Road name	Jan Place
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Janway Avenue
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	John Gill Road
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I only support the reduced speed limit for a certain period of the day	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
Only support the reduced speed limit during school operation times <i>Mentions: 1</i>	<ul style="list-style-type: none">• Only during school drop off and pick up times.
Other comments	<ul style="list-style-type: none">• Make sure Advene Road and John Gill Road speed limits are the same.

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

Road name	Judkins Crescent
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I only support the reduced speed limit for a certain period of the day	1

Why do you feel this way?	
Feedback Theme	Main points
Only support the reduced speed limit during school operation times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Only reduce speed during school drop off and pick up times.

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



Road name	Karson Place
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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

Road name	Kensway Drive
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> 50kph is safer for all road users, including cyclists and pedestrians.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Reducing speed limit is counter productive.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Main arterial road of East Tamaki.
Reducing speed limits will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Will lead to increased driver frustration and result in dangerous manoeuvres.

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



Road name	Kestev Drive
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Lastel Place
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Lorenzo Way
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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

Road name	Magnolia Place
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Area is congested – a lower speed limit will be safer for all road users.
Driver behaviour is creating safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> People do not obey road rules.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Side streets by schools should have yellow lines or be made resident parking only.

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

Road name	Mangos Place
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

What do you 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"> Lots of children in area.

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

Road name	Mattson Road
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Lower speed limits will make area safer. • Road was not designed for heavy traffic flow.
Driver behaviour is creating safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> • 'Boy racers' frequent the area.
Generally, road design needs upgrading/improving <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Road needs upgrading to deal with heavy traffic flow.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Corners can be widened. • Broken yellow lines ('no parking' restrictions) needed to stop cars parking.

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



Road name	Maypark Crescent
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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

Road name	McMillan Place
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Very little traffic. • Safe for pedestrians.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Waste of money to erect signs to slow traffic here.

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

Road name	Mellons Bay Road
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	6
I only support the reduced speed limit for a certain period of the day	4
I only support the reduced speed limit for a certain portion of the road	1
I think the current speed limit on this road should be kept the same	7

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 5</i>	<ul style="list-style-type: none"> • Reduced speed limit safer for children crossing. • Cars speed here as if it were an arterial road. • Something to help achieve Vision Zero. • Traffic should slow down for residential areas.
The reduced speed limit is unnecessary <i>Mentions: 6</i>	<ul style="list-style-type: none"> • Local school has "Kea Crossing" for students. • Cul-de-sac, and a straight road with no hazards. • Cars drive slowly during drop off and pick up times anyway due to amount of traffic. • Cars are polite and careful during drop off and pick up times. • Often congested with cars parked on both sides so no ability to go faster. • 30kph is too slow - 50kph on residential roads has been fine for a century.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Links the main Howick Hub (Picton Street) to Mellons Bay School and Mellons Bay Beach

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> • 30kph will slow down school drop off and create congestion.
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Cars drive too fast past the school. • Motorists treat this like an arterial road.
Only support the proposed speed limit for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> • New speed limit should only apply from Seymour Road down to the school.
Proposal is a waste of money <i>Mentions:</i>	<ul style="list-style-type: none"> • Putting up signs is pointless and a waste of money. People drive slowly anyway.

AT recommended way forward

Implement safe and appropriate speed limit as proposed.

Road name	Middlefield Drive
Part of road	between Cyril French Drive and Baverstock Road
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Safer for pedestrians and cyclists.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Very few students walk along this road, and there is already a 'slow' area around school pick up and drop off. • Wide, safe road.
Reducing speed limits will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Reducing speed limits will increase driver frustration and result in dangerous manoeuvres.

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

Road name	Montessor Place
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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"> • Not many students walk this road to school. • This road is not adjacent to the school. • Cars already travel slower than the current speed limit.

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

Road name	Murphys Road
Part of road	between Stancombe Road to 80m south of Ormiston Road
Proposal	Current 60kph: Proposed 50kph

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

What do you think of the proposed speed limit change for this road? (Pin drops on feedback map*)	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	6

**These pin drop sentiments could relate to either section of this road proposed for changes. It is prohibitively time-consuming to cross-reference each location, but if there is a need for more information, please advise the road in question and we will cross-reference the locations as required.*

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> This road has some safety issues, lower limit will improve outcomes for all users – it is not a rural road anymore.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Very few accidents or issues. Traffic flows well currently.
Too many changes in speed limits along the road (or in area) will be confusing <i>Mentions: 2</i>	<ul style="list-style-type: none"> This portion of Murphys Road right through Stancombe Road to where it joins to Chapel Road should stay at 60kph. Keep it the same as the rest of Murphys Road.

AT recommended way forward

Implement safe and appropriate speed limit as proposed.

Road name	Murphys Road
Part of road	Between Redoubt Road to 150m south of Flat Bush School Road.
Proposal	Current 80kph: Proposed 60kph

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
I think the current speed limit on this road should be kept the same	3

What do you think of the proposed speed limit change for this road? (Pin drops on feedback map*)	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	6

**These pin drop sentiments could relate to either section of this road proposed for changes. It is prohibitively time-consuming to cross-reference each location, but if there is a need for more information, please advise the road in question and we will cross-reference the locations as required.*

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"> • Still relatively rural and generally not a lot of traffic.
Only support the proposed speed limit for outside school <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Reduce speed outside Tyndale Park Christian School at drop off and pick up times, cars from Redoubt Road go 80kph.

Why do you feel this way?	
Feedback Theme	Main points
Only support the proposed speed limit for outside school <i>Mentions: 1</i>	<ul style="list-style-type: none"> Reduce speed outside Tyndale Park Christian School at drop off and pick up times, cars from Redoubt Road go 80kph.
Reducing speed limits will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Reducing the speed limit will increase frustrations and reduce the traffic flow.
Reduced speed limit is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Will reduce the flow of traffic.
Driver behaviour is creating safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Cars from Redoubt Road do not slow down for school and continue at 80kph.
Generally, road design needs upgrading/improving <i>Mentions: 1</i>	<ul style="list-style-type: none"> The road should be upgraded to urban arterial standards (i.e. 4 lanes at 60kph with footpaths and kerbs).

AT recommended way forward

Implement safe and appropriate speed limit as proposed.



Road name	Oakville Avenue
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Oceania Place
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Very little traffic. • Safe for pedestrians.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Waste of money to erect signs to slow traffic here.

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

Road name	Ormiston Road
Part of road	between Wallen Drive and 460m north-east of Wallen Drive
Proposal	Current 60kph: Proposed 50kph

Please note: this road goes through more than one local board area: please let us know if you want a summary of the feedback on the sections in other local board areas.

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 the existing speed limit	1
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

What do you think of the proposed speed limit change for this road? (Pin drops on feedback map*)	No. of mentions
I agree with the proposed speed limit change on this road	3
I think the current speed limit on this road should be kept the same	14
Other	2

*These pin drop sentiments could relate to any section of this road (in this suburb) proposed for changes. It is prohibitively time-consuming to cross-reference each location, but if there is a need for more information, please advise the road in question and we will cross-reference the locations as required.

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"> Traffic volumes have increased due to developments in the area. Will make road safer for cyclists (cyclists share road with cars).
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> This is a main/arterial road, designed for 60kph.

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> The current speed allows people to get to work in a timely manner. Proposed speed limit will increase traffic congestion.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Speed is not the problem, drivers are.
The low quality of the road is creating safety risks/needs fixing <i>Mentions: 1</i>	<ul style="list-style-type: none"> Speed is not the problem, road condition is.
Only support the proposed speed limit for outside school <i>Mentions: 1</i>	<ul style="list-style-type: none"> Agree to 40kph directly outside of schools.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none"> Agree to 40kph directly outside of schools.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Road needs speed tables around Shepherds Lane. Road needs a speed camera around Warren Road for compliance.

AT recommended way forward

Implement safe and appropriate speed limit as proposed.

Road name	Ormiston Road
Part of road	between Te Irrirangi Drive and 160m west of Rienzo Drive
Proposal	Current 60kph: Proposed 50kph

Please note: this road goes through more than one local board area: please let us know if you want a summary of the feedback on the sections in other local board areas.

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

What do you think of the proposed speed limit change for this road? (Pin drops on feedback map*)	No. of mentions
I agree with the proposed speed limit change on this road	3
I think the current speed limit on this road should be kept the same	14
Other	2

*These pin drop sentiments could relate to any section of this road (in this suburb) proposed for changes. It is prohibitively time-consuming to cross-reference each location, but if there is a need for more information, please advise the road in question and we will cross-reference the locations as required.

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Will make road safer for cyclists (cyclists share road with cars).
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Road needs a speed table. Road needs a speed camera.

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

Road name	Ormiston Road
Part of road	between 160m west of Rienzo Drive and Wallen Road
Proposal	Current 60kph: Proposed 50kph

Please note: this road goes through more than one local board area: please let us know if you want a summary of the feedback on the sections in other local board areas.

What do you 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

What do you think of the proposed speed limit change for this road? (Pin drops on feedback map*)	No. of mentions
I agree with the proposed speed limit change on this road	3
I think the current speed limit on this road should be kept the same	14
Other	2

*These pin drop sentiments could relate to either section of this road proposed for changes. It is prohibitively time-consuming to cross-reference each location, but if there is a need for more information, please advise the road in question and we will cross-reference the locations as required.

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Will make road safer for cyclists (cyclists share road with cars).
The reduced speed limit is unnecessary <i>Mentions: 13</i>	<ul style="list-style-type: none"> Road is designed for 60kph – 60kph is a safe speed here. Road is wide, with no driveways (it is a commercial area) and few intersections and has cycleways for safe cycling. There have been a limited number of incidents on this road.
Reducing speed limits will create safety issues	<ul style="list-style-type: none"> Will slow down emergency vehicles.

Why do you feel this way?	
Feedback Theme	Main points
<i>Mentions: 13</i>	
The reduced speed limit is unsuitable for this road <i>Mentions: 8</i>	<ul style="list-style-type: none"> • Road is designed for 60kph - major arterial road and main commuter road. • Already has too many traffic lights slowing traffic down.
Reduced speed is not good as it will increase journey times <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Longer drive for commuters to work. • Will affect surrounding businesses.
Other suggestions for speed limit increases <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Speed limit should be 70kph - the road is wide and safe, with dedicated cycle lanes, no driveways and very few intersections.

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



Road name	Osprey Street
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Oswald Close
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Paisley Street
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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

Road name	Pakuranga Road (Half Moon Bay)
Part of road	between 144m west of Stanniland Street and Ridge Road
Proposal	Current 60kph: Proposed 50kph

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 the existing speed limit	4
I think the current speed limit on this road should be kept the same	20
I agree with the proposed speed limit change on this road	3

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Lots of students crossing.
Reduced speed limit will create safety issues <i>Mentions: 6</i>	<ul style="list-style-type: none"> • People will come off this route and rat run in the side roads instead. • Will frustrate drivers (who make poor decisions/overtake dangerously). • Road will be less safe at slower speed. • People will likely run more red lights.
The reduced speed limit is unnecessary <i>Mentions: 26</i>	<ul style="list-style-type: none"> • The road with wide with multi lanes. • Road does not feel dangerous. • Has designated crossings for pedestrians. • Not frequented by pedestrians anyway. • Congested most the time anyway. • Current speed is suitable. • Cycling and walking are safe here.

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unsuitable for this road <i>Mentions: 12</i>	<ul style="list-style-type: none"> • This road is designed for 60kph. • This is a main/arterial road. • This road has 7 lanes. • There is no motorway alternative in this area for higher transit. • 60kph is already too slow.
Reduced speed is not good as it will increase journey times <i>Mentions: 10</i>	<ul style="list-style-type: none"> • East Auckland is disconnected and has minimal public transport. • Higher limits get people home faster on their commute. • Very congested on-peak and this will make situation worse.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Cars running red lights causes safety problems.
The proposed speed limit reductions lack local knowledge <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Drive in both peak and off-peak to see it is not necessary to reduce limit.
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Needs speed cameras. • Needs red light cameras.
Other suggestions for increased speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Should be 70kph.
Other comments	<ul style="list-style-type: none"> • This project is road safety or bureaucracy gone mad.

AT recommended way forward

Implement safe and appropriate speed limit as proposed.

Road name	Pakuranga Road (Pakuranga)
Part of road	between Ti Rakau Drive and Grammar School Road
Proposal	Current 60kph: Proposed 50kph

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 the existing speed limit	5
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	82

What do you think of the proposed speed limit change for this road? (Pin drops on feedback map*)	No. of mentions
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
I agree with the proposed speed limit change on this road	6
I think the current speed limit on this road should be kept the same	24
Other	8

**These pin drop sentiments could relate to either section of this road proposed for changes. It is prohibitively time-consuming to cross-reference each location, but if there is a need for more information, please advise the road in question and we will cross-reference the locations as required.*

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 9</i>	<ul style="list-style-type: none"> • There have been many accidents. • No grass verge between footpath and traffic lanes. • Drivers exceed 60kph over the hill. • Lots of aged care homes. • Lots of schools.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> • Lower speed is safer. • Lower speed will make it easier for residents to leave driveways. • Crossing the road is not safe. • Road has many driveways.
Reduced speed limit will create safety issues <i>Mentions: 16</i>	<ul style="list-style-type: none"> • Many accidents occur when speed limit is too slow for road. • More nose-to-tail accidents. • Will increase journey times of emergency vehicles. • Adds to driver confusion. • Most current accidents are nose to tail at slow speeds. • Will cause driver frustration and inattention. • Will cause more accidents.
Reducing speed limits will not reduce safety issues <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Slower speed will not prevent the accidents.
The reduced speed limit is unnecessary <i>Mentions: 74</i>	<ul style="list-style-type: none"> • No sound reason for speed limit reduction. • Current speed limit is fine. • Has traffic lights for pedestrian crossings. • Minimal pedestrian use. • Has T2 lanes for improving commuter times. • Road is straight. • Road has good visibility. • Road is frequently congested anyway. • Road has 6 lanes. • Current speed is already too slow.
The reduced speed limit is unsuitable for this road <i>Mentions: 42</i>	<ul style="list-style-type: none"> • This is a major throughfare connecting Eastern suburbs to motorway. • The layout of the roads allows for fast moving traffic (6 lanes).

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> • Important commuter and transit route. • Cars come from Waipuna at 80kph now have to slow to 50kph. • 60kph is too slow for this road.
Reduced speed is not good as it will increase journey times <i>Mentions: 37</i>	<ul style="list-style-type: none"> • Will slow traffic and increase peaks. • Will create gridlock. • Sitting in traffic is unproductive. • Will increase congestion. • Will increase journey times of emergency vehicles. • Will increase off peak travel times too.
Driver behaviour is causing safety risks <i>Mentions: 9</i>	<ul style="list-style-type: none"> • Educate people how to drive better/safer. • Safe following distances and indicating are important to reduce accidents. • Motorists travel well over 60kph currently. • Drivers need to adjust to the conditions. • This is a policing issue not a speed limit issue. • Drink driving, drug driving, inattention are the main issues. • Vehicles build up speed going down the hill towards Highland Park.
The low quality of the road is creating safety risks/needs fixing <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Fix road rather than decrease speeds.
The proposed speed limit reductions lack local knowledge <i>Mentions: 2</i>	<ul style="list-style-type: none"> • People that actually use road drive 70-80kph. • Pakuranga residents are furious at proposal to slow arterial roads.
Too many changes in speed limits along the road (or in area) will be confusing <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Best to have consistency down road. • If Aviemore and Ti Rakau drive are both 60 zones, this should be as well.

Why do you feel this way?	
Feedback Theme	Main points
Need to better enforce speed limits <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Increased physical police presence would help safety. • Enforcement speed cameras and red-light cameras. • Enforce current speed limit.
Only support the reduced speed limit during school operation times <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Would support temporary limit reduction during school start and finish hours.
Other physical improvements suggested <i>Mentions: 9</i>	<ul style="list-style-type: none"> • Introduce cycle lanes and bus lanes. • Put up a barrier/ fence next to footpath to separate from cars. • Change light phasing duration of the lights from Pakuranga turning right onto Ti Rakau Drive from green to red as people often run red light. • Now that work is finished on bus way, T2 lane should be returned to regular traffic lane as promised. • Should have controlled access driveways rather than individual ones. • Reallocate a traffic lane to continue two-way cycleway from Pakuranga to Howick. • Two left-turning lanes from Pakuranga Road southbound into Ti Rakau Drive eastbound.
Other suggestions for speed limit increases <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Should be 70kph.
Other comments	<ul style="list-style-type: none"> • There is lack of workable public transport in this area. • AT are making this up as they go along at the expense of motorists. • Installation of bus lanes recently has caused confusion as people enter and exit these late. • Once busway opens there will be less vehicles on the road making lower speed more unnecessary. • Proposal seems like a revenue collecting exercise. • Limit needs to align with AT visions of keeping people moving. • Now that work is finished on bus way, T2 lane should be returned to regular traffic lane as promised. • More frequent cross-town buses are required. • Slower, longer journeys increase emissions.

AT recommended way forward

Implement safe and appropriate speed limit as proposed.

Road name	Pakuranga Road (Pakuranga)
Part of road	between 180m east of Kerswill Place and Ti Rakau Drive
Proposal	Current 60kph: Proposed 50kph

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 the existing speed limit	1
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	39

What do you think of the proposed speed limit change for this road? (Pin drops on feedback map*)	No. of mentions
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
I agree with the proposed speed limit change on this road	6
I think the current speed limit on this road should be kept the same	24
Other	8

**These pin drop sentiments could relate to either section of this road proposed for changes. It is prohibitively time-consuming to cross-reference each location, but if there is a need for more information, please advise the road in question and we will cross-reference the locations as required.*

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary	<ul style="list-style-type: none"> • Pedestrians are separated from cars by bus lane and slip lanes. • Road is straight.

Why do you feel this way?	
Feedback Theme	Main points
<p>Mentions: 51</p>	<ul style="list-style-type: none"> • Traffic currently flows well. • Multiple sets of traffic lights to regulate traffic. • It's a wide straight road with good visibility. • This road is safe for the current speed limit - 60kph is appropriate. • Issue is volume of traffic, not the speed.
<p>Reduced speed limit will create, or not reduce, safety issues</p> <p>Mentions: 14</p>	<ul style="list-style-type: none"> • Many accidents occur when speed limit is too slow for road. • Causes driver frustration, impatience, and confusion. • Impatient drivers will overtake dangerously. • Drivers will pass slow vehicles.
<p>The reduced speed limit is unsuitable for this road</p> <p>Mentions: 33</p>	<ul style="list-style-type: none"> • As this is a main road, the current speed works fine and allow fast moving traffic. • Busiest road in the area. • Current speed limit is safe. • Brand new highway, designed to handle fast moving traffic. • 50kph is too slow for a road like this. • The proposed speed limit does not suit this main/arterial road. • Main throughfare in East Auckland.
<p>Reduced speed is not good as it will increase journey times</p> <p>Mentions: 20</p>	<ul style="list-style-type: none"> • Increases commuter times. • Should prioritise keeping traffic moving. • Will increase congestion.
<p>Reducing speed limits will not reduce safety issues</p> <p>Mentions: 2</p>	<ul style="list-style-type: none"> • Frustrated drivers will not have less accidents. • Lower speed won't save lives.
<p>Driver behaviour is causing safety risks</p> <p>Mentions: 4</p>	<ul style="list-style-type: none"> • Safe following distances and indicating are important to reduce accidents. • Don't punish good drivers because there are a few bad drivers that speed here. • Fines need to be higher for phone use while driving.

Why do you feel this way?	
Feedback Theme	Main points
Too many changes in speed limits along the road (or in area) will be confusing <i>Mentions: 1</i>	<ul style="list-style-type: none"> • If Aviemore and Ti Rakau drive are both 60 zones, this should be as well.
Need to better enforce speed limits <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Increased police presence would help. • Fines need to be higher to discourage speeding. • Need speed cameras and red-light cameras. • Enforce current speed limit.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Speed cameras are needed.
Other physical improvements suggested <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Increased police presence. • As bus service has been improved by new bridge now car lanes should be improved too, area is too narrow.
Other roads/suggestions for speed limit increases <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Bus way should be 60kph minimum and 80kph in places. • Important transport route, should be raised to 70kph or 80kph.
Other comments	<ul style="list-style-type: none"> • No train service so needs fast highways. • Keep cyclists safe by insisting they use new cycle path instead. • Stating figures from 2020 does not consider reduced accidents due to COVID lockdowns/ working from home etc. • AT speed reductions are making life more difficult for Aucklanders. • Lack of viable public transport alternative. • T2 lane should continue down whole road, not be split up. • Bus lane should extend whole length to Panmure. • Why is separated bus way 30kph? Should be 60kph minimum and 80kph in places.

AT recommended way forward

Implement safe and appropriate speed limit as proposed.

Road name	Pakuranga Road (Pakuranga Heights)
Part of road	between Grammar School Road and 144m west of Stanniland Street
Proposal	Current 60kph: Proposed 50kph

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 the existing speed limit	2
I think the current speed limit on this road should be kept the same	31
I think the speed limit should be lower than what is proposed	1
I agree with the proposed speed limit change on this road	3
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Current speed limit is too fast on this road. • Safer for all road users.
Reduced speed limit will create safety issues <i>Mentions: 7</i>	<ul style="list-style-type: none"> • The proposed speed limit cause driver irritation and frustration. • People will overtake slow vehicles. • Drivers will have trouble keeping to 50kph and will be distracted by the speedo.
Reduced speed limit will not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Drivers will ignore the new limit.
The reduced speed limit is unnecessary <i>Mentions: 33</i>	<ul style="list-style-type: none"> • The current speed works fine. • No evidence of need for lower speed.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> • Road is wide and straight with good visibility • Frequently congested with slow speed. • A reduction from 60kph to 50kph doesn't make road any safer for cyclists with cars passing at either speed. • Road has 6 lanes meaning cars can safely enter and exit driveways. • Traffic lights help regulate flow to help people exit driveways. • Drivers will ignore new limit like they ignore current 50kph zone on Te Horeta Road. • Already has a variable speed limit. • None of the listed schools are in this area. • Changing speed limit is unjustified by AT's definition as it is not 'unsafe rural', 'self-explaining', 'unsealed', 'no centreline'.
<p>The reduced speed limit is unsuitable for this road</p> <p><i>Mentions: 21</i></p>	<ul style="list-style-type: none"> • This is a main/arterial road. • Increased population in area, traffic flow is important. • 50kph is too slow for this road. • There are not viable faster alternatives to using this road. • Road has 2-3 lanes and both directions. • Road has traffic turning areas. • Flows well with current speed limit. • Road is a highway engineered for current limit.
<p>Reduced speed is not good as it will increase journey times</p> <p><i>Mentions: 8</i></p>	<ul style="list-style-type: none"> • Slow traffic from Eastern areas journeys. • Will increase congestion.
<p>Driver behaviour is causing safety risks</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Problem is not the speed limit - it is drivers who choose to exceed current limit. • People need to be taught how to drive better.
<p>Generally, road design needs upgrading/improving</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • As well as reducing speed limit, road design needs to be changed to further slow traffic. • Extend bus lane along whole road.

Why do you feel this way?	
Feedback Theme	Main points
The proposed speed limit reductions lack local knowledge <i>Mentions: 1</i>	<ul style="list-style-type: none"> Come and try drive at 50kph without constantly looking at speedo.
Other suggestions for speed limit increases <i>Mentions: 1</i>	<ul style="list-style-type: none"> Limit should be faster not slower.

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



Road name	Pandora Place
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Pelorus Place
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Pennygale Close
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Plantation Avenue
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Pleasant Place
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none">• Road is not designed for fast speeds.• Winding road.

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



Road name	Raewyn Place
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Redcoat Place
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Reno Way
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Reydon Place
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Riverina Avenue
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I only support the reduced speed limit for a certain period of the day	1

Why do you feel this way?	
Feedback Theme	Main points
Only support the reduced speed limit during school operation times <i>Mentions: 1</i>	<ul style="list-style-type: none">• Unnecessary out of school hours.

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

Road name	Roseburn Place
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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"> • People are happy with current limit.
Other comments	<ul style="list-style-type: none"> • Resolve issues with proposed bus lane first.

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



Road name	Rosetta Court
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Seymour Road
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Very little traffic. • Safe for pedestrians.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Waste of money to erect signs to slow traffic here.

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



Road name	Shelby Lane
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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

Road name	Shelly Beach Parade
Part of road	between 50m east of Pah Road and the eastern end of Shelly Beach Parade
Proposal	Current 50kph: Proposed 20kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 6</i>	<ul style="list-style-type: none"> • Busy road with traffic - there is no need for cars to travel quickly on this road. • There are a high number of pedestrians, children, dogs on this road. • Speeding vehicles make this road dangerous for users.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none"> • The limit should be 40kph or 30kph.
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Current limit is fine - reduced speed is not necessary. • 20kph is too slow for this road. • Car speedos are inaccurate at 20kph.
Driver behaviour is causing safety risks <i>Mentions: 5</i>	<ul style="list-style-type: none"> • There are many 'boy racers' that speed on this road. • Area is known for "speedsters".
Need to better enforce speed limits <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Existing speed limits are not enforced well by police.



Why do you feel this way?	
Feedback Theme	Main points
Other comments	<ul style="list-style-type: none">• Car speedometers are inaccurate at speeds as low as 20kph.

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



Road name	Silverwood Drive
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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

Road name	Smales Road
Part of road	between Kelvin Hart Drive and Chapel Drive
Proposal	Current 60kph: Proposed 50kph

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 the existing speed limit	1
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

What do you think of the proposed speed limit change for this road? (Pin drops on feedback map*)	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	9

**These pin drop sentiments could relate to either section of this road proposed for changes. It is prohibitively time-consuming to cross-reference each location, but if there is a need for more information, please advise the road in question and we will cross-reference the locations as required.*

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Safer for cyclists and pedestrians.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> • This is an industrial/commercial area. • Two lanes in each direction. • Road is currently safe.



AT recommended way forward

Implement safe and appropriate speed limit as proposed.

Road name	Smales Road
Part of road	between Springs/Harris Road and Kelvin Hart Drive
Proposal	Current 60kph: Proposed 50kph

What do you 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

What do you think of the proposed speed limit change for this road? (Pin drops on feedback map*)	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	9

**These pin drop sentiments could relate to either section of this road proposed for changes. It is prohibitively time-consuming to cross-reference each location, but if there is a need for more information, please advise the road in question and we will cross-reference the locations as required.*

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"> • Safer for cyclists and pedestrians.
Reduced speed limit will not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> • If limit is dropped to an unrealistic limit, people will ignore it.
The reduced speed limit is unnecessary <i>Mentions: 9</i>	<ul style="list-style-type: none"> • Two lanes in each direction. • Road is currently safe. • The speed limit should not be changed. It functions perfectly fine as is. • This is a straight road, with no risks or hazards.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> • Congestion during peak traffic times slows traffic anyway. • The current speed limit is appropriate for this road. • This is an industrial/commercial area. • There are no immediate driveways that would make this road unsafe. • There have been a limited number of incidents on this road.
The reduced speed limit is unsuitable for this road <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Major arterial route of East Auckland, engineered to be suitable for 60kph. • This is a major thoroughfare.
Reduced speed is not good as it will increase journey times <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Longer time on the road. • Reduced speed will affect traffic flow.
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"> • People can't keep track of limit and get speeding tickets.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> • 4 lane the stretch between Harris Road and Sir William Ave to complete corridor.

AT recommended way forward

Implement safe and appropriate speed limit as proposed.



Road name	Snell Place
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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

Road name	Stancombe Road
Part of road	Full length
Proposal	Current 60kph: Proposed 50kph

What do you 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 only support the reduced speed limit for a certain period of the day	1
I think the current speed limit on this road should be kept the same	8

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"> • Safer for all road users.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Overseas studies show that slower speeds on arterial roads lead to higher road tolls.
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Road was designed for 60kph. • Road has safe cycling infrastructure. • Road is wide and straight with no hazards, and good visibility.
The reduced speed limit is unsuitable for this road <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Main thoroughfare in East Auckland. • This is a main/arterial road.

Why do you feel this way?	
Feedback Theme	Main points
Only support the reduced speed limit during school operation times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Only reduce speed during drop off and pick up times.

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

Road name	Stonebrooke Lane
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Stornaway Drive
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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

Road name	Sunnyview Avenue
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> • 50kph is a fine limit, no point in reducing.
Reduced speed limit will not reduce safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Motorists do not stop at pedestrian crossings. • Vehicles frequently exceed current limit.
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Parents dropping off and picking up children is dangerous (parking on broken yellow lines, in bus stop or in middle of the road to let out/in children, turning around in driveways, speeding off). • Motorists do not stop at pedestrian crossings. • Nose to tail accidents are common during peak times. • Vehicles frequently exceed current limit.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> • If 50kph was enforced road would be safe enough.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Put a pedestrian/school crossing on Sunnyview Avenue.



Why do you feel this way?	
Feedback Theme	Main points
Other comments	<ul style="list-style-type: none">• Match the Advene Road, John Gill Road speed limits so they are all the same.

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



Road name	Susanne Place
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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

Road name	Swan Crescent
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

What do you 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 only support the reduced speed limit for a certain period of the day	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"> Cars currently speed here. Will be safer for school children.
Driver behaviour is creating safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Cars currently speed here.

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



Road name	Te Ara Kahikatea
Part of road	between 35m south of Ormiston Road and 50m south of Ormiston Road
Proposal	Current 60kph: Proposed 50kph

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

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

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

Road name	Te Irirangi Drive (Flat Bush)
Part of road	between 20m south of Te Koha Road and 100m north of Belinda Avenue
Proposal	Current 80kph: Proposed 60kph

Please note: this road goes through more than one local board area: please let us know if you want a summary of the feedback on the sections in other local board areas.

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 the existing speed limit	1
I think the speed limit should be lower than what is proposed	4
I agree with the proposed speed limit change on this road	8
I only support the reduced speed limit for a certain portion of the road	2
I think the current speed limit on this road should be kept the same	66
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"> • Current speed limit is unsafe for vulnerable road users to use the road. • Intersections at higher speed limits than 60kph are completely unsafe if not grade-separated (because that would be a motorway). • This road is dangerous at the current speed limit, especially for those wanting to access Botany Town Centre. • This road is dangerous for cyclists at the current speed. • Reducing the speed limit will make it safer for people to access the local shops. • North of Smales Road there is higher density housing and the mall.
Reduced speed limit will create safety issues <i>Mentions: 9</i>	<ul style="list-style-type: none"> • The reduced speed limit will result in more dangerous overtaking due to slow vehicles. • Reducing speed will cause driver distraction. • Reducing speed will cause drivers to be looking for speed cameras and at the speedo. • Slower speed will cause driver fatigue. • Drivers will get frustrated with a speed limit of 50 kph which will make it more dangerous.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> • Slow speed limit could cause anti-social driving and increase accidents. • Slower speeds cause driver fatigue. • A reduced speed limit will slow down emergency vehicles needing to use this road. • Drivers will spend too much time watching speedometers and looking for speed cameras. • Changes from 50kph up to 60kph encourage speed ups which are dangerous.
Reduced speed limit will not reduce safety issues <i>Mentions: 5</i>	<ul style="list-style-type: none"> • Reducing speed will not make it safer, it is already safe. • Crashes on this road are caused by people exceeding the speed limit (over 100kph) who will not be deterred by a lower limit. • Do not believe a speed reduction will improve safety. • No one will stick to an unreasonably slow speed limit. • Reducing current speed limit to 60kph would not address the cause of accidents along this road.
The reduced speed limit is unnecessary <i>Mentions: 53</i>	<ul style="list-style-type: none"> • There is no significant/potential residential development in this area therefore no driveways/houses accessing road. • When road is congested cars go below 60kph. • There are few pedestrians. • Traffic flows well. • Road is smooth and wide, separated by median and without any intersections. • Road is designed for current speed limit with 4 lanes. • Drivers will ignore a lower speed limit. • Road has red light cameras already for safety. • Very long and straight road, able to be driven safely at 80kph. • It has two lanes each way, separated by a large grass area. • The road is safe for cyclists at the current speed limit. • It's not difficult to turn out of Botany Town Centre at the current speed limit. • The road has pedestrian overbridges. • 60kph is fine here as traffic lights slow traffic anyway. • Side streets are isolated. • There have been no serious incidents on this road.

Why do you feel this way?	
Feedback Theme	Main points
<p>The reduced speed limit is unsuitable for this road</p> <p><i>Mentions: 39</i></p>	<ul style="list-style-type: none"> • The road is engineered for an 80kph speed limit • This is an arterial road of East Auckland. • Don't make an express way a 'slow way'. • It has two lanes each way, separated by a large grass area, with no houses directly accessing it. • This road was designed as a main thoroughfare. • This is a main road in East Tamaki. • There is an ever-increasing population using road, traffic flow is important.
<p>Reduced speed is not good as it will increase journey times</p> <p><i>Mentions: 20</i></p>	<ul style="list-style-type: none"> • Reduce the current speed will increase travel time. • Makes life harder for commuters and tradies. • Reducing speed limit will cause congestion. • Do not believe a speed reduction will improve safety, but it will add time to my commute. • Reducing the speed limit will introduce further delays to traffic.
<p>Driver behaviour is causing safety risks</p> <p><i>Mentions: 7</i></p>	<ul style="list-style-type: none"> • Motorists run red lights here, this is what causes accidents. • Truck and bus drivers drive carelessly and speed. • Only very high speeds over current limit cause fatal accidents. • Cars already drive below the current speed limit which is dangerous. • Drivers generate momentum on way down the hill. • Crashes on this road are caused by people exceeding the speed limit (over 100kph) who will not be deterred by a lower limit.
<p>Too many changes in speed limits along the road (or in area) will be confusing</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • A reduction to 50 kph, consistent with what is proposed for the other roads connecting from Te Irirangi Drive, would be even better. • The speed limit should be 50 kph consistent with surrounding roads.
<p>Only support the reduced speed limit for a certain time of day</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Introduce 'Limited Speed Zone' times, with a reduced speed limits applied ONLY at peak times.

Why do you feel this way?	
Feedback Theme	Main points
Only support the reduced speed limit for a portion of the road <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Reduce only to Haven Drive. • Only reduce speed by Botany shopping Centre, this is only dangerous part.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Speed limit should be 70kph.
Other comments	<ul style="list-style-type: none"> • Road was originally designed for light rail. • This is a deceitful way to make people use buses more. • Lowering the speed limits would encourage more people to walk or cycle. • There are limited cyclists anyway, don't inconvenience all motorists for a few cyclists.

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

Road name	Te Irirangi Drive (Huntington Park)
Part of road	between Ti Rakau Drive and 20m south of Te Koha Road
Proposal	Current 80kph: Proposed 50kph

Please note: this road goes through more than one local board area: please let us know if you want a summary of the feedback on the sections in other local board areas.

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)	5
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	5

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> The current speed limit needs to be lower due to intersections/driveways. Lots of pedestrian activity here.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 3</i>	<ul style="list-style-type: none"> 50kph is too low, make 60kph. 70kph is better.
The reduced speed limit is unnecessary <i>Mentions: 17</i>	<ul style="list-style-type: none"> Reducing speed limit won't prevent accidents. Current speed is safe. Not many accidents. Current speed keeps traffic flowing. Road is congested and lights slow traffic too.
The reduced speed limit is unsuitable for this road <i>Mentions: 4</i>	<ul style="list-style-type: none"> 50kph is too low as this is an arterial road. Main link to State Highway 1.

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Road is congested already - proposed speed limit will make it worse.
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"> 60kph will match remainder of road.

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

Road name	Thomas Road
Part of road	between 125m east of Joseph Street and Murphys Road
Proposal	Current 60kph: Proposed 50kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	4
I agree with the proposed speed limit change on this road	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"> • Road is wide with a safe footpath and little traffic. • Current speed limit is safe and appropriate. • Road leads into Murphys Road which is also 60kph.
Too many changes in speed limits along the road (or in area) will be confusing <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Simpler to have same speed limit as Murphys Road.

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



Road name	Thyme Court
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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

Road name	Ti Rakau Drive (Burswood)
Part of road	between 275m east of Gossamer Drive and Chapel Road
Proposal	Current 60kph: Proposed 50kph

What do you 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	41
I think the speed limit should be higher than the existing speed limit	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 10</i>	<ul style="list-style-type: none"> • Currently road is very dangerous - it is more than wide enough to accommodate slower speeds. • There are a lot of shopping areas on Ti Rakau Drive, and it is currently not friendly for anyone not in a vehicle. • Reducing the speed will make it safer for pedestrians and cyclists (road design not safe currently). • At peak times most motorists won't even be affected by the lower speed limit. • A lower speed limit will make it safer to cycle on this road.
Reduced speed limit will create safety issues <i>Mentions: 10</i>	<ul style="list-style-type: none"> • The last drop in speed limit led to more accidents due to light phasing not adjusted to new speed drop - people speed up to get through, and patches where there is no traffic and cars waiting to turn, versus a new stream arriving as the lights change with people trying to speed to beat the lights. • Reducing the speed limit will frustrate drivers, and cause drivers to overtake dangerously. • The last speed limit reduction resulted in more accidents.
Reduced speed limit will not reduce safety issues <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Speed limit reduction won't make road safer. • The problem is cars that are too powerful for the road. • Reducing by 10kph will not slow anyone down. • People causing accident are already speeding faster than the current limit, this won't change.
The reduced speed limit is unnecessary	<ul style="list-style-type: none"> • 80kph safe for this road. • Traffic lights naturally slow speed.

Why do you feel this way?	
Feedback Theme	Main points
<p>Mentions: 30</p>	<ul style="list-style-type: none"> • This road is often congested anyway. • Changing limit won't make poor drivers drive any better. • Road is engineered for 60kph. • Road is in a commercial area with little pedestrian traffic. • Road is safe and appropriate at the current limit. • Need to enforce the current speed limit, rather than punish good drivers by lowering the speed limit. • Speed on this road slows at peak traffic times anyway, and the current limit works well at off-peak times. • Reducing by 10kph won't slow anyone down. • None of AT's listed schools are on this road. • Does not meet any of the AT descriptions in the project (unsafe rural, self-explaining, unsealed, no centreline).
<p>The reduced speed limit is unsuitable for this road</p> <p>Mentions: 12</p>	<ul style="list-style-type: none"> • This road is a 6-lane highway. • Road can easily accommodate 80kph safely. • There is a centre barrier for safety. • This is the main thoroughfare road that connects Eastern Suburbs to Botany Town Centre. • This is a major arterial route of East Auckland • Road has been engineered for 60kph. • Viable public transport alternatives are not available.
<p>Reduced speed is not good as it will increase journey times</p> <p>Mentions: 8</p>	<ul style="list-style-type: none"> • There are no alternatives for travel from out East to the airport, and many airline staff live and work out this way. • Reducing speeds will increase commute times. • Lowering the speed will only make the congestion on this road worse.
<p>Driver behaviour is causing safety risks</p> <p>Mentions: 7</p>	<ul style="list-style-type: none"> • Changing limit won't make poor drivers drive any better. • People that currently speed will still speed. • Drivers making poor decisions. • Impatient drivers. • Light phasing needs to be adjusted - cars run red lights. • All recent crashes were from people driving over the speed limit or running red lights.

Why do you feel this way?	
Feedback Theme	Main points
The low quality of the road is creating safety risks/needs fixing <i>Mentions: 2</i>	<ul style="list-style-type: none"> • The footpath is very bumpy and narrow. • Road is poorly laid at intersection of Botany Road/Te Irirangi Road/Ti Rakau Drives
Generally, road design needs upgrading/improving <i>Mentions: 1</i>	<ul style="list-style-type: none"> • The bridge on Ti Rakau Drive is very dangerous, especially for cyclists crossing 2 lanes to access estuary. • Change is needed other than lowering the speed limit.
Only support the proposed speed limit for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> • None of this road needs changing, except the part over the bridge, which is dangerous.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Put more red-light cameras and speed cameras in to improve safety.
Other physical improvements suggested <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Introduce separated bicycle lanes, public transport lanes and pedestrian crossings. • Driveways should be closed off and intersections reduced, as these slow down traffic and are dangerous for people outside of cars.
Other comments	<ul style="list-style-type: none"> • Light phasing needs to be adjusted so there are not green lights when there are no cars. • Reducing speed limits goes against AT's recent commitment to keeping roads moving. • Ti Rakau Drive is the only option for East Aucklander's to get to airport. • There is no public transport to Airport from East Auckland. • Lowering the speed limit will encourage shift to more active modes of transport (walking and cycling). • Include cycling infrastructure with busway works. • Route does not meet any of the AT descriptions in the project (unsafe rural, self-explaining, unsealed, no centreline).

AT recommended way forward

Implement safe and appropriate speed limit as proposed.

Road name	Ti Rakau Drive (Pakuranga)
Part of road	between Pakuranga Road and 275m east of Gossamer Drive
Proposal	Current 60kph: Proposed 50kph

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 the existing speed limit	1
I agree with the proposed speed limit change on this road	15
I think the current speed limit on this road should be kept the same	51
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: 13</i>	<ul style="list-style-type: none"> Reducing the speed limit will make the road safer for pedestrians, cyclists and drivers. Cars frequently speed. Current speed is dangerous. Many residential houses and driveways on this route - turning into driveways is difficult at current speed limit. Retirement home in area. Will be safer for children walking. Lower speed limit is safer in absence of cycle lanes. Cyclists are often forced off the road or squeezed between traffic lane and parked cars. Reduced speed is safer for cyclists sharing the road. Consequences of accidents are lessened at slower speeds.
Reduced speed limit will create safety issues <i>Mentions: 6</i>	<ul style="list-style-type: none"> Will create driver confusion and frustration. Frustrated/impatient drivers make poor decisions.

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will not reduce safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> • There have been more accidents since drop from 70kph to 60kph.
The reduced speed limit is unnecessary <i>Mentions: 47</i>	<ul style="list-style-type: none"> • Road is safe to drive 60kph on. • Road design encourages cars to travel at 60kph. • No need to slow traffic flow. • Cyclists have plenty of room for safe cycling. • Road is congested anyway so traffic is slower than limit on peak. • Road has flowed better since going to 60kph, no need to reduce. • Not frequented by pedestrians. • Traffic is already slowed here as drivers change lanes to go over bridge. • During rush hour no one goes over 50kph anyway. • Already has light-controlled crossings for pedestrians. • Has traffic islands for safety.
The reduced speed limit is unsuitable for this road <i>Mentions: 24</i>	<ul style="list-style-type: none"> • The current speed limit keeps traffic flowing. • Main thoroughfare of East Auckland/ main arterial road. • Area has inadequate public transport so residents must drive to work. • Connects East Auckland suburbs to the motorway. • With increased population in the area traffic flow is important. • This is a mostly commercial and industrial area. • Has been engineered to the current speed limit.
Reduced speed is not good as it will increase journey times <i>Mentions: 16</i>	<ul style="list-style-type: none"> • Proposed speed would increase commuter times. • Proposed speed would increase bus journey times. • Lower speed limit will increase congestion. • Important to keep traffic moving.
Driver behaviour is causing safety risks	<ul style="list-style-type: none"> • People exceed the speed limit and will continue to do so because of road design.

Why do you feel this way?	
Feedback Theme	Main points
<p>Mentions: 7</p>	<ul style="list-style-type: none"> • Red light running is more dangerous than speed. • Red light running at intersection of Mattson Road and Ti Rakau Drive dangerous to pedestrians at controlled crossings. • Drivers cut off other drivers in order to get in the left turning lane to go over the bridge. • Don't make 80% of drivers suffer because 20% speed.
<p>The low quality of the road is creating safety risks/needs fixing</p> <p>Mentions: 1</p>	<ul style="list-style-type: none"> • Road improvements would mean lower speeds were not required.
<p>Generally, road design needs upgrading/improving</p> <p>Mentions: 1</p>	<ul style="list-style-type: none"> • Make changes to intersection controls as part of Eastern Bus way works e.g. Edgewater Drive.
<p>Need to better enforce speed limits</p> <p>Mentions: 1</p>	<ul style="list-style-type: none"> • Bring back speed cameras. • More enforcement of current speed limit. • Increase fines for speeding.
<p>Other suggestions for reduced vehicle speeds</p> <p>Mentions: 5</p>	<ul style="list-style-type: none"> • Needs speed cameras.
<p>Proposal is a waste of money</p> <p>Mentions: 1</p>	<ul style="list-style-type: none"> • Project is a waste of time and money.
<p>Other physical improvements suggested</p> <p>Mentions: 1</p>	<ul style="list-style-type: none"> • More cycle lanes and bus lanes, sooner rather than later.
<p>Other comments</p>	<ul style="list-style-type: none"> • East Auckland lacks train service or viable bus service alternative to private cars. • Slower/longer trips will increase emissions, not decrease them.

AT recommended way forward

Implement safe and appropriate speed limit as proposed.



Road name	Tiaka Place
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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

Road name	Tiraumea Drive
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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 the existing speed limit	1
I agree with the proposed speed limit change on this road	3
I only support the reduced speed limit for a certain period of the day	6
I think the current speed limit on this road should be kept the same	5

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Lower speed limits will make area safer.
Reduced speed limit will create safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Cause frustration and driver rebellion.
Reduced speed limit will not reduce safety issues <i>Mentions: 3</i>	<ul style="list-style-type: none"> • People will ignore a 30kph limit. • Will not resolve issue of 'boy racers'.
The reduced speed limit is unnecessary <i>Mentions: 8</i>	<ul style="list-style-type: none"> • Side roads are cul-de-sacs. • Footpaths are in good condition. • No one will adhere to a 30kph limit. • Not close to school.

Why do you feel this way?	
Feedback Theme	Main points
Too many changes in speed limits along the road (or in area) will be confusing <i>Mentions: 1</i>	<ul style="list-style-type: none"> • There are already lots of different limits in area. • Need to simplify.
Reduced speed is not good as it will increase journey times <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Will increase commute times. • Don't make road slow for people who don't speed usually.
Driver behaviour is causing safety risks <i>Mentions: 3</i>	<ul style="list-style-type: none"> • 'Boy racers' frequent the area. • 'Boy racers' will speed whatever the limit is and need to be stopped other ways.
Only support the proposed speed limit for outside school <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Area being slowed is too large. • Only reduce outside school and Kindy.
Only support the reduced speed limit during school operation times <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Slower speeds are only needed during drop off and pick up times.
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Mountable roundabouts at all intersections to slow traffic. • Should be 40kph in school zone. • Raised pedestrian crossing at shops by 62 Tiraumea Drive.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Unsure how limits will be enforced.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Use money for a basketball court to give youth something to do. • Don't waste money on new signs only needed during drop off and pick up times at school.

AT recommended way forward

Implement safe and appropriate speed limit as proposed.



Road name	Tornish Drive
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Towbridge Place
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none">• Not adjacent to the school.• Not many children walk to and from school.

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



Road name	Trelawn Place
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

What do you 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">• On street parking makes current speed unsafe.• Will be safer for those accessing the school.

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



Road name	Trident Place
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Tsar Court
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Undine Street
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Villarosa Lane
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Wheatley Avenue
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

What do you 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">• Not possible to get up to 50kph safely.• Small residential street.

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



Road name	Woodberry Drive
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

AT recommended way forward
Implement safe and appropriate 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 Howick Local Board area. It saved a significant amount of time reporting in this way.
- Submitters could see comments made by other people in different pin drops on the map. Due to this, there was occasional feedback in response to another submitter’s suggestion – for example, someone suggests a lower speed limit for one road, and another states the speed limit here should not be lowered. This has resulted in occasional opposition to lower speed limits where there are no changes proposed.



Suburb	Botany Downs
---------------	--------------

Feedback Theme	Main points
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none">• Introduce safe, separated cycling lanes between Botany town centre and Highland Park (Headcorn Place identified).

Suburb	Cockle Bay
---------------	------------

Feedback Theme	Main points
Other roads/suggestions for reduced speed limits <i>Mentions: 3</i>	<ul style="list-style-type: none"> Island View Terrace and Rangitoto View Terrace - Reduce to 20kph, road is winding with blind corners, narrow and is a no exit so backing out or three-point turns are needed to get out. Frequented by "speedsters". Litten Road at the least should be included in the 30kph zone from Churchill to Paparoa. Lots of drivers (of all ages) daily exceed 70-80kph on this straight stretch of road, overtaking those going 40-50kph. Need to be safe for children to walk home from school or the local parks etc, either with lower speed limit or raised pedestrian crossings. There are many other schools in the Howick/Cockle Bay area on streets with much greater traffic density than the ones in the specified area which have not been included in this phase of the programme.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Sandpit Road would be better served with a monitored school crossing or lights just up from Meadowlands Drive like the one that is near Cockle Bay school/Howick College (instead of lower speed limits). Or a lighted intersection at the top of Meadowlands Drive.

Suburb	East Tamaki
---------------	-------------

Feedback Theme	Main points
Other roads/suggestions for speed limit increases <i>Mentions: 14</i>	<ul style="list-style-type: none"> • Highbrook Drive (Southbound/Tamaki) - Speed limit should be raised to 80kph, currently too slow/unrealistic: current vehicle speeds are significantly higher than 60kph and those following the posted speed limit are causing safety risks, the road has become more dangerous since reduced. • Highbrook Drive (Northbound) - Speed limit should be 60kph here, as there are no driveways to conflict with, and better fits in with the rest of east Auckland arterials, has become more dangerous since reduced, cyclists and pedestrians have their own space and safe crossing areas. • Allens Road - Speed limit should be 60kph to match Highbrook Drive. • El Kobar Drive (Northbound) - Speed limit should return to original limit, new limit is too slow, especially off peak and road is wide and straight.
Other roads/suggestions for reduced speed limit <i>Mentions: 5</i>	<ul style="list-style-type: none"> • Highbrook Drive (Southbound/Tamaki) - Should be lowered to 50kph. There is no protection for people on bikes and is a regular route for large trucks. • Highbrook Drive (Southbound/Tamaki) - Lower to 50kph for safety reason and then need to better enforce the speed limit. This is a major cycle route, but the cycle path just stops. • Highbrook Drive (Northbound/Tamaki) - Lower the speed limit here as this section of the road is very dangerous for cyclists. • Allens Road - Lower the speed limit to 50kph. The cycle lane is only a painted line and gives no protection to cyclists from fast moving traffic • Belcoo Crescent - This is a major route through East Auckland, and is hazardous at the current speed limit.
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Highbrook Drive (Northbound/Tamaki (SE) - Extend the separated cycleway here. • The issue isn't speed - it's poor road layouts which lower limits won't help (like poorly designed merging lanes in Chapel Road, East Tamaki).

Suburb	Flat Bush
---------------	-----------

Feedback Theme	Main points
<p>The reduced speed limit is unsuitable for this road</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Skelligs Drive should not have a speed limit reduction. The road is engineered for an 60kph speed limit, and it is an arterial road of East Auckland. (No change proposed).
<p>Other roads/suggestions for reduced speed limit</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • Greenan Avenue - Often near collisions at intersection with Thomas Road. Slow traffic down. • McQuoids Road: need reduced speed as parking on both sides of the road make it one-way. • Middlefield Drive has a school on this road, but traffic speeds 60-70kph regularly. There is a park too, and many pedestrians: request for speed bumps on this road. • Jeffs Road and Valderama Drive should be included in proposal as Mission Heights Junior College has almost 1800 students and staff arriving and leaving along these two access roads, and congestion in peak times is of great concern.
<p>Other roads/suggestions for speed limit increases</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • All arterial roads in area should have limits of 70kph-80kph. • William Woods Court - is a main arterial road, it is wide with a large median and side lanes for housing access and limit should not be reduced. (No change proposed).
<p>The reduced speed limit is unnecessary</p> <p><i>ALL SUBURB – Mentions: 9</i></p>	<ul style="list-style-type: none"> • Changes in speed will make more frustrated drivers, increase congestion, making not only the normal day but peak hour difficult to drive through. • The higher speed limit roads are designed to keep traffic moving. Kids and pedestrians should know not to go across major roads and go to a crossing. • No need to reduce speeds in Flat Bush.
<p>Other comments</p> <p><i>(All suburb)</i></p>	<ul style="list-style-type: none"> • Government and Council should have been better prepared for population growth.

Suburb	Half Moon Bay
---------------	---------------

Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none">• Need a speed bump or other measures on Casuarina Road and/or Fiesta Drive - there is cars racing and doing burn outs there every weekend, and there are many families with young children living in the area.

Suburb	Highland Park
---------------	---------------

Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> Ballater Place should not have reduced limit, road is wide with good visibility. (No changes proposed) Aviemoore Drive does not need to be reduced. (No changes proposed)
Other roads/suggestions for reduced speed limit <i>Mentions: 1</i>	<ul style="list-style-type: none"> Aviemoore Drive - Should be 50kph if Pakuranga Road is reduced.
The reduced speed limit is unnecessary <i>ALL SUBURB – Mentions: 2</i>	<ul style="list-style-type: none"> Don't reduce any arterial roads in area below 60kph.

Suburb	Howick
---------------	--------

Feedback Theme	Main points
<p>Other roads/suggestions for reduced speed limit</p> <p><i>Mentions: 7</i></p>	<ul style="list-style-type: none"> • Nelson Street (Howick) - consider 40kph limit. • Picton Street (Howick) - consider 30kpr limit. • Sandspit Road - More traffic and pedestrians than other roads proposed to have reduced limits, reduce speed here too. • Litten Road - More traffic and pedestrians than other roads proposed to have reduced limits, reduce speed here too. • Churchill Road - More traffic and pedestrians than other roads proposed to have reduced limits, reduce speed here too. • Moore Street - Needs to be reduced as cars park on both sides of the road limiting space. • Wellington Street - Needs to be reduced as cars park on both sides of the road limiting space. • We have several other schools in the Howick/Cockle Bay area on street with much greater traffic density than the ones in the specified area which have not been included in this phase of the programme.
<p>Other roads/suggestions for reduced vehicle speeds</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Makes more sense (than reducing speed limits) to increase speed cameras along Ridge Road, Chapel Road and Bleakhouse Road in Howick, where people often speed, and it is entirely residential.
<p>Other roads/suggestions for reduced speed limit</p> <p><i>ALL SUBURB – Mentions: 2</i></p>	<ul style="list-style-type: none"> • Narrow streets similar to Moore and Wellington Streets need speed limit reductions where there is parking on both sides of the street narrowing road.

Suburb

Mellons Bay

Feedback Theme	Main points
Other roads/suggestions for reduced speed limit <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Beach Road - Should be included in 30kph to roundabout with Tranquillity Rise. • Beach Road (Mellons Bay) should be included in lower speed limit proposal please. • Tranquillity Rise - Should be included in 30kph. • Bleakhouse Road- Should be included in 30kph. • Castleton Drive - Should be included in 30kph, cars speed, lots of children.
Other suggestions for reduced speed limit <i>ALL SUBURB – Mentions: 1</i>	<ul style="list-style-type: none"> • All Mellons Bay roads speed limits should be reduced, not designed to be arterial roads.
Other suggestions for reduced vehicle speeds <i>ALL SUBURB – Mentions: 1</i>	<ul style="list-style-type: none"> • Selective Speed bumps are essential on the longer school road connections.

Suburb	Pakuranga Heights
---------------	-------------------

Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Riverhills Avenue - Reduce speed to deter rat running, road is being used as a rat run to shortcut from Gossamer Drive to Reeves Road.
Other comments <i>ALL SUBURB – Mentions: 3</i>	<ul style="list-style-type: none"> If there were four lanes for cars and two for buses then would support 50kph. AT are not improving public transport and not offering viable alternatives to driving. AT are not showing Aucklanders they care about them. Slowing traffic unnecessarily will create congestion where it is unnecessary and increase omissions.

Suburb	Pakuranga
---------------	-----------

Feedback Theme	Main points
<p>Other roads/suggestions for reduced vehicle speeds <i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • Aviemore Drive - Reduce limit from 60kph, cars speed, preschools in area. • Udys Road - Reduce speed to deter rat running, road is being used as a rat run to shortcut from Gossamer Drive to Reeves Road, road is narrow with no verge between road and footpath, suggest 30kph. • Side streets leading in and out of Tiraumea from other streets need speed limit reductions. • Do not reduce speed on all cul-de-sacs off Tiraumea Road. • Orion Street, Smith's Avenue, Calvert Street and Bates Street - a lot of speeding traffic comes through here. Having speed bumps would be a good deterrent.
<p>Other roads/suggestions for reduced speed limit <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • There should be a red-light camera at Mattson Ave, as it has worked at Reeves/Ti Rakau intersection.
<p>Other roads/suggestions for speed limit increases <i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • The speed limit on the beginning part of the Eastern Busway should be increased to match Pakuranga Road instead of being at 30kph. • Highbrook Road off ramp from SH1 - speed should not decrease here.



Suburb	Shelly Park
---------------	-------------

Feedback Theme	Main points
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none">• Sandspit Road near John Gill Road, needs a pedestrian crossing for the kids walking to school, and the part of Sandspit Road from Tui Vale to the corner of Sandspit and View roads, there is no footpath, so all the school kids have to cross Sandspit Road at dangerous points to walk on the footpath.

Suburb	Bucklands Beach
---------------	-----------------

Feedback Theme	Main points
<p>Other roads/suggestions for reduced speed limits</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Roads in Bucklands Beach used by vulnerable road users should be included: Bucklands Beach Road, Waller Avenue, the Parade. • Please include Waller Avenue, The Parade, and Bucklands Beach Road, in Bucklands Beach for inclusion in assessment.
<p>Other physical improvements suggested</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Roads in Bucklands Beach used by vulnerable road users should be included: Bucklands Beach Road, Waller Avenue, the Parade. • Bucklands Beach Road has become a local speedway, particularly towards Highland Park, and since the introduction of new roundabout at Sunderlands, try to make up for lost time. (Need a permanent speed camera or speed deterrent between Sunderlands Road and Bucklands Beach Intermediate school/roundabout Macleans Road intersect)



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

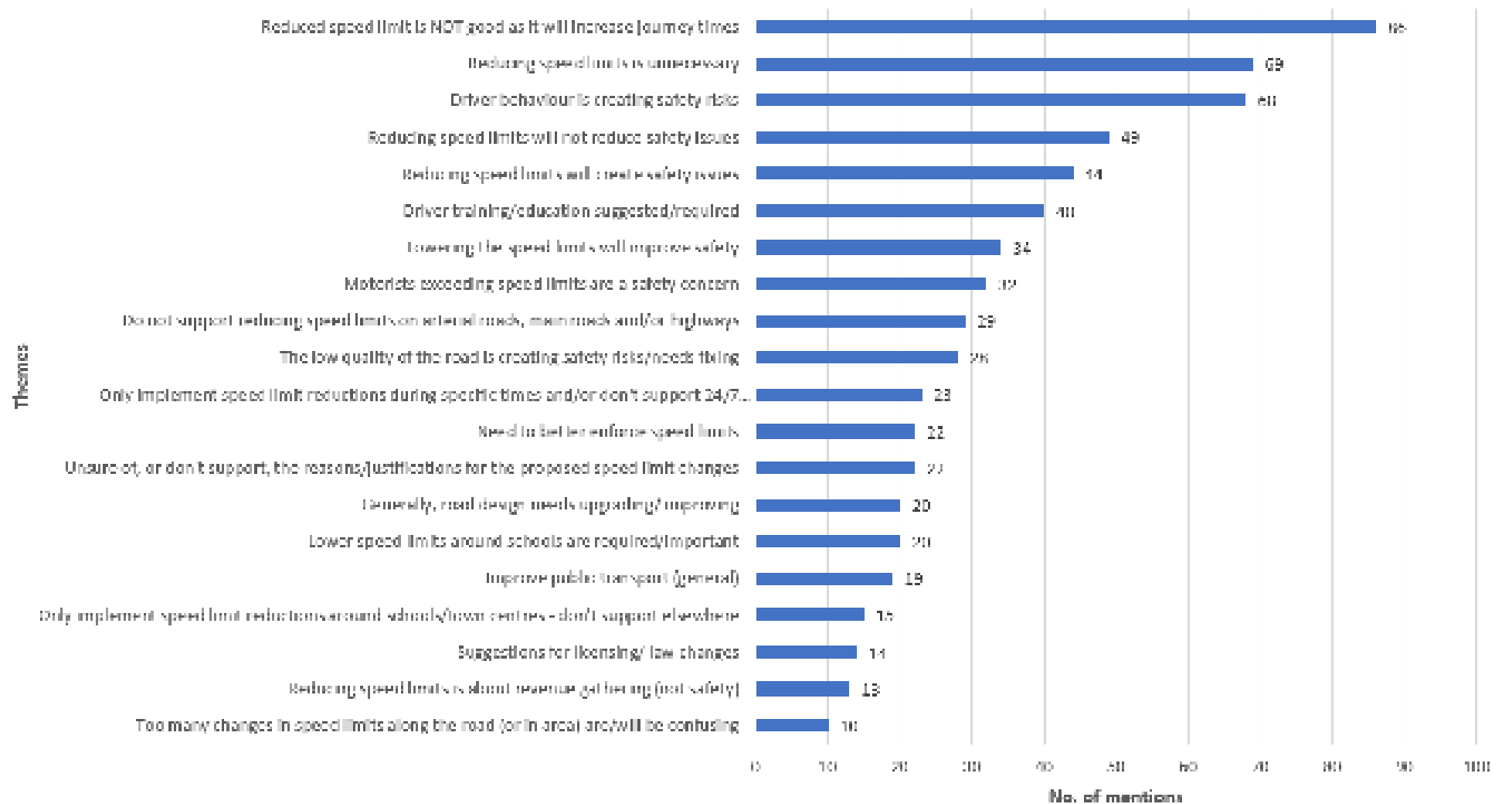
The feedback form also provided the opportunity for respondents to provide general comments on the Safe Speed Programme. Most this feedback was general in nature and could not be attributed to a particular road.

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

Please note:

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

Top 20 general themes: Howick Local Board Residents



Overall sentiment towards the Safer Speeds Programme

Feedback Theme	Main points
<p>Generally, support the safe speeds programme Mentions: 73</p>	<ul style="list-style-type: none"> • Lowering the speed limits will improve safety (31) • Motorists exceeding speed limits are a safety concern (4) • Driver behaviour is creating safety risks (3) • Generally, road design needs upgrading/improving (3) • Do not support reducing speed limits on arterial roads, main roads and/or highways (3) • Reduced speed limit is NOT good as it will increase journey times (3) • Lower speed limits around schools are required/important (2) • Need to better enforce speed limits (2) • Only implement speed limit reductions during specific times and/or don't support 24/7 implementation (2) • Reducing speed limits is unnecessary (2) • The low quality of the road is creating safety risks/needs fixing (1) • Reducing speed limits will create safety issues (1) • Driver training/education suggested/required (1) • Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes (1) • Lowering the speed limits will have other benefits (as well as/instead of safety) (1) • Concerns with the public engagement, and/or that AT won't listen to feedback (1) • Pedestrian, e-scooter, and/or cyclist behaviour is causing safety risks (1) • Lower speed limits around marae/other high pedestrian areas are important (1) • Lowering speed limits will have a negative effect on climate change/environment (1) • Improve cycle infrastructure (1) • Lowering speed limits will have a positive effect on climate change (1) • Other comments (2)

Generally, do NOT support the safe speeds programme

Mentions: 230

- Reduced speed limit is NOT good as it will increase journey times (59)
- Driver behaviour is creating safety risks (50)
- Reducing speed limits is unnecessary (47)
- Reducing speed limits will not reduce safety issues (42)
- Reducing speed limits will create safety issues (34)
- Driver training/education suggested/required (27)
- The low quality of the road is creating safety risks/needs fixing (24)
- Generally, road design needs upgrading/ improving (13)
- Improve public transport (13)
- Motorists exceeding speed limits are a safety concern (11)
- Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes (11)
- Need to better enforce speed limits (11)
- Suggestions for licensing/law changes (11)
- Reducing speed limits is about revenue gathering (not safety) (10)
- Do not support reducing speed limits on arterial roads, main roads and/or highways (10)
- Too many changes in speed limits along the road (or in area) are/will be confusing (7)
- Lowering speed limits will have a negative effect on climate change/environment (6)
- Only implement speed limit reductions during specific times and/or don't support 24/7 implementation (5)
- Concerns with the public engagement, and/or that AT won't listen to feedback (5)
- Do not support reducing speed limits on open roads, rural/country roads and/or paper roads (4)
- Lower speed limits around schools are required/important (4)
- Zero deaths by 2050 is unrealistic/impossible (4)
- Only implement speed limit reductions around schools/town centres (4)
- Pedestrian, e-scooter, and/or cyclist behaviour is causing safety risks (4)
- Physical improvements suggested (4)
- Motorists going SLOWER than the speed limit are a safety concern (3)
- New speed limits need to be clearly signposted (3)
- Lower speed limits in/around town/shopping centres are required/important (3)
- Concerns/disagree with speed limit reduction around schools (3)

	<ul style="list-style-type: none"> • The proposed speed limit reductions lack local knowledge (2) • Improve pedestrian infrastructure (2) • General suggestions for speed limit increases (2) • Other suggestions for reduced vehicle speeds (2) • Lower speed limits on rural/unsealed/winding/narrow roads are required/important (1) • Lower speed limits around marae/other high pedestrian areas are important (1) • Other comments (1)
<p>I support some proposals and do NOT support other proposals in the Safe Speed Programme</p> <p><i>Mentions: 146</i></p>	<ul style="list-style-type: none"> • Reduced speed limit is NOT good as it will increase journey times (24) • Reducing speed limits is unnecessary (20) • Motorists exceeding speed limits are a safety concern (17) • Only implement speed limit reductions during specific times and/or don't support 24/7 implementation (16) • Do not support reducing speed limits on arterial roads, main roads and/or highways (16) • Driver behaviour is creating safety risks (15) • Lower speed limits around schools are required/important (14) • Driver training/education suggested/required (12) • Only implement speed limit reductions around schools/town centres (11) • Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes (10) • Reducing speed limits will create safety issues (9) • Need to better enforce speed limits (9) • Reducing speed limits will not reduce safety issues (7) • The proposed speed limit reductions lack local knowledge (7) • Improve public transport (6) • Generally, road design needs upgrading/ improving (4) • Physical improvements suggested (4) • Lowering the speed limits will improve safety (3) • The low quality of the road is creating safety risks/needs fixing (3) • Reducing speed limits is about revenue gathering (not safety) (3) • Suggestions for licensing/ law changes (3) • Concerns with the public engagement, and/or that AT won't listen to feedback (3)

- Too many changes in speed limits along the road (or in area) are/will be confusing (3)
- Lower speed limits around marae/other high pedestrian areas are important (3)
- Concerns/disagree with speed limit reduction around schools (3)
- Lower speed limits around residential areas are required/important (3)
- Do not support reducing speed limits on open roads, rural/country roads and/or paper roads (2)
- Motorists going SLOWER than the speed limit are a safety concern (2)
- Pedestrian, e-scooter, and/or cyclist behaviour is causing safety risks (2)
- Lower speed limits on rural/unsealed/winding/narrow roads are required/important (2)
- Improve pedestrian infrastructure (2)
- General suggestions for speed limit increases (2)
- New speed limits need to be clearly signposted (2)
- Lower speed limits in/around town/shopping centres are required/important (2)
- Lowering speed limits will have a negative effect on climate change/environment (2)
- Lowering the speed limits will have other benefits (as well as/instead of safety) (1)

General positive comments about the Safe Speeds Programme

It is possible that some main points listed next to the themes in the section below are not applicable to this Local Board area, as we could not filter main points by the Howick Local Board area, just themes

Feedback Theme	Main points
<p>Lowering the speed limits will improve safety <i>Mentions: 34</i></p>	<ul style="list-style-type: none"> • Lower speed limits will improve road safety and reorient public spaces to encourage walking, cycling and other forms of healthy transport. • Lower speed limits will protect cyclists, children, pedestrians, vulnerable people, horse riders on the road. • Reduced limits will force those currently speeding (and those who see 100kph as a target) to slow down. • Current speed limits in residential areas are too high to be safe. • High speeds (above current limit) contribute to more injuries and reducing speed can help. • Safer feeling community and atmosphere. • People tend to exceed the speed limit at least a little, particularly around schools and school buses: a lower limit will help. • People are driving faster and more recklessly, including main roads as well as residential streets. • New developments/increased pedestrians/traffic volumes in the area - need lower speed limits for safety. • There is a lot of evidence showing that lower speeds increase the likelihood of a vulnerable road user surviving a crash. • Lower speeds improve reaction times and stopping distance in the event of an accident. • Have been accidents in this area - agree with speed reductions to help prevent these. • Will be safer on roads that are narrow and/or have no shoulder/are dangerous to drive at current limit. • International experience has proven roads are much safer when their speed is set to the slowest user of those roads, and in particular when they are not set to that of cars. • Will lower the crash rate on roads where that is an issue due to speed. • We should make all roads 30kph and then increase speeds on the roads that have sufficient safety features. • I walk cycle and use my e-scooter on roads that are increasingly clogged with parked cars. It is dangerous for me to use the road between cars that are going 50kph and parked cars whose doors may open at any time. • The proposed 24/7 30kph speed limits will help keep kids safe during normal school hours, before and after school care and the other times when school kids and the community are using the school grounds for sports and leisure, including weekends. • Will improve bad habits people have of driving fast at unsafe speeds. • The reduction in speed is directly correlated to reduction in risk of an accident and injury when an accident does happen.

Feedback Theme	Main points
<p>Lowering the speed limits will have other benefits (as well as/instead of safety)</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Lower speed limits will reduce vehicle noise/dust nuisance for residents, especially from trucks. • Lower speed limits will encourage walking, cycling and other forms of healthy transport. • Lower speeds will largely obviate the need to create more speed humps. This will be a cost saving. • Closer and more connected community. • Will reduce rat-running behaviour/ heavy vehicle usage. • More of a pleasant journey for pedestrians/cyclists. • Will reduce private vehicles and increase public transport usage. • Lower speeds will make it less likely that drivers will cross the centreline when traversing right hand bends, which is currently very common. • 30kph should be the speed limit in as many places as possible to discourage driving. Busses can have their own lane with faster speed limits along with scooters/bicycles. • Sends the message that the road is for more than just cars. • Finally gives some consideration to other road users, not just cars. • It will help bring a "village" feel and make it nicer to walk around which will only be good for encouraging people to shop local. • Higher speeds lead to increased congestion because drivers end up braking suddenly or moving with indicating. • Will improve bad habits people have of driving fast at unsafe speeds.
<p>Lowering speed limits will have a positive effect on climate change</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Driving at lower speeds is more fuel-economical, which is better for the environment in the long run. • Encouraging more people to use active forms of travel will reduce carbon emissions. • Please lower the speed limit as much as possible on as many roads as possible and take cars off many roads altogether. This is the level of change required to meet carbon goals.

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

It is possible that some main points listed next to the themes in the section below are not applicable to this Local Board area, as we could not filter main points by the Howick Local Board area, just themes

Feedback Theme	Main points
<p>Reducing speed limits will create safety issues</p> <p><i>Mentions: 44</i></p>	<ul style="list-style-type: none"> • Reduced speed limits result in frustration and impatience, leading to poor decisions, dangerous/risky overtaking, using bus lanes, tailgating, hesitation, near misses, and congestion. • Will cause issues with speeds changing from one street to another. • Will make driving around Auckland even more chaotic. • Crash/death toll has been higher since speed limits have been lowered - negative outcomes do not justify more changes of the same. • 30kph (outside of city centre and schools) will do more harm than good because many will not comply. • Will increase number of accidents (some obeying, some not; frustration; distraction). • A Penn State University study concluded crashes increase due to complacency (i.e. not concentrating) if the speed limits are set more than 16km/h below the engineering standard. "We found there was an increase in fatal, and injury crashes at locations with posted speed limits set 10 miles per hour or more below engineering recommendations." • Reducing the speed limit will make it harder for emergency volunteers to get to the [Fire] station to attend an emergency when needed. • Lower speed limits will delay emergency services and first responders and potentially cost lives - ambulances are only allowed to travel 15kph/20kph/30kph over the speed limit. • High number of signs/visual pollution/inconsistent speeds is leading to confusion, frustration, and accidental law breaking. • If you try to reduce speeds on arterial roads, there will likely be very little compliance and therefore higher actual speeds across the targeted area. • People driving under the speed limit is what causes the accidents, and this proposal will make it worse. They cause people to make angry, irrational decisions/driving because of holding other drivers up. • Cruise control doesn't work/struggles at 30kph. • Very difficult to drive heavy vehicles at 30kph. • This will be making drivers worse/unfamiliar with roads everywhere else (with higher speed limits that they would now be unused to). • I'd rather keep my eyes on the pedestrians and cyclists, not my speedometer/worrying that I've missed yet another speed change. • Last year (2021) the road toll was the highest it has been in the last 4 years - proving that the lower speed limits did not produce the results you state it was there to provide - and actually did the opposite. • Changing speed limits is going to do more harm. • Reducing speed limits too far make people speed up in other areas to make up the time lost.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Almost all drivers adhere to the current speed limits. Lowering them further is only likely to test the patience of those already inclined to break the current speed limits. • Lower speed limits will increase journey times and result in fatigue and more time on the road, which increases the chances of being involved in a crash (regardless of the speed you/other drivers are travelling). • I've seen people cross more in front of slower cars than in front of cars doing the speed limit, and cyclists pull out in front of cars going 40kph or below. • Slowing modern cars down to less than 30kph can result in the "A" pillar blind spot matching the pedestrians crossing walk in speed. The first time the driver sees the pedestrian is just before they come together. Vehicles approaching at about 40kph often have better vision of pedestrians. • Drivers will be frustrated by the change and will likely ignore it, leading to a dangerous false sense of safety for vulnerable road users. • Reducing speed limits this much (60%, from 100kph to 40kph) is going to infuriate drivers. • Will increase rat-running behaviours (often at speed) on streets that are even more dangerous for high traffic volumes and speed (like by playgrounds, residential, etc). • Manual vehicles can struggle to keep driving at 30kph - it is only a temporary speed - cars themselves want to go faster. • Lower speed limits make 'speedsters' go even faster. • Distracted drivers and drivers on their phones (playing games, texting) are a huge problem, and lower speed limits will make this worse. • The proposed low speed limits are patronising and imply we cannot think for ourselves or drive to the conditions: people will rebel against them, and all road rules will lose credibility. • With a 30kph limit, bicycles and scooters will be overtaking cars which will be incredibly unsafe. • Where significant changes are made that not justified by evidence, the road will be more dangerous. • Some changes will critically delay emergency responders - should exclude (or reduce severity of changes) on streets where fire stations are located, on primary response routes to optimise the efficiency of response, and on roads within 8-10 km radius of a volunteer fire station, to support volunteers to reach stations in a timely manner, to reduce impact on response times to emergencies in rural areas.
<p>Reducing speed limits will not reduce safety issues</p> <p><i>Mentions: 49</i></p>	<ul style="list-style-type: none"> • Reduced speed limits have not/will not make the roads safer. • Speed limits are not the issue (it is road condition/ driver behaviour/education/ distraction/ licencing/ pedestrian behaviour/ road design, etc). • The drivers that cause accidents aren't mindful of speed limits anyway. • Lower speed limits won't help if the issue is poor road layouts/design. • Poor driving skills/illegal behaviour is the issue, which will not be changed by lower speed limits. • Constantly reducing speed limits is just 'nannying' people, not solving the problem at all. • Lower speed limits are impractical/will not work because people will not abide by them.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Logging trucks are making the road unsafe, not the speed limit. • Reduced speed limits need to be accompanied by engineering to make the road look like the limit is appropriate, or it will not work. • If you try to reduce speeds on arterial roads, there will likely be very little compliance and therefore higher actual speeds across the targeted area. • The safer speeds program is unlikely to achieve the intended outcome of zero deaths. • The sign company will be the only one who benefits from these decisions. • Blanket speed limit decreases will not solve all the death and injury issues. • Speed limits on rural roads won't change regardless of any limit change as they are not monitored by police as often as main roads. • Speed is the symptom not the cause, focus on the cause and this will fix the problem. Fix the symptoms (speed) and the root cause will remain. • Without enforcement, reducing the speed limits will do little to nothing. • If drivers are already driving below the posted limits on some proposed roads because of road conditions what is the point in reducing the limit? • This will have a low return (i.e. harm reduction) for the investment compared to other safety initiatives e.g. changing dangerous intersections, improving pedestrian crossings etc. • Locals/drivers in rural areas will not comply to the lowered speed limit because they know how to drive on their roads, and it is not enforced. • All that this proposal will do is punish people who drive well and stick to speed limits, with a longer commute.
<p>Lowering speed limits will have a negative effect on climate change/environment</p> <p><i>Mentions: 9</i></p>	<ul style="list-style-type: none"> • Making trips longer/more acceleration and deceleration will massively increase CO2 emissions. • This will lead to excessive fuel use and engine wear. • Judder bars in main thoroughfares are environmentally unfriendly. • You are trying to force people to use dirty and polluting diesel buses.
<p>Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes</p> <p><i>Mentions: 22</i></p>	<ul style="list-style-type: none"> • This is impeding the city, commerce, and the ability of everyone to go about their day, in favour of AT's ideological hatred of the private vehicle. • Is there any high crash data or evidence of pedestrians being hit to justify changes? • Crash/death toll after previous round of lowered speed limits were higher than before reductions - negative outcomes do not justify more changes of the same. • Not aware of any serious (or any) accidents in some areas for roads proposed for 30kph. • Consultation materials state there are many factors besides speed, and traffic is already travelling slower than posted speeds but still have accidents - look at the other risk factors before changing speed limits. • The research does not support/there is insufficient data that reducing speed limits from 50kph to 30kph will significantly impact injury/death rates. • Where a road is obviously unsafe (history) and natural quality/design then a lower posted limit has value communicating that. When you have so many roads with randomly different values and no obvious reason, the posted limits lose credibility.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Many of the current proposed changes are over-the-top and not based on real risks. • AT is not focussing on the roads that have high crash rates - this is unacceptable and should be reviewed to reduce speed limits on roads that matter in terms of lives. • Publishing the data of accidents within the current vs proposed speed limits, including determined cause (i.e. alcohol involved) will be a convincing argument to support this programme. If crashes are due to alcohol or other factors, then these should be focussed on to fix instead of speed. • 100kph roads should not be considered for lower limits unless significant death toll justifies the change. • High number of signs/visual pollution/inconsistent speeds is leading to confusion, frustration, and accidental law breaking. • If necessary, utilise cameras in areas that the accident injury rate confirms data to support the changes, don't negatively affect all road users without anything to warrant the changes. • Are AT people going out and seeing if these reductions are working or is it all computer simulation, calculations, and reconfiguration? • Has the lowering of speed limits around the Auckland CBD been successful? How many road deaths have the lowering of speed limits saved? I'm interested to see the road toll statistics for the Auckland CBD in prior years to currently. • There has been a complete failure of justification of the reduced speeds. Where are the stats showing the accidents / injuries / fatalities on each of these roads? • I do not trust AT have done the due diligence or have any substantial data to back up the speed limit reduction proposals for ALL the roads they are targeting. There are many roads which could be made safer which are not featured here. • How many of the 36 deaths on Auckland roads in 2020 occurred on roads you are proposing changes to? • Look at the accidents in the last 5 years (posted on the Devonport Community Facebook site), none are in the area in which you are "proposing" to lower the speed limits. • A blanket approach is not correct – roads need to be independently assessed for suitable speed limits, considering accident data, geographical setting, road quality and camber, etc. If you do not have the data, then you need to study/assess the road until you have it to justify changes. • Request for evidence of injury/crash data for specific area, including cause of crash, speed of vehicles, and if any pedestrian/cyclist involvement. • I don't believe "Current guidelines do not recommend speed limits of 70kph or 90kph because they have been proven to confuse drivers and lead to them driving faster than the speed limit" is a valid reason for a speed change. If people are confused with 70 or 90kph then as a human race we have a big problem - these people should not be on the roads. • The stated benefits of these speed changes have been exaggerated by manipulation of statistics (such as using figures prior to and during the pandemic lockdowns). Comparing 18 months accidents with a 5-year number, when a lot of the 18 months data was during lockdowns is not a fair comparison. • I call into question the calculations that the death risk figures from the AR-R560-18 report, which were cited in the AT Proposed speed limit changes brochure.

Feedback Theme	Main points
<p>Too many changes in speed limits along the road (or in area) are/will be confusing <i>Mentions: 10</i></p>	<ul style="list-style-type: none"> • Frequent changes in speed limits mean drivers are watching for signs or watching their speedometer, rather than watching the road. • Will cause issues with speeds changing from one street to another. • Too confusing having inconsistent speeds for no clear reason. • By introducing too many variables or speed limits too slow you are causing confusion, frustration and interruptions to traffic flows. • Changes in speeds and traffic conditions are a bigger safety issue than higher speed limits. • Waiheke Island should have fewer changes in speed limit, e.g. be 30kph throughout, or for example Donald Bruce Road should have fewer than the currently proposed three different speed limits along its length. • Better, cheaper, quicker, and less confusing for drivers to make a few simple rules and apply them everywhere: e.g. shopping strips and schools 30kph; low building density roads 80kph; bends and intersections and everything else 50kph. • Lower the speed limit for the whole area, nice and simple, no confusion, tinkering, ongoing costs etc.
<p>Reduced speed limit is not good as it will increase journey times <i>Mentions: 86</i></p>	<ul style="list-style-type: none"> • Traffic lights are still phased for the old 50kph limits, so driving at reduced limits means you catch every red light. • Reducing speeds in some areas adds significant time to journeys and fails to clear congestion. • Does not make sense to reduce speed limits on roads with bus services. • Businesses and drivers should be compensated for additional time and fuel spent travelling. • The estimate of increased journey times is significantly understated for people who live and commute rurally (e.g. top of Awhitu Road to the city is more than '1-2 minutes' delay). • It needs to be balanced without compromising the network and creating congestion. • Proposed changes are going to cause congestion/ gridlock. • People in rural areas will suffer the most, with extended journey times, fuel costs and engine wear. • Overall travel time costs have not been truly accounted for - 20% increase per person adds up. • The inability to move around Auckland with ease will be detrimental to the long-term attractiveness/ economic success of Auckland. • The proposal is going to increase/encourage rat-running behaviour/speeding to make up for lost time. • Don't have the time to waste going slow as a commercial driver. Get rid of the civilians then you can your low-speed zones during work day hours Monday to Friday. • Decreasing speed limits in so many areas will make daily life unbearable for the average person. • It will add to inflation as goods & services will cost more with longer travel times. • Freight is significantly slowed, and with rising fuel costs coupled with an inefficient and high-cost public transport system, the increased time spent in cars will increase the costs of the working class.

Feedback Theme	Main points
<p>Reducing speed limits is unnecessary</p> <p><i>Mentions: 69</i></p>	<ul style="list-style-type: none"> • Many of these roads can be driven on safely at higher speeds provided drivers are competent and attentive. • Raised pedestrian crossings/existing traffic calming/traffic lights/roundabouts already slow down traffic (no need for lower limits). • Area is not busy and lower limits are unnecessary as schools have footpaths connecting them already (Greenhithe). • Roads in town centres and near schools already have traffic slowing measures. • Roads are already perfectly safe at current speed limits. • Cars are getting safer, with shorter stopping distances, and lots of safety features for occupants, other road users, and pedestrians. • Should not apply where cyclists and pedestrians are separated from cars. • The 60kph and 80kph speed limit reductions throughout East Auckland (e.g. Te Irirangi Drive, Chapel Road, Pakuranga Highway) make no sense as the roads are wide with minimal conflict zones, and designed to be driven at this speed. • By your own assessment 90% of the drivers are ALREADY travelling slower than the existing speed limit. • Unnecessary where there are not high accident rates and speeding/traffic volumes/pedestrian numbers. • Schools already have safe speed zones in the morning and closing time, and town centres have significant traffic lights and pedestrian crossing areas. Therefore, 30kph zones are not required. • Drivers who already ignore current speed limits will not suddenly adhere to a lower one. • Instant fines and disqualifications will work best to reduce speed on roads. • Reducing all streets to 30kph where they are not near schools, local parks and aged care facilities, is excessive. • It will be bad for public morale if the limits for safe roads are reduced as this will look like a revenue gathering scheme. • While I support and embrace the intent of the programme, speed limit proposals in areas that do not warrant it are not the way to achieve the outcome. • The roads are already congested - there is no reason to lower speed limits as people are already forced to drive slowly.
<p>Reducing speed limits is about revenue gathering (not safety)</p> <p><i>Mentions: 13</i></p>	<ul style="list-style-type: none"> • Poor attempt to address the issue - speed limits are easier to enforce than other safety measures and are good revenue-gathering opportunities. • Are businesses/drivers going to be compensated for additional time/fuel spent travelling or is this more about revenue gathering? • Lower speed limits will just be exploited by mobile speed camera operators. • Reducing speeds on safe 100kph country roads seems like financially based policing. • Rather than having speed traps in locations and conditions that are perfectly safe for higher speeds, Police resources should be focused on locations and conditions that are dangerous. It feels like a revenue generation approach. • If you're lowering speed limits, lower the fines at the same time. It's about safe speed, not about the money. You already know fines are not working - although a penalty still needs to be incurred, lower fines might get paid more often.

Feedback Theme	Main points
<p>Driver behaviour is creating safety risks <i>Mentions: 68</i></p>	<ul style="list-style-type: none"> • Investigate other aspects of road safety (e.g. people using phones while driving) to reduce accidents on these roads (not speed limit reduction). • There are a lot of bad drivers in New Zealand. • Lower speed limits do not make people drive safer. • Need to better enforce basic road rules rather than imposing a slower speed. • Issues are due to poor driving technique such as jumping lights; driving along pavements; illegal u- turns; not indicating, etc (not speed). • Should instead focus on preventing tired/distracted drivers, or alcohol-related crashes. • There are so many cars driving around illegally, no WOF or Rego, oversize tyres and lowered cars, illegal bikes and noisy bikes are also a concern. Get those off the road. • Putting speed bumps on main roads don't fix the problem, they cause people to avoid those roads and use other roads. • The most dangerous driving around schools tends to be red light runners or people driving through orange when could clearly stop. This behaviour seems exasperated by short or badly phased light changes and lack of clarity or education about not queuing through intersections. • People often fail to stop or even slow down for pedestrian crossings. • People don't tend to drive to conditions or the speed limit, tailgate, or have little consideration for other road users. • Reducing the speed limits panders to/'nannies' the incompetent drivers who then have no reason to learn to drive better. • Road deaths are mostly the cause of drunk or drugged driving. • Human error is what causes accidents - a lower speed limit will reduce these by giving drivers more time to react, or others to react to bad driving. • Advertise the evils of poor and anti-social driving rather than spending on promoting the virtues of reduced speed limits. • This proposal is punishing everyone instead of focusing on those who aren't using due care while on the roads (both pedestrians and drivers). • Slower speed limit would reduce rat-running behaviour. • Safety issues are less about speed and more about the people who drive with no licenses and drive people on restricted licenses. • Many drivers cross the centre line repeatedly even on blind corners. This is not speed dependent, even slow drivers do this. • Lower speeds will make it less likely that drivers will cross the centreline when traversing right hand bends which is currently very common.
<p>Motorists going SLOWER than the speed limit are a safety concern <i>Mentions: 5</i></p>	<ul style="list-style-type: none"> • It's people driving under the speed limit that cause the accidents, and this proposal will make that worse. They cause people to make angry, irrational decisions/driving because of holding other drivers up. • Some drive less than the speed limit. They will be even more of a hazard on the road with people flying past them to overtake. • People drive too slowly (usually while looking at their phones) which cause frustration and overtaking in dangerous locations out of desperation. • At the moment, some tourists tend to drive a lot slower than the speed limit as is (sometimes 30-60kph below the limit which is very dangerous).

Feedback Theme	Main points
<p>Motorists exceeding speed limits are a safety concern</p> <p><i>Mentions: 5</i></p>	<ul style="list-style-type: none"> • Will increase number of accidents due to speed differences between those following and those ignoring new speed limits. • Lower speed limits are impractical/ will not work because people will not abide by them. • 30kph (outside of city centre and schools) will do more harm than good because many will not comply. • People don't tend to drive to conditions or the speed limit. • People speeding won't comply with new speed limits, like they don't comply with current ones, and they are the problem not everyone else. • Reducing speeds by 20kph on open roads is not beneficial as locals or regular drivers to the area will continue to drive 100kph. • The introduced 30kph limit along Karangahape Road is generally ignored as it is not enforced - specifically it is often AT buses that ignore the lower speed limit, and in an area with historical pedestrian deaths. • Most people drive at least 10kph faster than the current limit – a 30kph limit will mean they will be going 40kph, which is still better than current. • Regardless of what happens, the speed limit needs to be reduced for public buses. Some of them travel way too fast and will make a much bigger mess in an accident compared to a normal car.
<p>Driver training/education suggested/required</p> <p><i>Mentions: 40</i></p>	<ul style="list-style-type: none"> • Money would be better spent on improving/subsidising driver training/teaching young learners to be courteous on our roads. • Reducing speed limits is not the answer - teach people to drive well, confidently, and safely. • More/better driver training needs to be available/encouraged/required. • Driver education is the key: 'kept left, pass right' signs on motorways; more highway patrol cops; hefty fines for using phones while driving; two second following rule. • Learning to drive is NOT just about the road code. Drivers need to be TAUGHT how to drive, recognise hazards etc. • The most dangerous driving around schools tends to be red light runners or people driving through orange when could clearly stop. This behaviour seems exasperated by short or badly phased light changes and lack of clarity or education about not queuing through intersections. • Driver education/defensive driver training WORKS. • Foreign immigrants and visitors need to be taught how to drive on NZ roads, by taking the NZ driving test. • We don't need to slow traffic down, but we do need initiatives to get drivers to stay alert and look for hazards. • Skills/lessons lacking in NZ drivers: feel of speed, distance etc (overtaking when entering an opposite lane, not passing lane); recognition of other drivers' movements; headlights on during the day as well as at night; safe following distances; parking appropriately; driving on rural/unsealed roads. • Make proper driving schools with instructors mandatory and include driver safety courses, how to merge and drive safely around corners/windy roads as a mandatory class as part of those. • Focus should be concentrated on improving driver training and regular competency tests rather than just slowing the speed.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • If AT wants to save the most lives, they should focus on people wearing seatbelts. • Rural roads have some very dangerous curves and narrowing widths in places, some locals (not visitors) drive at speeds higher than 100kph. An education programme for residents would be of value. • Cyclists licencing requirements will keep cyclists safer on roads. • Start funding driver schools etc, everyone should know fundamental differences between AWD RWD FWD etc and how to control them should they need to. • Drivers need to learn (and be assessed on) how to control a vehicle at speed, drive on gravel, open roads, in the dark, in all weather conditions, on hills/windy roads before they are allowed on the road. • Drivers need to be educated in the fact that the roads are not just for them. They are a lot of people now using the roads for other modes of transport and therefore the roads need to be safe for every person. • I propose a comprehensive driver training program that starts in high schools, does not involve parents, involves practice with trained instructors, includes two days of first aid training, takes longer to get a full licence, covers emergency manoeuvres, driver psychology, how to mitigate fatigue, how to mitigate peer pressure, defensive driving techniques, a program that's applicable to all areas of NZ.
<p>New speed limits need to be clearly signposted</p> <p><i>Mentions: 5</i></p>	<ul style="list-style-type: none"> • Especially with many different speed limits in an area, there needs to be frequent signage to remind people. • When you change a speed to a "SAFE SPEED" - you really need to put a colour on the road, like they do in Australia - Worlds Best Practices - that's where most drivers look (not at the trees on the side of the road). • Signposting of speed limits and enforcement around schools and suburban areas is crucial. • If the signage is clear regarding the speed limits that would be great. Currently it's not wonderful around schools. • Be more proactive with speed signs on both posts either side of the road and with painted signs on the road - both when there is a speed change, as at present, and as reminders at various distances along roads. Perhaps the reminders could be painted signs using non-slip paint. It is possible to miss a speed change sign because of other things happening when driving and so reminders are useful. • Unless you live in an area and use certain roads you will not necessarily see signs due to obstruction of large vehicles – more signage required, particularly painted on-road.
<p>Need to better enforce speed limits</p> <p><i>Mentions: 22</i></p>	<ul style="list-style-type: none"> • Is AT going to purchase several hundred more speed cameras or simply see what effects really are after a certain time frame? • This is an inefficient proposal, as people who speed will still speed - go after the speeders instead of everyone else. • There is no need to make these areas a slow zone all the time, just double fines to those not slowing down during school start/finish times. • Needs to be better/more policing and enforcement action - it's not speed limits, it's those that exceed them that is the problem. • Enforcement needs to be consistent, not occasional. • If the authorities cannot police the current speed limits, they will be unable to properly police the proposed changed speed limits.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • How can enforcement happen when people have police-tracking gadgets? • The problem is not the speed limits on most roads, it's the (lack of) enforcement of speed limits. • If the police monitored both the current speed limits and policed the red-light runners, we can make our roads safer without causing further delays due to reduced speed limits. • Policing these changes will be impossible/difficult/expensive/pointless unless enforced. • Higher accident rate brings greater enforcement. Lower the speed limit in those areas, position fixed speed cameras and advertise their presence. • We should be pushing for more capacity in the police force to ensure safety, not punishing those following the rules. • Enforce the temporary speed limit at roadworks. • Harsher penalties needed for speed offences (e.g. instant 28 day roadside disqualification whenever an offender is caught 20kph above the limit, not 40kph as current). • Put extra speed cameras before even considering lowering the speed limits.
<p>The low quality of the road is creating safety risks/needs fixing <i>Mentions: 28</i></p>	<ul style="list-style-type: none"> • Instead, spend money on better quality/more regular maintenance of the roads. • Roads are not kept to a realistic/safe standard, despite the fuel tax and registration fees collected every year. • The real danger on rural roads is lack of maintenance. • Some roads are in terrible condition and aren't safe at any speed. • Fix the roads to improve safety so there is no need to lower speed limits. • The road condition needs to be attended to first - fix potholes, bad/dangerous shoulders, cracks in the road, bad camber on corners, deep/crumbling culverts and drains. • Some roads are poorly maintained and poorly designed - these locations should have lower limits. • Lowering speed limits won't stop road deaths. Better roads, less potholes, wider roads, more passing lanes, better road flow and safer intersections would all help. • If the roads were kept to a better standard, then there would be a lot less issues - smooth roads make them a lot more predictable. • The condition of roads in New Zealand is deteriorating every single day. The lack of funding and workmanship on the roads is poor at best and a major cause of our high road toll. • Fixing the roads themselves is a better start. The condition of the road is horrific the speed is not an issue. • Fix potholes properly in the first place, so you don't need to re-fix them three months later. • This proposal is just trying to replace/cover up/lower costs poor road quality/maintenance.

Feedback Theme	Main points
<p>Generally, road design needs upgrading/improving</p> <p><i>Mentions: 20</i></p>	<ul style="list-style-type: none"> • Make safer roads as most fatalities involve two vehicles, not pedestrians. • Some roads are poorly maintained and poorly designed - these locations should have lower limits. • Need to improve quality of road markings (especially at night in rain), visibility, poor road naming for directions, centrelines. • Fix/invest in infrastructure to accommodate greater speeds instead of lowering limits. • Need to work on better road design and execute them. • Lowering speed limits won't stop road deaths. Better roads, wider roads, more passing lanes, better road flow, and safer intersections would all help. • Seal the unsealed roads. • The funds could have been better spent on properly sealing roads (using quality materials) and upgrading heavily congested major arterial routes. • The issue is the lack of motorways, and the growing presence of road haulage due to lack of investment in rail. • More should also be done to implement safer designs alongside safer speeds. • Prioritise sealing high-use and school bus routes, and detour routes when there is an accident on SH1 (e.g. Haruru Road and Kanohi Road). • Too many roads many have lanes merging from 2 to 1 or 3 to 2 to accommodate an adjoining lane: this just creates bottle necks and opportunity for poor behaviour. • Too many road junctions are on blind corners with traffic flow controls. • Too many bus stops are adjacent to the corner of a junction - why increase hazards in an already hazardous zone? • Infrastructure/roads should change to match the new speed limits - this means making roads narrower and corners tighter. • Shrubbery needs to be trimmed away from signs, crossings, and intersections. • Lower speeds should be part of a whole package which include road quality (median barriers, surface quality, camber etc) and control improvements (signage, crossing, rumble strips, lights etc). • You need to be upgrading roads (more lanes in arterial routes) in expanding residential areas not choking the traffic with speed limit reductions on neighbourhood streets. • To make the road safer, you should have at least two lanes if possible or a barrier for opposite lanes to avoid head-on collision. • Seals should be asphalt not chip seal - and maintained. • Why are roads resealed in the first place? Also are you determining this off previous core samples or are you taking any samples before touching a road that doesn't need to be touched? • High level roads that include bus/trucks should have asphalt over concrete. • Where are the upgrades or even the bypass for Kumeu?

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Would rather money be spent on upgrading the Weiti bridge to 4 Lanes. • Focus instead on fixing road designs which offer no logic, the turning lane markers that appear too late at an intersection, the rail crossings that offer no real barriers, the poorly lit/maintained pedestrian crossings, or the roundabouts that not one kiwi understands the give way rule on when entering. • Need more passing lanes/ slow vehicle bays to encourage safe overtaking. • The roads need to be re-engineered to be self-explaining roads if drivers are expected to stick to 30kph - the road needs to match the sign. • This proposal is just overcompensating for poor road design/planning/investment. • Invest in road upgrades and design BEFORE allowing housing and land development.
<p>Pedestrian, e-scooter, and/or cyclist behaviour is causing safety risks</p> <p><i>Mentions: 7</i></p>	<ul style="list-style-type: none"> • Need better road safety education for children. • At the proposed speeds, cyclists/e-bikes will be overtaking traffic and breaking the speed limit - very dangerous. If this is rolled out, you should also restrict cycle/scooter speed to 20kph. • What is making our roads and foot paths more dangerous is the number of young children under the age of 18 on electric scooters and the littering of these scooters all over the footpath. • Bicycles are allowed on most roads with no requirements to check brakes, tyres, or mechanical road worthiness. Unsafe for everyone. • Cyclists are allowed onto most roads without any check that they have any knowledge of road rules or that they can ride their bike competently - they should need a licence too, to prove they know the road rules and their responsibilities while sharing the road. • Cyclists who never follow any road rules and are the law onto themselves are also a big danger for motorists - reduced speed will help motorists avoid irresponsible cyclists. • More road safety classes in schools to teach children not to run across roads without stopping first and looking both ways then back again. • Pedestrians step out in front of cars while they are texting, talking, or listening to music on their phones. • This proposal is punishing everyone instead of focusing on those who aren't using due care while on the roads (both pedestrians and drivers). • Children/teenagers/pedestrians will still walk in front of oncoming cars. • It is a pedestrian's own responsibility to ensure they don't somehow walk in front of a car going 50kph. • Need to teach people how to cross the road safely. • Cyclists should be legally required to wear more protection than a helmet. • Parents need to look after their kids better and supervise them more especially around schools and general roads. The public should not be responsible for their child.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • I see bicyclists, scooters violating traffic laws all the time - this is what causes deaths. They think the rules don't apply because they aren't in a car, and often behave as if they own the road, sometimes even being actively rude to drivers. This makes it difficult, stressful, and unsafe for drivers and can lead to accidents. • School children on bikes/scooters are a hazard to pedestrians as they over-estimate their skills, cannot foresee potential hazards and it appears that they have not been taught basic etiquette in using shared footpaths. • The current trend to move to bikes (electric or not)/electric scooters and other powered transportation many of which can and easily exceed 30kph - will they be policed in the same manner as a car? • Make jaywalking illegal with a hefty fine instead of lowering the speeds on roads that are already reasonable. • I've seen people cross more in front of slower cars, than cars doing the speed limit. As have I seen a lot of cyclists pull out in front of cars going 40kph or below. • Cyclists should be allowed to use footpaths as they cannot reach the speed limits vehicles are travelling – on the road they are a danger to others and themselves.
<p>The proposed speed limit reductions lack local knowledge</p> <p><i>Mentions: 9</i></p>	<ul style="list-style-type: none"> • These decisions (on speed limit reductions) should be made by those who live near and know the roads. • This proposal is created by people who don't live here or drive here and give no thought to moving safely around the suburb. • AT should talk to the Fire Brigade and Police who attend accidents on roads about which ones need changes, not deciding it themselves from a map. • We don't all live in the CBD and walk to work - You are being led astray by noisy tiny social media minority lobbying groups. • I feel that whoever proposed these changes have made a broad-brush approach without knowing the geography. • Disagree with a blanket approach to reducing speeds to an area without looking at each road, its length, size etc. • Are AT people going out and seeing if these reductions are working or is it all computer simulation, calculations, and reconfiguration? AT need to live in the real world of commutes, country life and families. • Listen to the feedback from across the city on a regular basis on dangerous hotspots rather than blanket reductions in speeds without any analysis to see what the true cost of these impacts would be in terms of congestion to families and businesses. • If you want to build a public transport that really works, then every AT, Council, Parliament, and public service employee must use the public transport from now on; to work, to shop, to get kids to day care and school, to sports, to your nights out, for all of your holidays and outings, to movies and bars and theatres. • Please get in your car and drive exactly 30kph through all the streets you are proposing to reduce to this limit, then drive exactly 50kph through some main arterial roads and you will see that the programme is not getting this right. Don't just sit in an office making these decisions. • Why are Firefighters/ Station Officers not consulted about their views on causes of crashes? We have a wealth of information as we are usually the first on the scene and have a good understanding of contributing factors.

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

It is possible that some main points listed next to the themes in the section below are not applicable to this Local Board area, as we could not filter main points by the Howick Local Board area, just themes

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: 23</i></p>	<ul style="list-style-type: none"> • 30kph is too slow 24/7 – if this is only about safety around schools, only make it when children are entering/exit school. • Lower speeds around schools should only operate during school hours/not during school holidays. • There is no need to make these areas a slow zone all the time, just double fine those not slowing down during school start/finish times. • Proposed around school zones should be at times of operation, not a blanket area. • A blanket reduction doesn't recognise peak times - have a standard peak time of speed reduction instead. • Common sense is to have times ('windows') those reduced speed apply, e.g. between the hours of 8am to 6pm. • Having 40kph speed limit around schools and school times is sufficient. No need to permanently decrease the limit. • I think 30kph for a set time on each side of school hours would be more suitable (like the existing 40km but extended by about 15 minutes). • The programme should be revised to consider every Auckland road and seek to implement dynamic 30kph limits during peak school times near schools, 40kph limits on residential areas and around schools during non-peak times, and 60kph for appropriate arterial roads. • Don't have the time to waste going slow as a commercial driver. Get rid of the civilians then you can your low-speed zones during workday hours Monday to Friday. • Brush stroke solution of reducing speed limits not appropriate in areas where risk increases only at certain times of the day. • Perhaps some of the main thoroughfares could be reduced around school hours to protect the little ones and still give Mt Eden residents their freedoms. • School speed zones should not apply out of school hours, anywhere. • 30kph is way too low, I think 40kph during school times is enough. • Limiting speed around schools is a great idea. However, it should not be limited 24 hours, 365 days a year. School is out for many weeks and obviously not busy in the weekends. • I think it should be 30kph from 7am-9am and 2.30pm-4.00pm.
<p>Do not support reducing speed limits on open roads, rural/country roads and/or paper roads</p> <p><i>Mentions: 6</i></p>	<ul style="list-style-type: none"> • Rural roads are having lower speed limits applied for no reason - the road environment has not changed since original safe speed limit. • People should slow down around schools, but 40kph is sufficient - reducing speeds on open roads risks dangerous driving. • Reducing speeds on safe 100kph country roads seems like financially based policing. • Rural roads need a road-by-road assessment to address issues as they vary a lot: blanket speed reductions are the wrong approach.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Lowered speed limit should not apply to rural roads that are well maintained, well-marked, with good visibility, with plenty of signage warning of bends, etc, no areas with clusters of shops, no schools, no bus stops, no cars parked on side of roads, no animal crossings, no pedestrians, no high accident rates. • Infrastructure on rural roads should be improved instead of lowering limits. • Drivers of rural roads know how to drive to the conditions and lowering these limits will add significant journey time (and thus frustration and dangerous overtaking) for these commuters. • Rural people are well-capable of driving these roads at speeds that they see fit - no need to drop the speed limits on rural side-roads below 80kph. • Your notes say that most crashes are on urban roads, so why change the speeds on rural roads? • Roads with no road markings should have these in place instead of lowering speed limits. • If you must lower open road limits, make them 90kph not 80kph due to journey times and emergency services access. • The open roads should be fixed if needed rather than reducing the speed limit. • Only agree with lowering the limit on rural roads if they have no shoulders due to drainage ditches, the road edges are in poor condition, the road camber and undulations make visibility difficult, it has no streetlights and is frequented by rural machinery as well as cyclists, walkers and school children, there are no road markings, lots of farm vehicles that are difficult to pass, or a sensible combination of the above. • Rural roads should have higher speed limits than non-rural roads because they have very little pedestrian and vehicle traffic. • Speed limit reduction from 100kph to 40kph is too drastic. • Suggest 'derestricted' signage instead to indicate open road, but that much of it cannot be driven at speed. • I support an 80kph limit for rural roads. A blanket speed of 60kph is too slow and 40kph is way too low for any rural area.
<p>Do not support reducing speed limits on arterial roads, main roads and/or highways <i>Mentions: 29</i></p>	<ul style="list-style-type: none"> • Look at parts of the Northwestern Motorway- 4+ lanes, good road condition, shoulder, separated from oncoming traffic, no side roads, well formed on and off ramps, and it is still only 80kph - this could safely be 100kph. • Lowering speeds on main arterial routes slows our economy down and causes frustration and more accidents. When road is built to accommodate large volumes/speeds of traffic, reducing speed limits is contradictory. • 50kph is fine as a minimum speed limit on urban roads. 60 or 70kph for main arterial roads. 100kph on motorways, highways and rural roads. If you can't drive to the conditions under these speed limits, then you shouldn't be driving at all. • I support lowering speed limits throughout except on the arterial roads/motorways/highways. Most expressways are safe to drive 100-110kph and motorways should be around 110-120kph. • Do not support a 40% drop in the speed limit in any area - especially trunk lines and main roads. • Some smaller countryside roads do warrant speed reductions but all the main roads between main towns and routes to the motorways from rural towns should have been left at 100kph.

Feedback Theme	Main points
<p>Concerns/disagree with speed limit reduction around schools</p> <p><i>Mentions: 6</i></p>	<ul style="list-style-type: none"> • Roads in town centres and near schools already have traffic slowing measures. • 30kph around schools cripples main roads: most modern cars don't naturally idle at that speed, and it adds to congestion in high pedestrian areas, adds to distractions i.e. watching speed not hazards. 40kph is an accepted balance. • Use better techniques (than 30kph speed limit): make some roads one way; close key roads during school drop off/pick up (if safety is the real reason, parents should deal with that). • Schools should have entry/exit designs so that cars aren't massed uncontrolled around them. • There are already sufficient safety measures around schools and other risk areas where there are children: traffic calming/variable speeds/lower speed limits/signage advising "reduce your speed" /pedestrian crossings/walking school bus/decent signage alerting drivers to the school zone. • Schools have the ability now to reduce speeds around their crossings in the 30 minutes in the morning and 30 minutes in the afternoon when this is useful. Does not need blanket speed limits. • Dropping speed limits around many of these schools outside school times is only going to lead to the deadly combination of aggressive driving and false sense of pedestrian security. • Vehicle drop offs to school by parents must be reduced to lessen the congestion impact around these schools though. Schools have a responsibility to police this effectively rather than the burden shifting onto the wider residential area. • Speed limit of 30kph around schools is unreasonable. No one will obey the limit. We are just training drivers to ignore the rules. • Congestion around the school slows traffic due to high volumes - lowering the speed limit has little benefit, and no benefit outside school hours. • Including roads further out from the school will only frustrate drivers and they will be less likely to slow down around the school. • The general drag net put out around some schools and not others clearly point to this not legitimately being about safety: either the immediate streets around every school gets it, or this strategy is hypocritical and does not make sense. • Other parking/traffic issues are not addressed in this proposal. These impact on car movement and travel in and around the schools. There are safe speeds around Hillsborough Primary but in my experience the biggest issue are the parents and their need to block and turn in dangerous places. • My children feel safe, as do I under the current set of rules which govern traffic safety around schools. • There should be blanket rule that all roads within a certain distance to a school and without separated cycleways should be limited to 30kph. While this is a good improvement it is too piecemeal and will cause confusion. • Due to the extremely high number of cars around schools while children are being dropped off and collected there is absolutely no possibility of anyone being able to speed in these areas during these times – changing speed limits around schools is purely academic. • Don't agree with your obvious intention to scrap the variable speed limits around schools which has worked so well for the past 10 years. • I love the light signs for school zones during school arrival and exit times and would support those all going to 30kph during those times (arrival and exiting).

General locations where speed limit reductions are supported

It is possible that some main points listed next to the themes in the section below are not applicable to this Local Board area, as we could not filter main points by the Howick Local Board area, just themes

Feedback Theme	Main points
<p>Lower speed limits around schools are required/important</p> <p><i>Mentions: 20</i></p>	<ul style="list-style-type: none"> • People tend to exceed the speed limit at least a little, particularly around schools and school buses: a lower limit will help. • All streets around schools should be 30kph/10kph or under. • Agree people should slow down around schools but 40kph is sufficient. • There need to be permanent speed reductions around ALL primary schools, irrespective of location. • Safe speeds and parking are a huge issue around schools and local kindergartens. • All Kindergartens should be included in the proposal as these age children don't have much road safety awareness. • Schools have been ignored in many areas.
<p>Lower speed limits in residential areas are required/important</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • Current speed limits in residential areas are too high. • All residential areas should be 40kph and include some residential 'safe street' spaces. • Treat rural as rural (low traffic, driveways, pedestrians), and urban as urban (high volumes, low speeds). • Lowering speed limits in residential areas will ensure greater safety and accessibility for all: children, cyclists, pedestrians, disabled people, and elderly as well as motor vehicle users. • All residential streets/ suburban roads/ urban areas should have their speed limited to 30kph. • New Zealanders drive far too fast on suburban streets that are not designed well enough to accommodate today's vehicles.
<p>Lower speed limits on rural/unsealed/winding/narrow roads are required/important</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • Our roads are too varied for just 100kph or 50kph - 80kph is far safer for country/winding roads, due to increased traffic volumes. • 100kph is too fast and dangerous for some rural roads - should reduce to 80kph. • Lower speed limits have made a huge difference to rural communities in particular - it's becoming safe to drive / walk our roads • Some roads are narrow and have no shoulder - 80kph (from 100kph) makes sense. • It's required particularly on hilly, snaking roads in West Auckland, which are made ever more treacherous by rain. • Some rural roads are 100kph, but you would never reach this speed due to the windy/narrow/hilly nature of the road: seems reasonable to change the speed to suit a normal speed. • It is absurd that some single-lane country roads have the same speed limit as a motorway. • Lowering some rural roads to 80kph – and changing the open road limits to 80kph too - is a good idea.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • City drivers that leave the city are not prepared for country roads, and country roads within 100km of the city centre should be 80kph.
<p>Lower speed limits in/around town/shopping centres are required/important <i>Mentions: 5</i></p>	<ul style="list-style-type: none"> • Should be 40kph blanket speed for residential streets, and only 30kph in town centre and outside schools. • All streets around town centres should be 30-40kph. • Roads close to and through town centres and beaches should have speed limits reduced to at least 30kph.
<p>Lower speed limits around marae/other high pedestrian areas are important <i>Mentions: 5</i></p>	<ul style="list-style-type: none"> • Include rest homes too so elderly people can safely get out and about - suggest 20kph drop. • Please also reduce speed limits on busy roads. • It's more appropriate to focus on the main ones around schools and heavy congested areas instead of trying to lower what feels like every road in Auckland. • Please consider lower speed limits for all roads off main arterial roads, as we have the same problem all over Auckland - the majority of drivers are not sticking to 50kph. • Only support reduced speed limits around schools and high pedestrian areas. • We need to cut speed around schools, but this should also be extended to some of the bigger, busier roads around school times. • Need lower limits at marae's and gathering venues, hospitals, high impact areas. • It might be more realistic to take a more targeted approach to reducing speeds to 30kph only on roads that are particularly narrow or have high pedestrian use with no footpaths. • Support lowering speed limits in newly developed housing and business areas.
<p>ONLY implement speed limit reductions around schools/town centres <i>Mentions: 15</i></p>	<ul style="list-style-type: none"> • Should be 40kph blanket speed for residential streets, and only 30kph in town centre and outside schools. • Lower limits should only apply to the streets directly around schools (nowhere else). • People should slow down around schools, but 40kph is sufficient - reducing speeds on open roads risks dangerous driving. • Speeds around schools and other high care areas should be low. • I accept that schools should have reduced speed limits right around them (not miles away). • Having 40kph speed limit around schools and school times is sufficient. No need to permanently decrease the limit. • Perhaps some of the main thoroughfares could be reduced around school hours to protect the little ones and still give residents their freedoms. • Keep suburbs at 50kph (excepting schools). • Areas around schools within each slow zone are too large and have wider impacts on the suburb (should only apply to streets schools are on). • The only places where speed limits are needed are close to schools. Within 200 metres.

Feedback Theme	Main points
	<ul style="list-style-type: none">• Change the roads directly surrounding the school, not whole suburbs.• Programme should be tailored for schools and hours and sections of roads as needed for the peak drop-off and pick-up hours.

Other speed limit/physical improvement suggestions

It is possible that some main points listed next to the themes in the section below are not applicable to this Local Board area, as we could not filter main points by the Howick Local Board area, just themes

Feedback Theme	Main points
<p>Alternative speed limit suggested (instead of as proposed)</p> <p><i>Mentions: 8</i></p>	<ul style="list-style-type: none"> • 30kph in areas that are not shared spaces is dangerous as it causes frustration and poor decisions. Suggest 40kph as happy compromise. • I agree people should slow down around schools, but 40kph is sufficient. • 40kph (rather than 30kph) will have a better chance of compliance/more realistic/ better for both drivers and pedestrians creating safety while avoiding driver frustration. • Would make more sense to change the whole of Auckland's speed limit from 50 to 40-45kph. • Motorways/highways/open roads should be 90kph/100kph/110kph/120kph. • Rural/country roads should be 80kph with advisory signs of advised safe speeds around certain more hazardous spots. • Built up/urban/residential/town areas should be 30kph/40kph/50kph/60kph. • School/high pedestrian areas should be 20kph/25kph/30kph/40kph. • The programme should be revised to consider every Auckland road and seek to implement dynamic 30kph limits during peak school times near schools, 40kph limits on residential areas and around schools during non-peak times, and appropriate arterial road limits should be increased to 60kph. • Better, cheaper, quicker, and less confusing for drivers to make a few simple rules and apply them everywhere: e.g. shopping strips and schools 30kph; low building density roads 80kph; bends and intersections and everything else 50kph. • Going from 50kph down to 30kph seems far over the top. There are some streets on Waiheke that are very narrow and have terrible visibility. Starting with 40kph speed limit should be the first step instead of a reduction of 20kph. • A drop of 10kph is sufficient, this is enough to make people aware of a speed change. • I would be in favour of slower speeds rolling out everywhere especially in urban areas - 50kph along arterials with separated cycle infrastructure and 30kph on all other roads. • As intensification is increasing at a faster rate, general residential areas should all be 30kph no exceptions, main roads/arterials 50kph, and 80-100kph should only be for motorways, end of story. • There is no need to have traffic crawling at 50kph an hour: 60kph in non-residential suburban areas would enable free traffic flow. • 50kph is too slow - 60kph is sufficient for most roads (excluding around schools, near shops and malls, and high pedestrian areas like parks).
<p>General suggestions for speed limit increases</p>	<ul style="list-style-type: none"> • More 80kph speed limits should be increased to 100kph where safe to do so. • There is no need to change the speed limits on these roads. Most of them should be back at 100kph.

Feedback Theme	Main points
<p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • Most expressways are safe to drive 100-110kph and motorways should be around 110-120kph. • If anything, some roads should be increased. • The number of new cars that are safer at higher speeds are increasing, so we should be thinking about increasing speed limits like the Waikato Expressway, not lowering them. • The world is getting faster not slower, our speed limits are far too slow now, and we should be putting them up NOT down. • Our motorways should have much higher speed limits like in Germany. • Please change the speeds back to what they were before starting this road calming initiative. People should drive to the conditions. • Unless there is a direct safety issue, the benefits of a slightly higher speed limit need to be taken into consideration. These current slightly higher limits allow for traffic to move efficiently through onto and off the coast. Once Penlink is completed, suggest AT looks at changing the speed limits. • In general AT should always offset a speed decrease in one location with an increase in another. That way travel times can be maintained. • You might find a better solution would be to increase the speed limit on bigger roads, improving the flow throughout the city, while enforcing the ones that have to stay low. • There are so many examples in the world where increasing the speed limits on roads has resulted in steep decline in incidents. • Increase speeds on motorways to 120kph with minimums of 90kph. If driver and car cannot do these speeds, they are not fit for motorway purpose.
<p>Other suggestions for reduced vehicle speeds</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Instead, we need enforcement or traffic calming that stops people from exceeding the posted speed limit (not lower limits). • There are streets where just one or two humps would be sufficient to slow traffic. • Speed humps don't need to be so big that people are encouraged to drive big cars that can get over the bumps. • Raised crossings/speed bumps/judder bars/'stop' signs are more effective/will be better than lower speed limits. • Traffic calming around schools is a good thing. • Speed bumps/traffic calming alongside lower limits would help people stick to the limit. • Strongly disagree with these rough speed bumps everywhere, instead of just a speed camera. • Highly reconsider traffic calming strategies instead of a blanket 30kph speed limit which hardly anyone is going to follow anyway. Designs like at Hobsonville Point is what I was expecting. • Better spend the money on traffic calming within built up areas/villages/towns so we can enjoy our local streets safely (without cars speeding around causing noise and pollution). • Way too many speed humps. • On the roads where the speed is dropped to 30kph or 40kph I assume all the road humps and raised crossings will be removed because the vehicles will be driving slow enough.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • HATE the raised platforms on otherwise perfectly safe roads – vehicles have to slow down and/or stop for pedestrian crossings anyway: Prefer normal pedestrian crossings with the round flashing orange pedestrian crossing lights (not full traffic lights systems), are all that is needed. • Sticking new road signs up is different from designing the roads to encourage slower driving. Placement of barriers, narrowing roads, raised platforms and other traffic calming measures are needed. • Lower speeds should be part of a whole package which include road quality (median barriers, surface quality, camber etc) and control improvements (signage, crossing, rumble strips, lights etc). • Too many roads in Auckland have speed bumps. For those of us with back injuries, these are very uncomfortable to drive over, and I have also been told they are not good for vehicles. • Should not have physical traffic calming (speed bumps) in areas that don't have accidents.
<p>Improve pedestrian infrastructure</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • Consider needs to pedestrians as road users. • Particularly consider pedestrian routes where there are no footpaths. • Consider poorly designed road junctions where pedestrians have no safe options to cross the road. • Wooden (and frequently sloping) footpaths that are slippery and dangerous especially when wet. • Stop people parking on verges and footpaths that greatly reduce visibility of pedestrians. • Rubbish bins totally blocking the footpath. • Cyclists and scooters using footpaths are a hazard for pedestrians. • Instead of making people drive slower, invest in better roads and developing under- and overpasses for pedestrians. • Need to instead focus on superior construction of safe zones/barriers for cycleways and footpaths. • Raised pedestrian crossings are more effective than lowered speed limits. • Improve visibility around crossings and bike lanes. • Need footpaths/more pedestrian access. • Zone areas to safely separate walkers, cyclists, and vehicles. • All main arterials with higher speed limits should have protected cycle lanes, pedestrian only footpaths and frequent pedestrian crossings. • What happened to the diamonds painted on the road before a pedestrian crossing? • Some places don't have any walkways at all - start there and consider speed limits when road condition/walkways are ample and safe. • There should be traffic lights for safe crossings (not reduced speeds). • HATE the raised platforms on otherwise perfectly safe roads – vehicles have to slow down and/or stop for pedestrian crossings anyway: Normal pedestrian crossings with the round flashing orange pedestrian crossing lights – NOT full traffic lights systems, are all that is needed.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Lower speeds should be part of a whole package which include road quality (median barriers, surface quality, camber etc) and control improvements (signage, crossing, rumble strips, lights etc). • A better option would be to include more pedestrian crossings near schools. • Where possible, pedestrian crossings should split into two halves with an effective steel safety cage in the middle. It must be pushchair, stroller, shopping trolley, wheelchair, scooter, bicycle, oversized load, etc friendly. The benefits include pedestrians not stopping cars in both directions, pedestrians being more likely to make eye contact with drivers on the half of the road they are crossing. The obvious strength of the barrier giving a clear sense of the dangers of crossing roads.
<p>Improve cycle infrastructure <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Some of the cycle lanes are dangerous and endanger cyclists. • Lowering speed limits feels like a poor cop out for not building safe passage for cyclists, runners, and horses. • To make roads safer for cyclists, build roads with cycle ways. • Get rid of under-used cycleways. • The retrospective bus and bike lanes are a shambles, they take so long to construct, and sit there empty. • Need to instead focus on superior construction of safe zones/barriers for cycleways and footpaths. • Fix parking and bike lane access first. • Need safer bike lanes for kids leaving schools too. • Don't allow parking in painted cycleways. • Zone areas to safely separate walkers, cyclists, and vehicles. • Invest in more cycle routes. • All main arterials with higher speed limits should have protected cycle lanes, pedestrian only footpaths and frequent pedestrian crossings. • Cycle paths should be added all around Lake Pupuke on Hurstmere, Kitchener, Killarney as well as Shakespeare and Taharoto Roads, which have inadequate and unsafe cycle infrastructure today. • The size (SUV) and power of vehicles used on Auckland roads adds to the danger to road users, particularly cyclists. AT should be focusing on the types of vehicles that people use, not just speed. • Bike lanes need to be regularly cleaned. • Connect parks and schools to create a green route for bikes: bikes don't want to be where cars are. • Cycleways are often put in the wrong locations and so are not used.

<p>Improve public transport <i>Mentions: 19</i></p>	<ul style="list-style-type: none"> • Reducing speed limits is not the answer - improve driving skills, roads, public transport options, and affordability of new/safe cars. • Public transport needs to be improved before it is an option (extend bus routes, more passenger capacity at peak times, better reliability). • Resources should go into improving public transport instead of speed limits. • Need more/better access to public transport. • Public transport is too slow/expensive/inconvenient/infrequent. • For public transport to catch on, the large, road-and-environment damaging diesel buses that spew fumes over pedestrians need to be replaced with smaller buses/shuttles/electric/trams/bullet trains/raised trams. • Prefer to see work done to disincentivise people from bringing cars into the city (say tolls) and use that money to fund better public transport. • Build better public transport links with a reasonable frequency of buses/trains/trams (one bus an hour isn't enough). • Stop building developments/malls on the outskirts with big carparks, this promotes car use not public transport use. • AT needs to be concentrating more on developing public transport systems to get more people off the roads and reduce congestion. • A high-volume mass transit system is need in East/South Auckland. What ever happened to the Botany-Manukau Transit link planned for Ti Irirangi Drive? • Advocate for people to use public transport if they cannot go the speed limit and extend the routes of buses etc to more rural areas. • Bus stops are often put in bad places that cause congestion and are dangerous.
<p>Physical improvements suggested <i>Mentions: 8</i></p>	<ul style="list-style-type: none"> • More signage (not just for new speed limits) is needed to remind people what the speed limit is, especially with many different ones in an area. • Review traffic light phasing to improve traffic flow. • The issue isn't speed - it's poor road layouts which lower limits won't help (Transit Lanes turned into Bus lanes but buses are empty; poorly designed merging lanes). Design safer roads and improve existing infrastructure instead of lowering limits. • Residential roads with high crash rates should have reduced speeds or more yellow lines to prevent parked cars causing blind corners. • Fix parking and bike lane access/focus on superior construction of safe zones/barriers for cycleways and footpaths. • Roads need to be made wider to accommodate modern/bigger vehicles. • Need more centre barriers to separate traffic. • Feeder roads need to be widened to allow better traffic flow. • Install light-controlled crossings (instead of lowering speed limits) if the concern is pedestrian safety. • Change off-street parking regulations to clear cars from parking along streets, both sides, and therefore improve road safety through clearer roads. • The better way to reduce accidents is to improve the road and remove roadside obstructions (overgrown trees, narrow bridges, blind bends, potholes). • Rural roads need to be better maintained, and for passing lanes to be installed.

- Improve visibility around crossings and bike lanes.
- Stop people parking on verges and footpaths that greatly reduce visibility of pedestrians.
- This will have a low return (i.e. harm reduction) for the investment compared to other safety initiatives e.g. changing dangerous intersections, improving pedestrian crossings etc.
- Install slow vehicle bays on the roads you wish to slow down. That way people can pass safely and not put others at risk.
- Provide better places for people to park their cars. More generations are living under one roof due to the cost of housing: find a way to reduce the berms so that with cars parked on roads the road isn't narrow then you won't have as many issues as what you have.
- Safe speeds and parking are a huge issue around schools and local kindergartens.
- The most dangerous driving around schools tends to be red light runners or people driving through orange when could clearly stop, likely due to short or badly phased light changes and lack of clarity or education about not queuing through intersections. Red light cameras and more sensor-driven lights would help.
- If you want to make the road safer, install road barriers (instead of lowering speed limits).
- Traffic light phasing needs to be synched better for a 30kph limit (see Auckland City where lights turn orange as a driver crosses the line and is red before the driver reaches the other side). This can be especially hazardous to pedestrians and bikers and results in risky stopping or speeding manoeuvres and much confusion.
- Start adding street lights and more reflector posts, anything that make rural roads more visible at night. No matter what the speed limit is, there will be accidents if you can't see what's ahead of you.
- Invest in rail to remove the growing volumes of road haulage in New Zealand.
- Need safer/more pick up zones for parents around schools.
- To achieve actual speed reductions on roads whose design encourages travel at higher speed, a lower speed limit needs to be paired with either design changes to slow cars down or enforcement.
- Invest this money into red light camera and drunk driving checks.
- Roads with no road markings should have these in place instead of lowering speed limits.
- Remove more on-street car parking, add cycle lanes, and consider turning some roads into one way for cars. What has been done on part of Hurstmere Road should be done elsewhere.
- Once safer (lower) speed limits are in place, existing physical traffic calming (speed humps, artificial street narrowing 'sticks, etc) should be reviewed and, where no longer necessary, removed. These can be distracting, impede traffic flow, damage vehicles, and makes driving in Auckland less pleasant in general. Safety comes first, but if they are not required, should be removed.
- Use the correct roading materials, put centre lines in, stop narrowing roads, work with the Council to ensure new builds have car parks to remove parked cars from the roadside. Put flashing lights on pedestrian crossings when people are crossing.
- AT needs to hurry up and put in the motorway bi-pass from West Gate to Waimauku.

- Speed is only one factor. There is insufficient infrastructure in no footpaths, insufficient lighting, no passing bays or parking bays on narrow roads, high volumes of traffic on gravel roads.
- Reduce berms to widen streets to allow for off street parking. As more infill housing is built it's safer to have cars further to the side of roads to allow any emergency vehicle down any street in AKL and increasing visibility to navigate all roads.
- If road safety is problem the council needs to consider ensuring all houses have two off-street car parks to reduce the number of cars being parked on the road. The safety of drivers, pedestrians, and cyclists will be improved. Too many cars are parked on the road.
- All main roads should have no parking on them if they do not have separate cycle lanes. Parking should be available on side roads only to allow more room for cyclists/scooters etc.
- What if you had designated drop off and pick up areas for cars in high pedestrian areas (schools/marae/shopping malls) that were as far removed from main roads as possible. Make these drop off areas a mandatory part of designing carparks.
- Expenditure should be focused on accident black spots such as the Royal Oak roundabout which should be converted to a traffic light-controlled system.
- Any road in Auckland not wide enough for two cars to pass with parked vehicles on either side needs parking restrictions, with extensions to create a safety buffer when turning a corner.
- Ban parking on the berms.
- AT's approach using extensive applications of road furniture (speed humps, chicanes, etc) is flawed as it slows emergency service vehicles, thus the unintended consequences of a greater level of property/life loss will occur due to delayed attendance by emergency responders.
- Spend these funds on alternative safety measures like improved signage, road markings and barriers. For example, many lane merges in Auckland are not marked by a sign. Consider the use of colour for merge markers.
- Have pedestrian crossing lights synchronise with the traffic lights so that the green zone traffic will not be interrupted.

Other comments and concerns

It is possible that some main points listed next to the themes in the section below are not applicable to this Local Board area, as we could not filter main points by the Howick Local Board area, just themes

Feedback Theme	Main points
<p>Concerns with the public engagement, and/or that AT won't listen to feedback</p> <p><i>Mentions: 9</i></p>	<ul style="list-style-type: none"> Expect Auckland Council/AT will not listen to or do what people want anyway. AT acts arbitrarily and does not take taxpayers feedback into account. I disagree with your strategy of sending out pamphlets asking for feedback with three days to respond and no direct link provided. Have a look at the feedback you see on Facebook. It's frustrating to hear AT say that they will listen, but you do as they please anyway. I feel that whoever proposed these changes have made a broad-brush approach without knowing the geography. This is further exemplified by having Upper Harbour, Oteha Valley and Albany Schools classed as West Auckland in this plan. This change is not backed by detailed research on the roads involved as evidenced by the incorrect listing of posted speed limits on some of the roads listed. I can't see what changes you are making on the map in this website. Re Takapuna Town Centre: The brochure refers wrongly to Devonport, but the map is correct. Online form doesn't have the correct roads in Henderson suburb. The research (AP-R560-18), the proposals and the delivery of them come across as predetermined. I don't believe that AT will be influenced by the public opinion. I would rather see a reduction in AT power and procedures than our road speeds. Because there is not enough consultation on the changes. Ask the people instead of assuming you have got it right. We are under no illusion that AT will listen or cancel the approach, despite the public feedback opposed to the city centre speed limit changes, AT went ahead with those anyway. There are too many roads to review at one time to provide an opinion on the whole safe speeds programme. AT has no accountability - previous concerns/requests to AT have been brushed off with no explanation. Materials are inconsistent and contradict themselves - traffic lights vs roundabout for safety, for example. What is there to consult on when you have a Vision Zero policy, just do it. Don't put your junk mail pamphlets in a letter box marked 'No Junk Mail'. What is the point of consulting on this? Are we supposed to make the streets less safe because it would upset a driver or something? Hurry up and implement the changes already. It would be more informative if AT can also provide statistics on death/accidents by location. In that way we can better decide on a good speed for each of the areas specified.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Spend less money on reducing speeds and this consultation - invest in making the roads themselves safer instead (maintenance). • AT should not operate above the public; we deserve to make the decision on our roads. If consultation indicates a majority disagree with lowering speed limits, then DO NOT IGNORE THIS! This is a democracy and AT is in the public sector, majority rules. • You did not listen on phase 1 or 2 changes and were not prepared to publish feedback results as they obviously were against the changes in general. • It is patronizing to even suggest that you want feedback if you are blatantly ignoring the rights of law-abiding drivers. • Online survey is very hard to find. • QR code links to a wrong URL. • Some sections of the roads mentioned don't appear to exist. • If reducing the speed limits does not work, will you put the speeds back up again? Will you actually listen to what the public want because you do not have a good reputation for doing that? • Concerned most people are not able to have their say due to their personal circumstances. • Take a survey of the public's opinion on this and you'll find the overwhelming majority is against it. Tell us the names of people in Council who come up with these ideas so we can vote them out next election - democracy matters. • Note your map shows Hibiscus Drive incorrectly named as Eaves Bush Parade. • Under 'benefits of the proposed changes' in the Safe Speeds Programme pamphlet, an icon showing a child kicking a ball could be seen as a dangerous invitation to this activity.
<p>Zero deaths by 2050 is unrealistic/ impossible</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • Zero deaths is a fantasy - there will always be deaths if there are cars and roads. • The goal of no deaths or serious injuries is unrealistic. • The only way to achieve zero vehicle incidents is by removing all vehicles, and that is just not acceptable. • You may as well ban cars buses and bikes completely if your aim is zero deaths. • The only way we will see zero crashes is if all cars are autonomous and communicating to each other. • So long as there are people, there will never be zero deaths. • The 'zero deaths' goal is pie-in-the-sky ideology that is underpinning extreme and impractical changes and proposals, like this one.
<p>Suggestions for licensing/ law changes</p> <p><i>Mentions: 14</i></p>	<ul style="list-style-type: none"> • Licensing in NZ: all drivers should re-sit their licence every 5/10/15 years – there should be an ongoing review of driving ability. • Make licenses harder to get with a heavier focus on driver training. • The age of 16 is too low to expect a child to handle a vehicle: the driver age is too low and too easy. • Lower speed limits do not make people drive safer - introduce a Hazard Awareness course as part of the driving test (for example).

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Make the defensive driving course compulsory (not rewarding with lessened Restricted time) • Drivers should need to log 'x' hours with an instructor before receiving your licence. • Foreigners should have to pass a comprehensive New Zealand driving test to drive in this country/immigrants should have to do defensive driving courses even if they have full licences. • I propose a licence class system where an endorsement is required for new motorists who wish to drive on open roads. This can be done at the time of sitting the licence. Similar to heavy traffic, or motorcycle licenses, but it specifically addresses hazards on open roads. Teaching people how a vehicle's handling changes at speed, braking distances increase, to slow before corners and accelerate out of them, keeping left, rest breaks. • Make getting a full driver license compulsory after certain amount of time. • Make proper driving schools with instructors mandatory and include driver safety courses, how to merge and drive safely around corners/windy roads as a mandatory class as part of those. • Make road usage and driving mandatory in schools. • Traffic needs to speed up with better driving, not slow down: Make it illegal for heavy transport to be in the outside motorway lane, with harsh penalties for anyone caught under the posted speed limit on motorways. • Distracted drivers (texting, phone, etc) should have harsher penalties: lose license for 6 months/must do drivers' course/fine of \$1,000 and 35 demerit points/instant loss of licence for 3weeks (first offence), 6 months (2nd offence), and 12 months (3rd offence). • Double fines for those speeding in a school zone. • Increase fines/punishment/penalties for crossing the centreline/driving on the wrong side of the road/dangerous driving/. • Restrict the performance of cars for new drivers for at least the first year of holding a full driver's license. • Ban undertaking on all roads. • Fines for drivers sitting in outside/overtaking lane. • Make it compulsory that drivers can only use hands free and must not have physical access to their phones while driving/prevent phones from being able to send/receive texts in a moving car. • Car insurance/3rd party motor insurance should be mandatory in NZ for all drivers: Insurance companies identify the high risks and increase premiums accordingly which will remove higher risk drivers from our roads. Or if they are repeat offenders and do not care for the consequences of their actions, the police will have the power to prosecute and again remove them from our roads. • Speed limit changes won't change behaviour unless speed camera fines increase drastically to make people take them seriously. • Parking distance before and after speed humps must be increased and if they are not respected then the car owners need to be penalized. • All cyclists should need to have a license, so they know the dangers of riding on the roads and what precautionary actions they need to take. • Electric scooters should have a speed limit to avoid any accidents with pedestrians and other forms of transport and if they are for one person, if two are using it, they can get ticketed as it is unsafe use.

Feedback Theme	Main points
<p>Other comments</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • Roading network has not been improved despite petrol surcharge. • The state of the roads needs huge investment which our regional fuel tax should be going to. • Make new/near-new cars more affordable/available to raise the average safety of all cars on the road. • To maintain this programme would be to commit significant police resource that is instead needed to do real policing, and crime prevention. • Many of the proposed streets [Greenhithe] are near Upper Harbour Primary, but there is no road that connects Upper Harbour to Greenhithe - just a walkway. • I understand there is also a proposal to put 30cm cycle boundary on Upper Harbour Drive [Greenhithe]. Who has asked for this? Many cyclists are upset, as they will not be able to ride abreast or swerve to avoid walkers/runners. • I would like to know the update of the paper road from Traffic Road to Rahul Road: this was a well-used walkway that was planted over and was to be reinstated as a walkway with no progress. • It would be better to focus on suicide prevention as an example if the overall outcome is genuinely to reduce the deaths of New Zealanders, especially with the current pressures we are facing with the current pandemic. • Pressure the NZTA to lift the standard of cars coming into NZ to a mandatory 5-star rating. Get old and unsafe cars off the road. • 3-yearly warrants on new cars leave too much time between inspections - increase mandatory inspections to bi-annually and better driver training will reduce incidents on roads with current speed limits. • Road users should be disincentivised from having such large vehicles (SUVs, Utes, etc) with congestion charges – they block the view of the road ahead, and when parked obstruct visibility from side roads. • Road safety is a combination of factors - not just speed limit, but also road quality, and vehicle quality. We're ignoring two out of three factors. • Your 'Death/injury percentages' chart is contentious, with are other studies giving evidence to the contrary. Your policy is decidedly anti-private vehicle with the purpose to drive the public onto busses. This policy has been politicised. • What is the cost of implementing this programme? At a time when the cost of living is skyrocketing, and rates are increasing. • Perhaps AT should focus on some of the dangerous driving of their bus drivers. • ALL schools should be covered with reduced speed limits. AT should lobby the NZ Government to make a nationwide change, that does not rely on immediate individual speed signs to be erected. • The current system around schools works well, with lights flashing when the speed limit changes, drawing you attention to the reduced speed limit. Are you planning to run the lights for the time that reduced speed is in place? • Modern vehicles have cruise control and active safety systems which only work above 40kph. • We are moving into the era of electric vehicles and auto pilot modes which automatically stops the vehicle when they see any objects in front, reducing the risk of accidents: it is a pointless waste of money to change a working system without considering the future way of transportation.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Prefer to see work done to disincentivise people from bringing cars into the city (say tolls) and use that money to fund better public transport. • Remove the filter lights on feeder roads to the motorway that simply add to the already growing frustration of drivers. • There are many proposed roads which have just had considerable investment in speed mitigation. If these speed mitigation solutions are not effective this money recently spent would have been better utilised elsewhere. • Consider congestion charge zones to reduce commuters from outside the central city suburbs from driving into these suburbs with exemptions for residents. • In your comms you cite a disproportionate number of Māori accidents at 16.7% but Māori make up more like 17% of the population so that statement is factually incorrect and would make them better drivers by comparison to all drivers. • You trust the public. I see in your postal brochure here (which brought this whole matter to my attention) that you state the financial benefits per death and injury. This is not just interesting, it is vital information to have: because that's taxpayer money, and you're making your stewardship of it transparent to the public. That is impressive, progressive, and the right way to go. • I would like exceptions to be made for emergency vehicles such as ambulance, fire fighters, and police. Currently we really feel the shortage in ambulances, but even during normal times there are areas in Auckland like Pukekohe that only has 2 ambulances in the area and currently another ambulance will take 25min. If speed limits are introduced, it may take an ambulance to take 40min to get to those areas. • Many of these roads do not fit within the "self-explaining roads" that comprise the majority of changes. • Are the changes likely to slow down the bus routes? Will there be changes to routes to accommodate changes? • AT is complicit in reducing productivity of the whole of Auckland by these measures, and by installing T2/T3/Bus lanes at busy times of day. • Need to reduce amount of foliage at intersections that obstruct visibility and consider this in future planning for planting. • More emphasis needs to be put on drug and alcohol testing, more rigorous policing of seat belt use and cell phone usage. • Visual pollution on every bend in the road (e.g. signage) is very obnoxious. • Where speed limit review is on an unmarked road, markings should be added first before speed limit is dropped. • Instant disqualification for 20kph (instead of 40kph) over limit and instant fine for running a stop sign would help reduce incentives to speed. • AT needs to show FULL transparency of costs to implement, fine revenue generated, and where this money gets reinvested; the cost to the ratepayer, who the contractors are, and if the revenue will this be put into the regions that the fines are generated from. • Spending \$700 million on something that frustrates every NZ road user - how much of that money is being spent on advertising to support your cause? • Submitter's manual car struggled to maintain 30kph - it put too much strain on the motor. • Get contractor's trucks to not park on these narrow streets overnight. Yellow lines on one side, to help stop parking on all streets, corners, and access to other main streets in this area widened • The public need to see the evidence justifying these changes, the cost of this list and consultation, and the hundreds of thousands to implement.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Will the names of councillors supporting these changes be published so I know who is responsible for this? • I do not see why Marae need special treatment. Surely community centres should also be considered. This response seems disproportionate to the statement that more Māori get killed on roads. If 16% of road deaths are Māori and 17% of the population identify as Māori it seems like these are equivalent and not out of line with total road deaths. • The current trend to move to bikes (electric or not)/electric scooters and other powered transportation, the majority can and easily exceed 30kph - will they be policed in the same manner as a car? • I propose the speed limit on the Harbour Bridge be reduced to 50kph to allow mopeds to access/exit the Harbour Bridge at this speed via ramps at Esmonde Road and Onewa Road and onramps Victoria Street and Cook Street, so moped drivers have access to the city from the North Shore (currently even the ferry doesn't allow mopeds). The newly proposed Northern Pathway also excludes moped riders and ironically the moped riders pay road users tax when cyclists do not. • The Auckland Council is aiming to free up the traffic flow and reduce the number of cars going into the city and reducing carbon emissions - encouraging mopeds would help ease this congestion and help transition to these goals much sooner which would also increase safety on the roads in general. • Get rid of the trucks clogging our highways and byways/trucks should have a 90kph limit. • All main Highways should be tolled as it is often overseas - users to pay. • Needs to be some quality control of tyres being brought into this country. Tyres should legally be required to meet a standard of grip in all conditions and banning the import of those that do not. It is the most important part of a car when it comes to control. • As a motorcycle license assessor, because of the frequent speed changes, I must change my NZTA Authorised Assessment Routes every year. • Promote using small cars (e.g. one to three persons private transportation device or vehicle) and make them available to be imported from overseas, especially the electric ones. • The law needs to be revised to ban private cars exceeding 110kph to be imported, or to have them modified to limit their speed to 110kph (of course, except special vehicles like police cars). Their overall weight also needs to be reduced. • Please retain the flexibility to keep fine tuning speed restrictions once they are initially implemented. It will be near impossible to even get most of them just right out of a full 1600 listed. In my opinion you will need to "let it play" for a while and then based on the awakening people of each area, and feedback, adjust to get it just right. • Please erect signs such as: "Be mindful of following traffic" and "Slower vehicles must allow traffic to flow at the speed limit where feasible" and "Slower vehicles must not accumulate more than 6 following cars for more than 2km". • Need to include some of the roads that AT intends or is currently sealing as part of the seal extension programme.



Safe Speeds Programme

Public feedback on proposed speed limit changes October/November 2021

Feedback related to Kaipātiki
Local Board area



Contents

- Part A – Number of submitters from within the local board area2
- Part B – Feedback on roads within the local board area proposed for speed limit changes3
- Part C – Feedback on roads within the local board area NOT proposed for speed limit changes.....4
- Part D – General themes from people who live within the local board area8



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

During March and April 2022, 84 people from within the Kaipātiki Local Board area submitted on the Safe Speeds Programme - proposed speed limit changes.

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

In the first part of the feedback form, respondents were asked to choose a road (and a part of the road) to provide feedback on. They were also asked what they thought of the proposed speed limit changes for that section. Specifically, they were asked:

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

This section outlines:

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

Please note:

- Some submitters expressed sentiment for roads with multiple 'parts' but did not specify the section of the road they were referring to. Where it was not apparent which 'part' of the road the submitter meant, or their feedback related to the full road, their sentiment was added to all the road segments.
- Submitter open-ended feedback could contribute to more than one theme.

This section does not apply to Kaipātiki Local Board as there were not any roads proposed for speed limit changes in the Kaipātiki Local Board area.



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

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

- To prevent having lots of themes that were only mentioned once or twice we grouped suggestions into suburbs and used the ‘main points’ for the themes to identify the roads being mentioned.
- Some suburbs are situated within more than one local board area, as such there may be some roads in this section which are not relevant to the Kaipātiki Local Board area. It saved a significant amount of time reporting in this way.
- Submitters could see comments made by other people in different pin drops on the map. Due to this, there was occasional feedback in response to another submitter’s suggestion – for example, someone suggests a lower speed limit for one road, and another states the speed limit here should not be lowered. This has resulted in occasional opposition to lower speed limits where there are no changes proposed.



Suburb	Hillcrest
---------------	-----------

Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none">• Velma Road needs judder bars on the bends between Philip Keith Rise and Alice Place (ie 48-54 Velma Road) - 2-3 serious crashes here due to excessive speed in the last three years.



Suburb	Birkdale
---------------	----------

Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none">• Please review safety and traffic slowing measures for Salisbury Road, Birkdale. Currently cars are often going 60kph+. The road is seeing increased housing development, which is great, however it does come with more traffic, more speeding.



Suburb	Northcote Point
---------------	-----------------

Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none">• Many of the issues may be solved by traffic calming (and better roads, shoulders, and footpaths) in semi-rural areas. More people walking and biking will calm traffic, so improvements to encourage this should go alongside any speed changes.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none">• Many of the issues may be solved by better roads, shoulders, and footpaths (and traffic calming) in semi-rural areas. More people walking and biking will calm traffic, so improvements to encourage this should go alongside any speed changes.



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

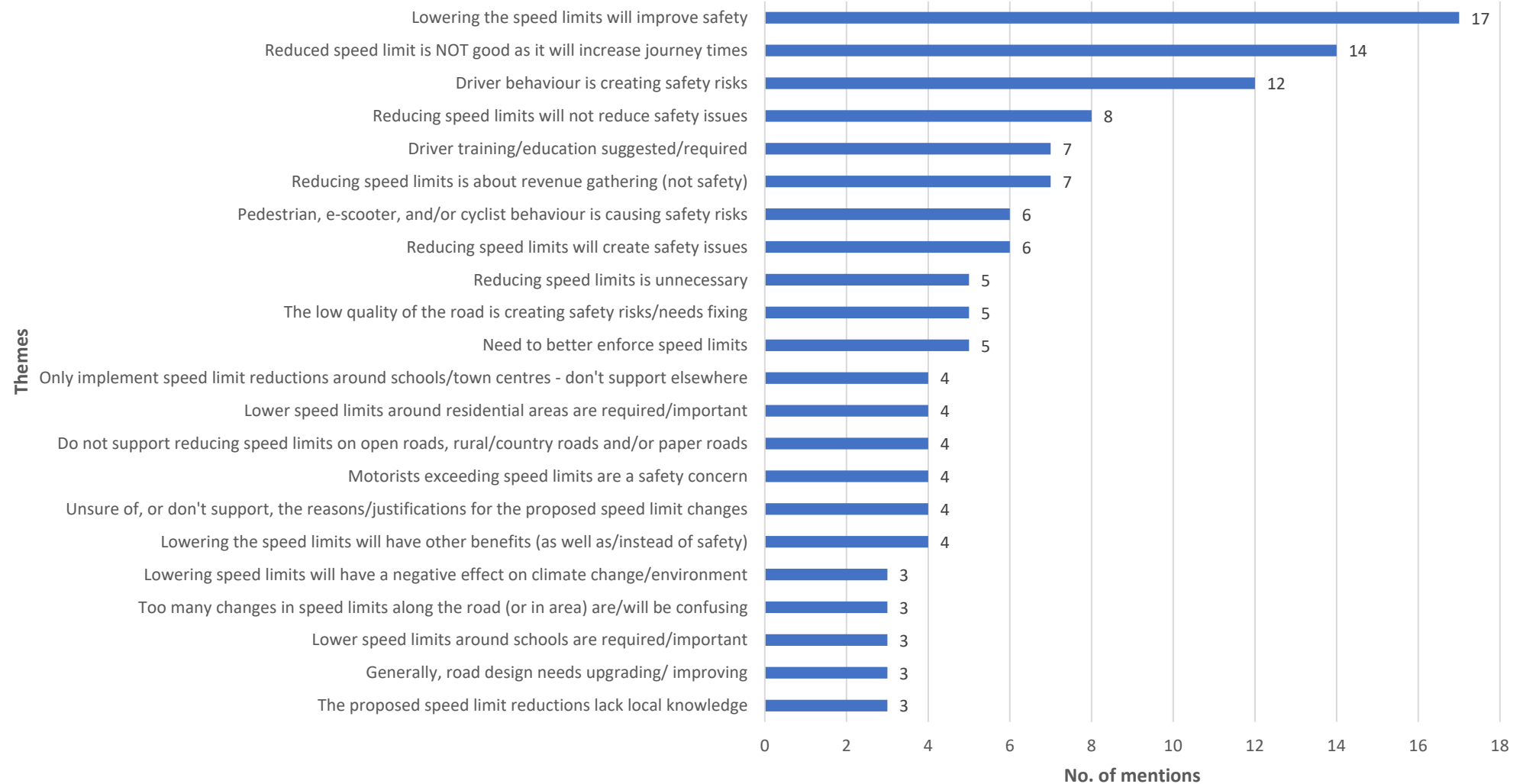
The feedback form also provided the opportunity for respondents to provide general comments on the Safe Speed Programme. Most this feedback was general in nature and could not be attributed to a particular road.

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

Please note:

- The “*Mentions*” in the themes column of the tables indicates the number of times that theme was mentioned by people from the Kaipātiki 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 Kaipātiki Local Board area, just themes.

Top 22 general themes: Kaipātiki Local Board Residents



Overall sentiment towards the Safer Speeds Programme

Feedback Theme	Main points
<p>Generally, support the safe speeds programme</p> <p><i>Mentions: 26</i></p>	<ul style="list-style-type: none"> • Lowering the speed limits will improve safety (15) • Lowering the speed limits will have other benefits (as well as/instead of safety) (4) • Lower speed limits around residential areas are required/important (3) • Improve cycle infrastructure (2) • Driver behaviour is creating safety risks (1) • Motorists exceeding speed limits are a safety concern (1) • Lower speed limits around schools are required/important (1) • Need to better enforce speed limits (1) • Improve pedestrian infrastructure (1) • Too many changes in speed limits along the road (or in area) are/will be confusing (1) • Lower speed limits in/around town/shopping centres are required/important (1) • Lower speed limits around marae/other high pedestrian areas are important (1) • Other suggestions for reduced vehicle speeds (1)
<p>Generally, do NOT support the safe speeds programme</p> <p><i>Mentions: 39</i></p>	<ul style="list-style-type: none"> • Reduced speed limit is NOT good as it will increase journey times (11) • Driver behaviour is creating safety risks (10) • Reducing speed limits will not reduce safety issues (7) • Driver training/education suggested/required (6) • Reducing speed limits is unnecessary (5) • The low quality of the road is creating safety risks/needs fixing (5) • Reducing speed limits is about revenue gathering (not safety) (5) • Pedestrian, e-scooter, and/or cyclist behaviour is causing safety risks (5) • Reducing speed limits will create safety issues (4) • Do not support reducing speed limits on open roads, rural/country roads and/or paper roads (4)

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes (4) • Generally, road design needs upgrading/ improving (3) • Motorists exceeding speed limits are a safety concern (2) • The proposed speed limit reductions lack local knowledge (2) • Need to better enforce speed limits (2) • Only implement speed limit reductions during specific times and/or don't support 24/7 implementation (2) • Only implement speed limit reductions around schools/town centres (2) • General suggestions for speed limit increases (2) • Lowering speed limits will have a negative effect on climate change/environment (2) • Suggestions for licensing/ law changes (1) • Concerns with the public engagement, and/or that AT won't listen to feedback (1) • Zero deaths by 2050 is unrealistic/ impossible (1) • Motorists going SLOWER than the speed limit are a safety concern (1) • Physical improvements suggested (1) • New speed limits need to be clearly signposted (1) • Too many changes in speed limits along the road (or in area) are/will be confusing (1) • Improve public transport (1) • Do not support reducing speed limits on arterial roads, main roads and/or highways (1) • Other comments (1)
<p>I support some proposals and do NOT support other proposals in the Safe Speed Programme</p> <p><i>Mentions: 14</i></p>	<ul style="list-style-type: none"> • Reduced speed limit is NOT good as it will increase journey times (3) • Lowering the speed limits will improve safety (2) • Reducing speed limits will create safety issues (2) • Reducing speed limits is about revenue gathering (not safety) (2) • Lower speed limits around schools are required/important (2) • Need to better enforce speed limits (2) • Only implement speed limit reductions around schools/town centres (2)

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Driver behaviour is creating safety risks (1) • Reducing speed limits will not reduce safety issues (1) • Driver training/education suggested/required (1) • Motorists exceeding speed limits are a safety concern (1) • The proposed speed limit reductions lack local knowledge (1) • Pedestrian, e-scooter, and/or cyclist behaviour is causing safety risks (1) • Physical improvements suggested (1) • Too many changes in speed limits along the road (or in area) are/will be confusing (1) • Lowering speed limits will have a negative effect on climate change/environment (1) • Lower speed limits around residential areas are required/important (1) • Do not support reducing speed limits on arterial roads, main roads and/or highways (1) • Lowering speed limits will have a positive effect on climate change (1)

General positive comments about the Safe Speeds Programme

Note: It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Kaipātiki Local Board area, just themes.

Feedback Theme	Main points
<p>Lowering the speed limits will improve safety</p> <p><i>Mentions: 17</i></p>	<ul style="list-style-type: none"> • Lower speed limits will improve road safety and reorient public spaces to encourage walking, cycling and other forms of healthy transport. • Lower speed limits will protect cyclists, children, pedestrians, vulnerable people, horse riders on the road. • Reduced limits will force those currently speeding (and those who see 100kph as a target) to slow down. • Current speed limits in residential areas are too high to be safe. • High speeds (above current limit) contribute to more injuries and reducing speed can help. • Safer feeling community and atmosphere. • People tend to exceed the speed limit at least a little, particularly around schools and school buses: a lower limit will help. • People are driving faster and more recklessly, including main roads as well as residential streets. • New developments/increased pedestrians/traffic volumes in the area - need lower speed limits for safety. • There is a lot of evidence showing that lower speeds increase the likelihood of a vulnerable road user surviving a crash. • Lower speeds improve reaction times and stopping distance in the event of an accident. • Have been accidents in this area - agree with speed reductions to help prevent these. • Will be safer on roads that are narrow and/or have no shoulder/are dangerous to drive at current limit. • International experience has proven roads are much safer when their speed is set to the slowest user of those roads, and in particular when they are not set to that of cars. • Will lower the crash rate on roads where that is an issue due to speed. • We should make all roads 30kph and then increase speeds on the roads that have sufficient safety features. • I walk cycle and use my e-scooter on roads that are increasingly clogged with parked cars. It is dangerous for me to use the road between cars that are going 50kph and parked cars whose doors may open at any time. • The proposed 24/7 30kph speed limits will help keep kids safe during normal school hours, before and after school care and the other times when school kids and the community are using the school grounds for sports and leisure, including weekends. • Will improve bad habits people have of driving fast at unsafe speeds.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • The reduction in speed is directly correlated to reduction in risk of an accident and injury when an accident does happen.
<p>Lowering the speed limits will have other benefits (as well as/instead of safety)</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • Lower speed limits will reduce vehicle noise/dust nuisance for residents, especially from trucks. • Lower speed limits will encourage walking, cycling and other forms of healthy transport. • Lower speeds will largely obviate the need to create more speed humps. This will be a cost saving. • Closer and more connected community. • Will reduce rat-running behaviour/ heavy vehicle usage. • More of a pleasant journey for pedestrians/cyclists. • Will reduce private vehicles and increase public transport usage. • Lower speeds will make it less likely that drivers will cross the centreline when traversing right hand bends, which is currently very common. • 30kph should be the speed limit in as many places as possible to discourage driving. Busses can have their own lane with faster speed limits along with scooters/bicycles. • Sends the message that the road is for more than just cars. • Finally gives some consideration to other road users, not just cars. • It will help bring a "village" feel and make it nicer to walk around which will only be good for encouraging people to shop local. • Higher speeds lead to increased congestion because drivers end up braking suddenly or moving with indicating. • Will improve bad habits people have of driving fast at unsafe speeds.
<p>Lowering speed limits will have a positive effect on climate change</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Driving at lower speeds is more fuel-economical, which is better for the environment in the long run. • Encouraging more people to use active forms of travel will reduce carbon emissions. • Please lower the speed limit as much as possible on as many roads as possible and take cars off many roads altogether. This is the level of change required to meet carbon goals.

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

Note: It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Kaipātiki Local Board area, just themes.

Feedback Theme	Main points
<p>Reducing speed limits will create safety issues</p> <p><i>Mentions: 6</i></p>	<ul style="list-style-type: none"> • Reduced speed limits result in frustration and impatience, leading to poor decisions, dangerous/risky overtaking, using bus lanes, tailgating, hesitation, near misses, and congestion. • Will cause issues with speeds changing from one street to another. • Will make driving around Auckland even more chaotic. • Crash/death toll has been higher since speed limits have been lowered - negative outcomes do not justify more changes of the same. • 30kph (outside of city centre and schools) will do more harm than good because many will not comply. • Will increase number of accidents (some obeying, some not; frustration; distraction). • A Penn State University study concluded crashes increase due to complacency (i.e. not concentrating) if the speed limits are set more than 16km/h below the engineering standard. "We found there was an increase in fatal, and injury crashes at locations with posted speed limits set 10 miles per hour or more below engineering recommendations." • Reducing the speed limit will make it harder for emergency volunteers to get to the [Fire] station to attend an emergency when needed. • Lower speed limits will delay emergency services and first responders and potentially cost lives - ambulances are only allowed to travel 15kph/20kph/30kph over the speed limit. • High number of signs/visual pollution/inconsistent speeds is leading to confusion, frustration, and accidental law breaking. • If you try to reduce speeds on arterial roads, there will likely be very little compliance and therefore higher actual speeds across the targeted area. • People driving under the speed limit is what causes the accidents, and this proposal will make it worse. They cause people to make angry, irrational decisions/driving because of holding other drivers up. • Cruise control doesn't work/struggles at 30kph. • Very difficult to drive heavy vehicles at 30kph. • This will be making drivers worse/unfamiliar with roads everywhere else (with higher speed limits that they would now be unused to). • I'd rather keep my eyes on the pedestrians and cyclists, not my speedometer/worrying that I've missed yet another speed change.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Last year (2021) the road toll was the highest it has been in the last 4 years - proving that the lower speed limits did not produce the results you state it was there to provide - and actually did the opposite. • Changing speed limits is going to do more harm. • Reducing speed limits too far make people speed up in other areas to make up the time lost. • Almost all drivers adhere to the current speed limits. Lowering them further is only likely to test the patience of those already inclined to break the current speed limits. • Lower speed limits will increase journey times and result in fatigue and more time on the road, which increases the chances of being involved in a crash (regardless of the speed you/other drivers are travelling). • I've seen people cross more in front of slower cars than in front of cars doing the speed limit, and cyclists pull out in front of cars going 40kph or below. • Slowing modern cars down to less than 30kph can result in the "A" pillar blind spot matching the pedestrians crossing walk in speed. The first time the driver sees the pedestrian is just before they come together. Vehicles approaching at about 40kph often have better vision of pedestrians. • Drivers will be frustrated by the change and will likely ignore it, leading to a dangerous false sense of safety for vulnerable road users. • Reducing speed limits this much (60%, from 100kph to 40kph) is going to infuriate drivers. • Will increase rat-running behaviours (often at speed) on streets that are even more dangerous for high traffic volumes and speed (like by playgrounds, residential, etc). • Manual vehicles can struggle to keep driving at 30kph - it is only a temporary speed - cars themselves want to go faster. • Lower speed limits make 'speedsters' go even faster. • Distracted drivers and drivers on their phones (playing games, texting) are a huge problem, and lower speed limits will make this worse. • The proposed low speed limits are patronising and imply we cannot think for ourselves or drive to the conditions: people will rebel against them, and all road rules will lose credibility. • With a 30kph limit, bicycles and scooters will be overtaking cars which will be incredibly unsafe. • Where significant changes are made that not justified by evidence, the road will be more dangerous. • Some changes will critically delay emergency responders - should exclude (or reduce severity of changes) on streets where fire stations are located, on primary response routes to optimise the efficiency of response, and on roads within 8-10 km radius of a volunteer fire station, to support volunteers to reach stations in a timely manner, to reduce impact on response times to emergencies in rural areas.

Feedback Theme	Main points
<p>Reducing speed limits will not reduce safety issues</p> <p><i>Mentions: 8</i></p>	<ul style="list-style-type: none"> • Reduced speed limits have not/will not make the roads safer. • Speed limits are not the issue (it is road condition/ driver behaviour/education/ distraction/ licencing/ pedestrian behaviour/ road design, etc). • The drivers that cause accidents aren't mindful of speed limits anyway. • Lower speed limits won't help if the issue is poor road layouts/design. • Poor driving skills/illegal behaviour is the issue, which will not be changed by lower speed limits. • Constantly reducing speed limits is just 'nannying' people, not solving the problem at all. • Lower speed limits are impractical/will not work because people will not abide by them. • Logging trucks are making the road unsafe, not the speed limit. • Reduced speed limits need to be accompanied by engineering to make the road look like the limit is appropriate, or it will not work. • If you try to reduce speeds on arterial roads, there will likely be very little compliance and therefore higher actual speeds across the targeted area. • The safer speeds program is unlikely to achieve the intended outcome of zero deaths. • The sign company will be the only one who benefits from these decisions. • Blanket speed limit decreases will not solve all the death and injury issues. • Speed limits on rural roads won't change regardless of any limit change as they are not monitored by police as often as main roads. • Speed is the symptom not the cause, focus on the cause and this will fix the problem. Fix the symptoms (speed) and the root cause will remain. • Without enforcement, reducing the speed limits will do little to nothing. • If drivers are already driving below the posted limits on some proposed roads because of road conditions what is the point in reducing the limit? • This will have a low return (i.e. harm reduction) for the investment compared to other safety initiatives e.g. changing dangerous intersections, improving pedestrian crossings etc. • Locals/drivers in rural areas will not comply to the lowered speed limit because they know how to drive on their roads, and it is not enforced. • All that this proposal will do is punish people who drive well and stick to speed limits, with a longer commute.
<p>Lowering speed limits will have a negative effect on climate change/environment</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • Making trips longer/more acceleration and deceleration will massively increase CO2 emissions. • This will lead to excessive fuel use and engine wear. • Judder bars in main thoroughfares are environmentally unfriendly.

Feedback Theme	Main points
	<ul style="list-style-type: none"> You are trying to force people to use dirty and polluting diesel buses.
<p>Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> This is impeding the city, commerce, and the ability of everyone to go about their day, in favour of AT's ideological hatred of the private vehicle. Is there any high crash data or evidence of pedestrians being hit to justify changes? Crash/death toll after previous round of lowered speed limits were higher than before reductions - negative outcomes do not justify more changes of the same. Not aware of any serious (or any) accidents in some areas for roads proposed for 30kph. Consultation materials state there are many factors besides speed, and traffic is already travelling slower than posted speeds but still have accidents - look at the other risk factors before changing speed limits. The research does not support/there is insufficient data that reducing speed limits from 50kph to 30kph will significantly impact injury/death rates. Where a road is obviously unsafe (history) and natural quality/design then a lower posted limit has value communicating that. When you have so many roads with randomly different values and no obvious reason, the posted limits lose credibility. Many of the current proposed changes are over-the-top and not based on real risks. AT is not focussing on the roads that have high crash rates - this is unacceptable and should be reviewed to reduce speed limits on roads that matter in terms of lives. Publishing the data of accidents within the current vs proposed speed limits, including determined cause (i.e. alcohol involved) will be a convincing argument to support this programme. If crashes are due to alcohol or other factors, then these should be focussed on to fix instead of speed. 100kph roads should not be considered for lower limits unless significant death toll justifies the change. High number of signs/visual pollution/inconsistent speeds is leading to confusion, frustration, and accidental law breaking. If necessary, utilise cameras in areas that the accident injury rate confirms data to support the changes, don't negatively affect all road users without anything to warrant the changes. Are AT people going out and seeing if these reductions are working or is it all computer simulation, calculations, and reconfiguration? Has the lowering of speed limits around the Auckland CBD been successful? How many road deaths have the lowering of speed limits saved? I'm interested to see the road toll statistics for the Auckland CBD in prior years to currently. There has been a complete failure of justification of the reduced speeds. Where are the stats showing the accidents / injuries / fatalities on each of these roads?

Feedback Theme	Main points
	<ul style="list-style-type: none"> • I do not trust AT have done the due diligence or have any substantial data to back up the speed limit reduction proposals for ALL the roads they are targeting. There are many roads which could be made safer which are not featured here. • How many of the 36 deaths on Auckland roads in 2020 occurred on roads you are proposing changes to? • Look at the accidents in the last 5 years (posted on the Devonport Community Facebook site), none are in the area in which you are "proposing" to lower the speed limits. • A blanket approach is not correct – roads need to be independently assessed for suitable speed limits, considering accident data, geographical setting, road quality and camber, etc. If you do not have the data, then you need to study/assess the road until you have it to justify changes. • Request for evidence of injury/crash data for specific area, including cause of crash, speed of vehicles, and if any pedestrian/cyclist involvement. • I don't believe "Current guidelines do not recommend speed limits of 70kph or 90kph because they have been proven to confuse drivers and lead to them driving faster than the speed limit" is a valid reason for a speed change. If people are confused with 70 or 90kph then as a human race we have a big problem - these people should not be on the roads. • The stated benefits of these speed changes have been exaggerated by manipulation of statistics (such as using figures prior to and during the pandemic lockdowns). Comparing 18 months accidents with a 5-year number, when a lot of the 18 months data was during lockdowns is not a fair comparison. • I call into question the calculations that the death risk figures from the AR-R560-18 report, which were cited in the AT Proposed speed limit changes brochure.
<p>Too many changes in speed limits along the road (or in area) are/will be confusing</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • Frequent changes in speed limits mean drivers are watching for signs or watching their speedometer, rather than watching the road. • Will cause issues with speeds changing from one street to another. • Too confusing having inconsistent speeds for no clear reason. • By introducing too many variables or speed limits too slow you are causing confusion, frustration and interruptions to traffic flows. • Changes in speeds and traffic conditions are a bigger safety issue than higher speed limits. • Waiheke Island should have fewer changes in speed limit, e.g. be 30kph throughout, or for example Donald Bruce Road should have fewer than the currently proposed three different speed limits along its length. • Better, cheaper, quicker, and less confusing for drivers to make a few simple rules and apply them everywhere: e.g. shopping strips and schools 30kph; low building density roads 80kph; bends and intersections and everything else 50kph. • Lower the speed limit for the whole area, nice and simple, no confusion, tinkering, ongoing costs etc.

Feedback Theme	Main points
<p>Reduced speed limit is not good as it will increase journey times</p> <p><i>Mentions: 14</i></p>	<ul style="list-style-type: none"> • Traffic lights are still phased for the old 50kph limits, so driving at reduced limits means you catch every red light. • Reducing speeds in some areas adds significant time to journeys and fails to clear congestion. • Does not make sense to reduce speed limits on roads with bus services. • Businesses and drivers should be compensated for additional time and fuel spent travelling. • The estimate of increased journey times is significantly understated for people who live and commute rurally (e.g. top of Awhitu Road to the city is more than '1-2 minutes' delay). • It needs to be balanced without compromising the network and creating congestion. • Proposed changes are going to cause congestion/ gridlock. • People in rural areas will suffer the most, with extended journey times, fuel costs and engine wear. • Overall travel time costs have not been truly accounted for - 20% increase per person adds up. • The inability to move around Auckland with ease will be detrimental to the long-term attractiveness/ economic success of Auckland. • The proposal is going to increase/encourage rat-running behaviour/speeding to make up for lost time. • Don't have the time to waste going slow as a commercial driver. Get rid of the civilians then you can your low-speed zones during work day hours Monday to Friday. • Decreasing speed limits in so many areas will make daily life unbearable for the average person. • It will add to inflation as goods & services will cost more with longer travel times. • Freight is significantly slowed, and with rising fuel costs coupled with an inefficient and high-cost public transport system, the increased time spent in cars will increase the costs of the working class.
<p>Reducing speed limits is unnecessary</p> <p><i>Mentions: 5</i></p>	<ul style="list-style-type: none"> • Many of these roads can be driven on safely at higher speeds provided drivers are competent and attentive. • Raised pedestrian crossings/existing traffic calming/traffic lights/roundabouts already slow down traffic (no need for lower limits). • Area is not busy and lower limits are unnecessary as schools have footpaths connecting them already (Greenhithe). • Roads in town centres and near schools already have traffic slowing measures. • Roads are already perfectly safe at current speed limits. • Cars are getting safer, with shorter stopping distances, and lots of safety features for occupants, other road users, and pedestrians. • Should not apply where cyclists and pedestrians are separated from cars.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • The 60kph and 80kph speed limit reductions throughout East Auckland (e.g. Te Irirangi Drive, Chapel Road, Pakuranga Highway) make no sense as the roads are wide with minimal conflict zones, and designed to be driven at this speed. • By your own assessment 90% of the drivers are ALREADY travelling slower than the existing speed limit. • Unnecessary where there are not high accident rates and speeding/traffic volumes/pedestrian numbers. • Schools already have safe speed zones in the morning and closing time, and town centres have significant traffic lights and pedestrian crossing areas. Therefore, 30kph zones are not required. • Drivers who already ignore current speed limits will not suddenly adhere to a lower one. • Instant fines and disqualifications will work best to reduce speed on roads. • Reducing all streets to 30kph where they are not near schools, local parks and aged care facilities, is excessive. • It will be bad for public morale if the limits for safe roads are reduced as this will look like a revenue gathering scheme. • While I support and embrace the intent of the programme, speed limit proposals in areas that do not warrant it are not the way to achieve the outcome. • The roads are already congested - there is no reason to lower speed limits as people are already forced to drive slowly.
<p>Reducing speed limits is about revenue gathering (not safety)</p> <p><i>Mentions: 7</i></p>	<ul style="list-style-type: none"> • Poor attempt to address the issue - speed limits are easier to enforce than other safety measures and are good revenue-gathering opportunities. • Are businesses/drivers going to be compensated for additional time/fuel spent travelling or is this more about revenue gathering? • Lower speed limits will just be exploited by mobile speed camera operators. • Reducing speeds on safe 100kph country roads seems like financially based policing. • Rather than having speed traps in locations and conditions that are perfectly safe for higher speeds, Police resources should be focused on locations and conditions that are dangerous. It feels like a revenue generation approach. • If you're lowering speed limits, lower the fines at the same time. It's about safe speed, not about the money. You already know fines are not working - although a penalty still needs to be incurred, lower fines might get paid more often.
<p>Driver behaviour is creating safety risks</p> <p><i>Mentions: 12</i></p>	<ul style="list-style-type: none"> • Investigate other aspects of road safety (e.g. people using phones while driving) to reduce accidents on these roads (not speed limit reduction). • There are a lot of bad drivers in New Zealand. • Lower speed limits do not make people drive safer. • Need to better enforce basic road rules rather than imposing a slower speed.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Issues are due to poor driving technique such as jumping lights; driving along pavements; illegal u- turns; not indicating, etc (not speed). • Should instead focus on preventing tired/distracted drivers, or alcohol-related crashes. • There are so many cars driving around illegally, no WOF or Rego, oversize tyres and lowered cars, illegal bikes and noisy bikes are also a concern. Get those off the road. • Putting speed bumps on main roads don't fix the problem, they cause people to avoid those roads and use other roads. • The most dangerous driving around schools tends to be red light runners or people driving through orange when could clearly stop. This behaviour seems exasperated by short or badly phased light changes and lack of clarity or education about not queuing through intersections. • People often fail to stop or even slow down for pedestrian crossings. • People don't tend to drive to conditions or the speed limit, tailgate, or have little consideration for other road users. • Reducing the speed limits panders to/'nannies' the incompetent drivers who then have no reason to learn to drive better. • Road deaths are mostly the cause of drunk or drugged driving. • Human error is what causes accidents - a lower speed limit will reduce these by giving drivers more time to react, or others to react to bad driving. • Advertise the evils of poor and anti-social driving rather than spending on promoting the virtues of reduced speed limits. • This proposal is punishing everyone instead of focusing on those who aren't using due care while on the roads (both pedestrians and drivers). • Slower speed limit would reduce rat-running behaviour. • Safety issues are less about speed and more about the people who drive with no licenses and drive people on restricted licenses. • Many drivers cross the centre line repeatedly even on blind corners. This is not speed dependent, even slow drivers do this. • Lower speeds will make it less likely that drivers will cross the centreline when traversing right hand bends which is currently very common.
<p>Motorists going SLOWER than the speed limit are a safety concern</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • It's people driving under the speed limit that cause the accidents, and this proposal will make that worse. They cause people to make angry, irrational decisions/driving because of holding other drivers up. • Some drive less than the speed limit. They will be even more of a hazard on the road with people flying past them to overtake. • People drive too slowly (usually while looking at their phones) which cause frustration and overtaking in dangerous locations out of desperation. • At the moment, some tourists tend to drive a lot slower than the speed limit as is (sometimes 30-60kph below the limit which is very dangerous).
<p>Motorists exceeding speed limits are a safety concern</p>	<ul style="list-style-type: none"> • Will increase number of accidents due to speed differences between those following and those ignoring new speed limits. • Lower speed limits are impractical/ will not work because people will not abide by them.

Feedback Theme	Main points
<p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • 30kph (outside of city centre and schools) will do more harm than good because many will not comply. • People don't tend to drive to conditions or the speed limit. • People speeding won't comply with new speed limits, like they don't comply with current ones, and they are the problem not everyone else. • Reducing speeds by 20kph on open roads is not beneficial as locals or regular drivers to the area will continue to drive 100kph. • The introduced 30kph limit along Karangahape Road is generally ignored as it is not enforced - specifically it is often AT buses that ignore the lower speed limit, and in an area with historical pedestrian deaths. • Most people drive at least 10kph faster than the current limit – a 30kph limit will mean they will be going 40kph, which is still better than current. • Regardless of what happens, the speed limit needs to be reduced for public buses. Some of them travel way too fast and will make a much bigger mess in an accident compared to a normal car.
<p>Driver training/education suggested/required</p> <p><i>Mentions: 7</i></p>	<ul style="list-style-type: none"> • Money would be better spent on improving/subsidising driver training/teaching young learners to be courteous on our roads. • More/better driver training needs to be available/encouraged/required. • Driver education is the key: 'kept left, pass right' signs on motorways; more highway patrol cops; hefty fines for using phones while driving; two second following rule. • Learning to drive is NOT just about the road code. Drivers need to be TAUGHT how to drive, recognise hazards etc. • The most dangerous driving around schools tends to be red light runners or people driving through orange when could clearly stop. This behaviour seems exasperated by short or badly phased light changes and lack of clarity or education about not queuing through intersections. • Driver education/defensive driver training WORKS. • Foreign immigrants and visitors need to be taught how to drive on NZ roads, by taking the NZ driving test. • We don't need to slow traffic down, but we do need initiatives to get drivers to stay alert and look for hazards. • Skills/lessons lacking in NZ drivers: feel of speed, distance etc (overtaking when entering an opposite lane, not passing lane); recognition of other drivers' movements; headlights on during the day as well as at night; safe following distances; parking appropriately; driving on rural/unsealed roads. • Make proper driving schools with instructors mandatory and include driver safety courses, how to merge and drive safely around corners/windy roads as a mandatory class as part of those. • If AT wants to save the most lives, they should focus on people wearing seatbelts.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Rural roads have some very dangerous curves and narrowing widths in places, some locals (not visitors) drive at speeds higher than 100kph. An education programme for residents would be of value. • Cyclists licencing requirements will keep cyclists safer on roads. • Start funding driver schools etc, everyone should know fundamental differences between AWD RWD FWD etc and how to control them should they need to. • Drivers need to learn (and be assessed on) how to control a vehicle at speed, drive on gravel, open roads, in the dark, in all weather conditions, on hills/windy roads before they are allowed on the road. • Drivers need to be educated in the fact that the roads are not just for them. They are a lot of people now using the roads for other modes of transport and therefore the roads need to be safe for every person. • I propose a comprehensive driver training program that starts in high schools, does not involve parents, involves practice with trained instructors, includes two days of first aid training, takes longer to get a full licence, covers emergency manoeuvres, driver psychology, how to mitigate fatigue, how to mitigate peer pressure, defensive driving techniques, a program that's applicable to all areas of NZ.
<p>New speed limits need to be clearly signposted</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Especially with many different speed limits in an area, there needs to be frequent signage to remind people. • When you change a speed to a "SAFE SPEED" - you really need to put a colour on the road, like they do in Australia - Worlds Best Practices - that's where most drivers look (not at the trees on the side of the road). • Signposting of speed limits and enforcement around schools and suburban areas is crucial. • If the signage is clear regarding the speed limits that would be great. Currently it's not wonderful around schools. • Be more proactive with speed signs on both posts either side of the road and with painted signs on the road - both when there is a speed change, as at present, and as reminders at various distances along roads. Perhaps the reminders could be painted signs using non-slip paint. It is possible to miss a speed change sign because of other things happening when driving and so reminders are useful. • Unless you live in an area and use certain roads you will not necessarily see signs due to obstruction of large vehicles – more signage required, particularly painted on-road.
<p>Need to better enforce speed limits</p> <p><i>Mentions: 5</i></p>	<ul style="list-style-type: none"> • Is AT going to purchase several hundred more speed cameras or simply see what effects really are after a certain time frame? • This is an inefficient proposal, as people who speed will still speed - go after the speeders instead of everyone else. • There is no need to make these areas a slow zone all the time, just double fines to those not slowing down during school start/finish times. • Needs to be better/more policing and enforcement action - it's not speed limits, it's those that exceed them that is the problem.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Enforcement needs to be consistent, not occasional. • If the authorities cannot police the current speed limits, they will be unable to properly police the proposed changed speed limits. • How can enforcement happen when people have police-tracking gadgets? • The problem is not the speed limits on most roads, it's the (lack of) enforcement of speed limits. • If the police monitored both the current speed limits and policed the red-light runners, we can make our roads safer without causing further delays due to reduced speed limits. • Policing these changes will be impossible/difficult/expensive/pointless unless enforced. • Higher accident rate brings greater enforcement. Lower the speed limit in those areas, position fixed speed cameras and advertise their presence. • We should be pushing for more capacity in the police force to ensure safety, not punishing those following the rules. • Enforce the temporary speed limit at roadworks. • Harsher penalties needed for speed offences (e.g. instant 28 day roadside disqualification whenever an offender is caught 20kph above the limit, not 40kph as current). • Put extra speed cameras before even considering lowering the speed limits.
<p>The low quality of the road is creating safety risks/needs fixing</p> <p><i>Mentions: 5</i></p>	<ul style="list-style-type: none"> • Instead, spend money on better quality/more regular maintenance of the roads. • Roads are not kept to a realistic/safe standard, despite the fuel tax and registration fees collected every year. • The real danger on rural roads is lack of maintenance. • Some roads are in terrible condition and aren't safe at any speed. • Fix the roads to improve safety so there is no need to lower speed limits. • The road condition needs to be attended to first - fix potholes, bad/dangerous shoulders, cracks in the road, bad camber on corners, deep/crumbling culverts and drains. • Some roads are poorly maintained and poorly designed - these locations should have lower limits. • Lowering speed limits won't stop road deaths. Better roads, less potholes, wider roads, more passing lanes, better road flow and safer intersections would all help. • If the roads were kept to a better standard, then there would be a lot less issues - smooth roads make them a lot more predictable.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • The condition of roads in New Zealand is deteriorating every single day. The lack of funding and workmanship on the roads is poor at best and a major cause of our high road toll. • Fixing the roads themselves is a better start. The condition of the road is horrific the speed is not an issue. • Fix potholes properly in the first place, so you don't need to re-fix them three months later. • This proposal is just trying to replace/cover up/lower costs poor road quality/maintenance.
<p>Generally, road design needs upgrading/improving</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • Make safer roads as most fatalities involve two vehicles, not pedestrians. • Some roads are poorly maintained and poorly designed - these locations should have lower limits. • Need to improve quality of road markings (especially at night in rain), visibility, poor road naming for directions, centrelines. • Fix/invest in infrastructure to accommodate greater speeds instead of lowering limits. • Need to work on better road design and execute them. • Lowering speed limits won't stop road deaths. Better roads, wider roads, more passing lanes, better road flow, and safer intersections would help. • Seal the unsealed roads. • The funds could have been better spent on properly sealing roads (using quality materials) and upgrading heavily congested major arterial routes. • The issue is the lack of motorways, and the growing presence of road haulage due to lack of investment in rail. • More should also be done to implement safer designs alongside safer speeds. • Prioritise sealing high-use and school bus routes, and detour routes when there is an accident on SH1 (e.g. Haruru Road and Kanohi Road). • Too many roads many have lanes merging from 2 to 1 or 3 to 2 to accommodate an adjoining lane: this just creates bottle necks and opportunity for poor behaviour. • Too many road junctions are on blind corners with traffic flow controls. • Too many bus stops are adjacent to the corner of a junction - why increase hazards in an already hazardous zone? • Infrastructure/roads should change to match the new speed limits - this means making roads narrower and corners tighter. • Shrubbery needs to be trimmed away from signs, crossings, and intersections. • Lower speeds should be part of a whole package which include road quality (median barriers, surface quality, camber etc) and control improvements (signage, crossing, rumble strips, lights etc).

Feedback Theme	Main points
	<ul style="list-style-type: none"> • You need to be upgrading roads (more lanes in arterial routes) in expanding residential areas not choking the traffic with speed limit reductions on neighbourhood streets. • To make the road safer, you should have at least two lanes if possible or a barrier for opposite lanes to avoid head-on collision. • Seals should be asphalt not chip seal - and maintained. • Why are roads resealed in the first place? Also are you determining this off previous core samples or are you taking any samples before touching a road that doesn't need to be touched? • High level roads that include bus/trucks should have asphalt over concrete. • Where are the upgrades or even the bypass for Kumeu? • Would rather money be spent on upgrading the Weiti bridge to 4 Lanes. • Focus instead on fixing road designs which offer no logic, the turning lane markers that appear too late at an intersection, the rail crossings that offer no real barriers, the poorly lit/maintained pedestrian crossings, or the roundabouts that not one kiwi understands the give way rule on when entering. • Need more passing lanes/ slow vehicle bays to encourage safe overtaking. • The roads need to be re-engineered to be self-explaining roads if drivers are expected to stick to 30kph - the road needs to match the sign. • This proposal is just overcompensating for poor road design/planning/investment. • Invest in road upgrades and design BEFORE allowing housing and land development.
<p>Pedestrian, e-scooter, and/or cyclist behaviour is causing safety risks</p> <p><i>Mentions: 6</i></p>	<ul style="list-style-type: none"> • Need better road safety education for children, and teach people how to cross the road safely. • At the proposed speeds, cyclists/e-bikes will be overtaking traffic and breaking the speed limit - very dangerous. If this is rolled out, you should also restrict cycle/scooter speed to 20kph. • What is making our roads and foot paths more dangerous is the number of young children under the age of 18 on electric scooters and the littering of these scooters all over the footpath. • Bicycles are allowed on most roads with no requirements to check brakes, tyres, or mechanical road worthiness. Unsafe for everyone. • Cyclists are allowed onto most roads without any check that they have any knowledge of road rules or that they can ride their bike competently - they should need a licence too, to prove they know the road rules and their responsibilities while sharing the road. • Cyclists who never follow any road rules and are the law onto themselves are also a big danger for motorists - reduced speed will help motorists avoid irresponsible cyclists.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • More road safety classes in schools to teach children not to run across roads without stopping first and looking both ways then back again. • Children/teenagers/pedestrians step out in front of cars while they are texting, talking, or listening to music on their phones - it is a pedestrian's own responsibility to ensure they don't somehow walk in front of a car going 50kph. • This proposal is punishing everyone instead of focusing on those who aren't using due care while on the roads (both pedestrians and drivers). • Cyclists should be legally required to wear more protection than a helmet. • Parents need to look after their kids better and supervise them more especially around schools and general roads. The public should not be responsible for their child. • I see bicyclists, scooters violating traffic laws all the time - this is what causes deaths. They think the rules don't apply because they aren't in a car, and often behave as if they own the road, sometimes even being actively rude to drivers. This makes it difficult, stressful, and unsafe for drivers and can lead to accidents. • School children on bikes/scooters are a hazard to pedestrians as they over-estimate their skills, cannot foresee potential hazards and it appears that they have not been taught basic etiquette in using shared footpaths. • The current trend to move to bikes (electric or not)/electric scooters and other powered transportation many of which can and easily exceed 30kph - will they be policed in the same manner as a car? • Make jaywalking illegal with a hefty fine instead of lowering the speeds on roads that are already reasonable. • I've seen people cross more in front of slower cars, than cars doing the speed limit, and cyclists pull out in front of cars going 40kph or below. • Cyclists should be allowed to use footpaths as they cannot reach the speed limits vehicles are travelling – on the road they are a danger to others and themselves.
<p>The proposed speed limit reductions lack local knowledge</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • These decisions (on speed limit reductions) should be made by those who live near and know the roads. • This proposal is created by people who don't live here or drive here and give no thought to moving safely around the suburb. • AT should talk to the Fire Brigade and Police who attend accidents on roads about which ones need changes, not deciding it themselves from a map. • We don't all live in the CBD and walk to work - You are being led astray by noisy tiny social media minority lobbying groups. • I feel that whoever proposed these changes have made a broad-brush approach without knowing the geography. • Disagree with a blanket approach to reducing speeds to an area without looking at each road, its length, size etc.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Are AT people going out and seeing if these reductions are working or is it all computer simulation, calculations, and reconfiguration? AT need to live in the real world of commutes, country life and families. • Listen to the feedback from across the city on a regular basis on dangerous hotspots rather than blanket reductions in speeds without any analysis to see what the true cost of these impacts would be in terms of congestion to families and businesses. • If you want to build a public transport that really works, then every AT, Council, Parliament, and public service employee must use the public transport from now on; to work, to shop, to get kids to day care and school, to sports, to your nights out, for all of your holidays and outings, to movies and bars and theatres. • Please get in your car and drive exactly 30kph through all the streets you are proposing to reduce to this limit, then drive exactly 50kph through some main arterial roads and you will see that the programme is not getting this right. Don't just sit in an office making these decisions. • Why are Firefighters/ Station Officers not consulted about their views on causes of crashes? We have a wealth of information as we are usually the first on the scene and have a good understanding of contributing factors.

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

Note: It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Kaipātiki Local Board area, just themes.

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: 2</i></p>	<ul style="list-style-type: none"> • 30kph is too slow 24/7 – if this is only about safety around schools, only make it when children are entering/exit school. • Lower speeds around schools should only operate during school hours/not during school holidays. • There is no need to make these areas a slow zone all the time, just double fine those not slowing down during school start/finish times. • Proposed around school zones should be at times of operation, not a blanket area. • A blanket reduction doesn't recognise peak times - have a standard peak time of speed reduction instead. • Common sense is to have times ('windows') those reduced speed apply, e.g. between the hours of 8am to 6pm. • Having 40kph speed limit around schools and school times is sufficient. No need to permanently decrease the limit. • I think 30kph for a set time on each side of school hours would be more suitable (like the existing 40km but extended by about 15 minutes). • The programme should be revised to consider every Auckland road and seek to implement dynamic 30kph limits during peak school times near schools, 40kph limits on residential areas and around schools during non-peak times, and 60kph for appropriate arterial roads. • Don't have the time to waste going slow as a commercial driver. Get rid of the civilians then you can your low-speed zones during workday hours Monday to Friday. • Brush stroke solution of reducing speed limits not appropriate in areas where risk increases only at certain times of the day. • Perhaps some of the main thoroughfares could be reduced around school hours to protect the little ones and still give Mt Eden residents their freedoms. • School speed zones should not apply out of school hours, anywhere. • 30kph is way too low, I think 40kph during school times is enough. • Limiting speed around schools is a great idea. However, it should not be limited 24 hours, 365 days a year. School is out for many weeks and obviously not busy in the weekends. • I think it should be 30kph from 7am-9am and 2.30pm-4.00pm.
<p>Do not support reducing speed limits on open roads,</p>	<ul style="list-style-type: none"> • Rural roads are having lower speed limits applied for no reason - the road environment has not changed since original safe speed limit. • People should slow down around schools, but 40kph is sufficient - reducing speeds on open roads risks dangerous driving. • Reducing speeds on safe 100kph country roads seems like financially based policing.

Feedback Theme	Main points
rural/country roads and/or paper roads <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Rural roads need a road-by-road assessment to address issues as they vary a lot: blanket speed reductions is the wrong approach. • Lowered speed limit should not apply to rural roads that are well maintained, well-marked, with good visibility, with plenty of signage warning of bends, etc, no areas with clusters of shops, no schools, no bus stops, no cars parked on side of roads, no animal crossings, no pedestrians, no high accident rates. • Infrastructure on rural roads should be improved instead of lowering limits. • Drivers of rural roads know how to drive to the conditions and lowering these limits will add significant journey time (and thus frustration and dangerous overtaking) for these commuters. • Rural people are well-capable of driving these roads at speeds that they see fit - no need to drop the speed limits on rural side-roads below 80kph. • Your notes say that most crashes are on urban roads, so why change the speeds on rural roads? • Roads with no road markings should have these in place instead of lowering speed limits. • If you must lower open road limits, make them 90kph not 80kph due to journey times and emergency services access. • The open roads should be fixed if needed rather than reducing the speed limit. • Only agree with lowering the limit on rural roads if they have no shoulders due to drainage ditches, the road edges are in poor condition, the road camber and undulations make visibility difficult, it has no streetlights and is frequented by rural machinery as well as cyclists, walkers and school children, there are no road markings, lots of farm vehicles that are difficult to pass, or a sensible combination of the above. • Rural roads should have higher speed limits than non-rural roads because they have very little pedestrian and vehicle traffic. • Speed limit reduction from 100kph to 40kph is too drastic. • Suggest 'derestricted' signage instead to indicate open road, but that much of it cannot be driven at speed. • I support an 80kph limit for rural roads. A blanket speed of 60kph is too slow and 40kph is way too low for any rural area.
Do not support reducing speed limits on arterial roads, main roads and/or highways <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Look at parts of the Northwestern Motorway- 4+ lanes, good road condition, shoulder, separated from oncoming traffic, no side roads, well formed on and off ramps, and it is still only 80kph - this could safely be 100kph. • 50kph is fine as a minimum speed limit on urban roads. 60 or 70kph for main arterial roads. 100kph on motorways, highways and rural roads. If you can't drive to the conditions under these speed limits, then you shouldn't be driving at all. • I support lowering speed limits throughout except on the arterial roads/motorways/highways. Most expressways are safe to drive 100-110kph and motorways should be around 110-120kph. • Do not support a 40% drop in the speed limit in any area - especially trunk lines and main roads. • Some smaller countryside roads do warrant speed reductions but all the main roads between main towns and routes to the motorways from rural towns should have been left at 100kph.

General locations where speed limit reductions are supported

Note: It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Kaipātiki Local Board area, just themes.

Feedback Theme	Main points
<p>Lower speed limits around schools are required/important</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • People tend to exceed the speed limit at least a little, particularly around schools and school buses: a lower limit will help. • All streets around schools should be 30kph/10kph or under. • Agree people should slow down around schools but 40kph is sufficient. • There need to be permanent speed reductions around ALL primary schools, irrespective of location. • Safe speeds and parking are a huge issue around schools and local kindergartens. • All Kindergartens should be included in the proposal as these age children don't have much road safety awareness. • Schools have been ignored in many areas.
<p>Lower speed limits in residential areas are required/important</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • Current speed limits in residential areas are too high. • All residential areas should be 40kph and include some residential 'safe street' spaces. • Treat rural as rural (low traffic, driveways, pedestrians), and urban as urban (high volumes, low speeds). • Lowering speed limits in residential areas will ensure greater safety and accessibility for all: children, cyclists, pedestrians, disabled people, and elderly as well as motor vehicle users. • All residential streets/ suburban roads/ urban areas should have their speed limited to 30kph. • New Zealanders drive far too fast on suburban streets that are not designed well enough to accommodate today's vehicles.
<p>Lower speed limits in/around town/shopping centres are required/important</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Should be 40kph blanket speed for residential streets, and only 30kph in town centre and outside schools. • All streets around town centres should be 30-40kph. • Roads close to and through town centres and beaches should have speed limits reduced to at least 30kph.
<p>Lower speed limits around marae/other high pedestrian areas are important</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Include rest homes too so elderly people can safely get out and about - suggest 20kph drop. • Please also reduce speed limits on busy roads. • It's more appropriate to focus on the main ones around schools and heavy congested areas instead of trying to lower what feels like every road. • Please consider lower speed limits for all roads off main arterial roads, as we have the same problem all over Auckland - the majority of drivers are not sticking to 50kph.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Only support reduced speed limits around schools and high pedestrian areas. • We need to cut speed around schools, but this should also be extended to some of the bigger, busier roads around school times. • Need lower limits at marae's and gathering venues, hospitals, high impact areas. • It might be more realistic to take a more targeted approach to reducing speeds to 30kph only on roads that are particularly narrow or have high pedestrian use with no footpaths. • Support lowering speed limits in newly developed housing and business areas.
<p>ONLY implement speed limit reductions around schools/town centres</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Should be 40kph blanket speed for residential streets, and only 30kph in town centre and outside schools. • Lower limits should only apply to the streets directly around schools (nowhere else). • People should slow down around schools, but 40kph is sufficient - reducing speeds on open roads risks dangerous driving. • Speeds around schools and other high care areas should be low. • I accept that schools should have reduced speed limits right around them (not miles away). • Having 40kph speed limit around schools and school times is sufficient. No need to permanently decrease the limit. • Perhaps some of the main thoroughfares could be reduced around school hours to protect the little ones and still give residents their freedoms. • Keep suburbs at 50kph (excepting schools). • Areas around schools within each slow zone are too large and have wider impacts on the suburb (should only apply to streets schools are on). • The only places where speed limits are needed are close to schools. Within 200 metres. • Change the roads directly surrounding the school, not whole suburbs. • Programme should be tailored for schools and hours and sections of roads as needed for the peak drop-off and pick-up hours.

Other speed limit/physical improvement suggestions

Note: It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Kaipātiki Local Board area, just themes.

Feedback Theme	Main points
<p>Alternative speed limit suggested (instead of as proposed)</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • 30kph in areas that are not shared spaces is dangerous as it causes frustration and poor decisions. Suggest 40kph as happy compromise. • I agree people should slow down around schools, but 40kph is sufficient. • 40kph (rather than 30kph) will have a better chance of compliance/more realistic/ better for both drivers and pedestrians creating safety while avoiding driver frustration. • Would make more sense to change the whole of Auckland's speed limit from 50 to 40-45kph. • Motorways/highways/open roads should be 90kph/100kph/110kph/120kph. • Rural/country roads should be 80kph with advisory signs of advised safe speeds around certain more hazardous spots. • Built up/urban/residential/town areas should be 30kph/40kph/50kph/60kph. • School/high pedestrian areas should be 20kph/25kph/30kph/40kph. • The programme should be revised to consider every Auckland road and seek to implement dynamic 30kph limits during peak school times near schools, 40kph limits on residential areas and around schools during non-peak times, and appropriate arterial road limits should be increased to 60kph. • Better, cheaper, quicker, and less confusing for drivers to make a few simple rules and apply them everywhere: e.g. shopping strips and schools 30kph; low building density roads 80kph; bends and intersections and everything else 50kph. • Going from 50kph down to 30kph seems far over the top. There are some streets on Waiheke that are very narrow and have terrible visibility. Starting with 40kph speed limit should be the first step instead of a reduction of 20kph. • A drop of 10kph is sufficient, this is enough to make people aware of a speed change. • I would be in favour of slower speeds rolling out everywhere especially in urban areas - 50kph along arterials with separated cycle infrastructure and 30kph on all other roads. • As intensification is increasing at a faster rate, general residential areas should all be 30kph no exceptions, main roads/arterials 50kph, and 80-100kph should only be for motorways, end of story. • There is no need to have traffic crawling at 50kph an hour: 60kph in non-residential suburban areas would enable free traffic flow. • 50kph is too slow - 60kph is sufficient for most roads (excluding around schools, near shops and malls, and high pedestrian areas like parks).

<p>Suggestions for speed limit increases</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • More 80kph speed limits should be increased to 100kph where safe to do so. • There is no need to change the speed limits on these roads. Most of them should be back at 100kph. • Most expressways are safe to drive 100-110kph and motorways should be around 110-120kph. • If anything, some roads should be increased. • The number of new cars that are safer at higher speeds are increasing, so we should be thinking about increasing speed limits like the Waikato Expressway, not lowering them. • The world is getting faster not slower, our speed limits are far too slow now, and we should be putting them up NOT down. • Our motorways should have much higher speed limits like in Germany. • Please change the speeds back to what they were before starting this road calming initiative. People should drive to the conditions. • Unless there is a direct safety issue, the benefits of a slightly higher speed limit need to be taken into consideration. These current slightly higher limits allow for traffic to move efficiently through onto and off the coast. Once Penlink is completed, suggest AT looks at changing the speed limits. • In general AT should always offset a speed decrease in one location with an increase in another. That way travel times can be maintained. • You might find a better solution would be to increase the speed limit on bigger roads, improving the flow throughout the city, while enforcing the ones that have to stay low. • There are so many examples in the world where increasing the speed limits on roads has resulted in steep decline in incidents. • Increase speeds on motorways to 120kph with minimums of 90kph. If driver and car cannot do these speeds, they are not fit for motorway purpose.
<p>Other suggestions for reduced vehicle speeds</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Instead, we need enforcement or traffic calming that stops people from exceeding the posted speed limit (not lower limits). • There are streets where just one or two humps would be sufficient to slow traffic. • Speed humps don't need to be so big that people are encouraged to drive big cars that can get over the bumps. • Raised crossings/speed bumps/judder bars/'stop' signs are more effective/will be better than lower speed limits. • Traffic calming around schools is a good thing. • Speed bumps/traffic calming alongside lower limits would help people stick to the limit. • Strongly disagree with these rough speed bumps everywhere, instead of just a speed camera. • Highly reconsider traffic calming strategies instead of a blanket 30kph speed limit which hardly anyone is going to follow anyway. Designs like at Hobsonville Point is what I was expecting. • Better spend the money on traffic calming within built up areas/villages/towns so we can enjoy our local streets safely (without cars speeding around causing noise and pollution). • Way too many speed humps.

	<ul style="list-style-type: none"> • On the roads where the speed is dropped to 30kph or 40kph I assume all the road humps and raised crossings will be removed because the vehicles will be driving slow enough. • HATE the raised platforms on otherwise perfectly safe roads – vehicles have to slow down and/or stop for pedestrian crossings anyway: Prefer normal pedestrian crossings with the round flashing orange pedestrian crossing lights (not full traffic lights systems), are all that is needed. • Sticking new road signs up is different from designing the roads to encourage slower driving. Placement of barriers, narrowing roads, raised platforms and other traffic calming measures are needed. • Lower speeds should be part of a whole package which include road quality (median barriers, surface quality, camber etc) and control improvements (signage, crossing, rumble strips, lights etc). • Too many roads in Auckland have speed bumps. For those of us with back injuries, these are very uncomfortable to drive over, and I have also been told they are not good for vehicles. • Should not have physical traffic calming (speed bumps) in areas that don't have accidents.
<p>Improve pedestrian infrastructure <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Consider needs to pedestrians as road users. • Particularly consider pedestrian routes where there are no footpaths. • Consider poorly designed road junctions where pedestrians have no safe options to cross the road. • Wooden (and frequently sloping) footpaths that are slippery and dangerous especially when wet. • Stop people parking on verges and footpaths that greatly reduce visibility of pedestrians. • Rubbish bins totally blocking the footpath. • Cyclists and scooters using footpaths are a hazard for pedestrians. • Instead of making people drive slower, invest in better roads and developing under- and overpasses for pedestrians. • Need to instead focus on superior construction of safe zones/barriers for cycleways and footpaths. • Raised pedestrian crossings are more effective than lowered speed limits. • Improve visibility around crossings and bike lanes. • Need footpaths/more pedestrian access. • Zone areas to safely separate walkers, cyclists, and vehicles. • All main arterials with higher speed limits should have protected cycle lanes, pedestrian only footpaths and frequent pedestrian crossings. • What happened to the diamonds painted on the road before a pedestrian crossing? • Some places don't have any walkways at all - start there and consider speed limits when road condition/walkways are ample and safe. • There should be traffic lights for safe crossings (not reduced speeds).

	<ul style="list-style-type: none"> • HATE the raised platforms on otherwise perfectly safe roads – vehicles have to slow down and/or stop for pedestrian crossings anyway: Normal pedestrian crossings with the round flashing orange pedestrian crossing lights – NOT full traffic lights systems, are all that is needed. • Lower speeds should be part of a whole package which include road quality (median barriers, surface quality, camber etc) and control improvements (signage, crossing, rumble strips, lights etc). • A better option would be to include more pedestrian crossings near schools. • Where possible, pedestrian crossings should split into two halves with an effective steel safety cage in the middle. It must be pushchair, stroller, shopping trolley, wheelchair, scooter, bicycle, oversize load, etc friendly. The benefits include pedestrians not stopping cars in both directions, pedestrians being more likely to make eye contact with drivers on the half of the road they are crossing. The obvious strength of the barrier giving a clear sense of the dangers of crossing roads.
<p>Improve cycle infrastructure <i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Some of the cycle lanes are dangerous and endanger cyclists. • Lowering speed limits feels like a poor cop out for not building safe passage for cyclists, runners, and horses. • To make roads safer for cyclists, build roads with cycle ways. • Get rid of under-used cycleways. • The retrospective bus and bike lanes are a shambles, they take so long to construct, and sit there empty. • Need to instead focus on superior construction of safe zones/barriers for cycleways and footpaths. • Fix parking and bike lane access first. • Need safer bike lanes for kids leaving schools too. • Don't allow parking in painted cycleways. • Zone areas to safely separate walkers, cyclists, and vehicles. • Invest in more cycle routes. • All main arterials with higher speed limits should have protected cycle lanes, pedestrian only footpaths and frequent pedestrian crossings. • Cycle paths should be added all around Lake Pupuke on Hurstmere, Kitchener, Killarney as well as Shakespeare and Taharoto Roads, which have inadequate and unsafe cycle infrastructure today. • The size (SUV) and power of vehicles used on Auckland roads adds to the danger to road users, particularly cyclists. AT should be focusing on the types of vehicles that people use, not just speed. • Bike lanes need to be regularly cleaned. • Connect parks and schools to create a green route for bikes: bikes don't want to be where cars are. • Cycleways are often put in the wrong locations and so are not used.

<p>Improve public transport <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Reducing speed limits is not the answer - improve driving skills, roads, public transport options, and affordability of new/safe cars. • Public transport needs to be improved before it is an option (extend bus routes, more passenger capacity at peak times, better reliability). • Resources should go into improving public transport instead of speed limits. • Need more/better access to public transport. • Public transport is too slow/expensive/inconvenient/infrequent. • For public transport to catch on, the large, road-and-environment damaging diesel buses that spew fumes over pedestrians need to be replaced with smaller buses/shuttles/electric/trams/bullet trains/raised trams. • Prefer to see work done to disincentivise people from bringing cars into the city (say tolls) and use that money to fund better public transport. • Build better public transport links with a reasonable frequency of buses/trains/trams (one bus an hour isn't enough). • Stop building developments/malls on the outskirts with big carparks, this promotes car use not public transport use. • AT needs to be concentrating more on developing public transport systems to get more people off the roads and reduce congestion. • A high-volume mass transit system is need in East/South Auckland. What ever happened to the Botany-Manukau Transit link planned for Ti Irirangi Drive? • Advocate for people to use public transport if they cannot go the speed limit and extend the routes of buses etc to more rural areas. • Bus stops are often put in bad places that cause congestion and are dangerous.
<p>Physical improvements suggested <i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • More signage (not just for new speed limits) is needed to remind people what the speed limit is, especially with many different ones in an area. • Review traffic light phasing to improve traffic flow. • The issue isn't speed - it's poor road layouts which lower limits won't help (Transit Lanes turned into Bus lanes but buses are empty; poorly designed merging lanes). Design safer roads and improve existing infrastructure instead of lowering limits. • Residential roads with high crash rates should have reduced speeds or more yellow lines to prevent parked cars causing blind corners. • Fix parking and bike lane access/focus on superior construction of safe zones/barriers for cycleways and footpaths. • Roads need to be made wider to accommodate modern/bigger vehicles. • Need more centre barriers to separate traffic. • Feeder roads need to be widened to allow better traffic flow. • Install light-controlled crossings (instead of lowering speed limits) if the concern is pedestrian safety. • Change off-street parking regulations to clear cars from parking along streets, both sides, and therefore improve road safety through clearer roads. • The better way to reduce accidents is to improve the road and remove roadside obstructions (overgrown trees, narrow bridges, blind bends, potholes).

- Rural roads need to be better maintained, and for passing lanes to be installed.
- Improve visibility around crossings and bike lanes.
- Stop people parking on verges and footpaths that greatly reduce visibility of pedestrians.
- This will have a low return (i.e. harm reduction) for the investment compared to other safety initiatives e.g. changing dangerous intersections, improving pedestrian crossings etc.
- Install slow vehicle bays on the roads you wish to slow down. That way people can pass safely and not put others at risk.
- Provide better places for people to park their cars. More generations are living under one roof due to the cost of housing: find a way to reduce the berms so that with cars parked on roads the road isn't narrow then you won't have as many issues as what you have.
- Safe speeds and parking are a huge issue around schools and local kindergartens.
- The most dangerous driving around schools tends to be red light runners or people driving through orange when could clearly stop, likely due to short or badly phased light changes and lack of clarity or education about not queuing through intersections. Red light cameras and more sensor-driven lights would help.
- If you want to make the road safer, install road barriers (instead of lowering speed limits).
- Traffic light phasing needs to be synched better for a 30kph limit (see Auckland City where lights turn orange as a driver crosses the line and is red before the driver reaches the other side). This can be especially hazardous to pedestrians and bikers and results in risky stopping or speeding manoeuvres and much confusion.
- Start adding street lights and more reflector posts, anything that make rural roads more visible at night. No matter what the speed limit is, there will be accidents if you can't see what's ahead of you.
- Invest in rail to remove the growing volumes of road haulage in New Zealand.
- Need safer/more pick up zones for parents around schools.
- To achieve actual speed reductions on roads whose design encourages travel at higher speed, a lower speed limit needs to be paired with either design changes to slow cars down or enforcement.
- Invest this money into red light camera and drunk driving checks.
- Roads with no road markings should have these in place instead of lowering speed limits.
- Remove more on-street car parking, add cycle lanes, and consider turning some roads into one way for cars. What has been done on part of Hurstmere Road should be done elsewhere.
- Once safer (lower) speed limits are in place, existing physical traffic calming (speed humps, artificial street narrowing 'sticks, etc) should be reviewed and, where no longer necessary, removed. These can be distracting, impede traffic flow, damage vehicles, and makes driving in Auckland less pleasant in general. Safety comes first, but if they are not required, should be removed.
- Use the correct roading materials, put centre lines in, stop narrowing roads, work with the Council to ensure new builds have car parks to remove parked cars from the roadside. Put flashing lights on pedestrian crossings when people are crossing.

- AT needs to hurry up and put in the motorway bi-pass from West Gate to Waimauku.
- Speed is only one factor. There is insufficient infrastructure in no footpaths, insufficient lighting, no passing bays or parking bays on narrow roads, high volumes of traffic on gravel roads.
- Reduce berms to widen streets to allow for off street parking. As more infill housing is built it's safer to have cars further to the side of roads to allow any emergency vehicle down any street in AKL and increasing visibility to navigate all roads.
- If road safety is problem the council needs to consider ensuring all houses have two off-street car parks to reduce the number of cars being parked on the road. The safety of drivers, pedestrians, and cyclists will be improved. Too many cars are parked on the road.
- All main roads should have no parking on them if they do not have separate cycle lanes. Parking should be available on side roads only to allow more room for cyclists/scooters etc.
- What if you had designated drop off and pick up areas for cars in high pedestrian areas (schools/marae/shopping malls) that were as far removed from main roads as possible. Make these drop off areas a mandatory part of designing carparks.
- Expenditure should be focused on accident black spots such as the Royal Oak roundabout which should be converted to a traffic light-controlled system.
- Any road in Auckland not wide enough for two cars to pass with parked vehicles on either side needs parking restrictions, with extensions to create a safety buffer when turning a corner.
- Ban parking on the berms.
- AT's approach using extensive applications of road furniture (speed humps, chicanes, etc) is flawed as it slows emergency service vehicles, thus the unintended consequences of a greater level of property/life loss will occur due to delayed attendance by emergency responders.
- Spend these funds on alternative safety measures like improved signage, road markings and barriers. For example, many lane merges in Auckland are not marked by a sign. Consider the use of colour for merge markers.
- Have pedestrian crossing lights synchronise with the traffic lights so that the green zone traffic will not be interrupted.

Other comments and concerns

Note: It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Kaipātiki Local Board area, just themes.

Feedback Theme	Main points
<p>Concerns with the public engagement, and/or that AT won't listen to feedback</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Expect Auckland Council/AT will not listen to or do what people want anyway. • AT acts arbitrarily and does not take taxpayers feedback into account. • I disagree with your strategy of sending out pamphlets asking for feedback with three days to respond and no direct link provided. • Have a look at the feedback you see on Facebook. It's frustrating to hear AT say that they will listen, but you do as they please anyway. • I feel that whoever proposed these changes have made a broad-brush approach without knowing the geography. This is further exemplified by having Upper Harbour, Oteha Valley and Albany Schools classed as West Auckland in this plan. • This change is not backed by detailed research on the roads involved as evidenced by the incorrect listing of posted speed limits on some of the roads listed. • I can't see what changes you are making on the map in this website. • Re Takapuna Town Centre: The brochure refers wrongly to Devonport, but the map is correct. • Online form doesn't have the correct roads in Henderson suburb. • The research (AP-R560-18), the proposals and the delivery of them come across as predetermined. I don't believe that AT will be influenced by the public opinion. I would rather see a reduction in AT power and procedures than our road speeds. • Because there is not enough consultation on the changes. Ask the people instead of assuming you have got it right. • We are under no illusion that AT will listen or cancel the approach, despite the public feedback opposed to the city centre speed limit changes, AT went ahead with those anyway. • There are too many roads to review at one time to provide an opinion on the whole safe speeds programme. • AT has no accountability - previous concerns/requests to AT have been brushed off with no explanation. • Materials are inconsistent and contradict themselves - traffic lights vs roundabout for safety, for example. • What is there to consult on when you have a Vision Zero policy, just do it. • Don't put your junk mail pamphlets in a letter box marked 'No Junk Mail'. • What is the point of consulting on this? Are we supposed to make the streets less safe because it would upset a driver or something? Hurry up and implement the changes already.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • It would be more informative if AT can also provide statistics on death/accidents by location. In that way we can better decide on a good speed for each of the areas specified. • Spend less money on reducing speeds and this consultation - invest in making the roads themselves safer instead (maintenance). • AT should not operate above the public; we deserve to make the decision on our roads. If consultation indicates a majority disagree with lowering speed limits, then DO NOT IGNORE THIS! This is a democracy and AT is in the public sector, majority rules. • You did not listen on phase 1 or 2 changes and were not prepared to publish feedback results as they obviously were against the changes in general. • It is patronizing to even suggest that you want feedback if you are blatantly ignoring the rights of law-abiding drivers. • Online survey is very hard to find. • QR code links to a wrong URL. • Some sections of the roads mentioned don't appear to exist. • If reducing the speed limits does not work, will you put the speeds back up again? Will you actually listen to what the public want because you do not have a good reputation for doing that? • Concerned most people are not able to have their say due to their personal circumstances. • Take a survey of the public's opinion on this and you'll find the overwhelming majority is against it. Tell us the names of people in Council who come up with these ideas so we can vote them out next election - democracy matters. • Note your map shows Hibiscus Drive incorrectly named as Eaves Bush Parade. • Under 'benefits of the proposed changes' in the Safe Speeds Programme pamphlet, an icon showing a child kicking a ball could be seen as a dangerous invitation to this activity.
<p>Zero deaths by 2050 is unrealistic/ impossible</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • The goal of no deaths or serious injuries is unrealistic. • The only way to achieve zero vehicle incidents is by removing all vehicles, and that is just not acceptable. • You may as well ban cars buses and bikes completely if your aim is zero deaths. • The only way we will see zero crashes is if all cars are autonomous and communicating to each other. • The 'zero deaths' goal is pie-in-the-sky ideology that is underpinning extreme and impractical changes and proposals, like this one.
<p>Suggestions for licensing/law changes</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Licensing in NZ: all drivers should re-sit their licence every 5/10/15 years – there should be an ongoing review of driving ability. • Make licenses harder to get with a heavier focus on driver training. • The age of 16 is too low to expect a child to handle a vehicle: the driver age is too low and too easy.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Lower speed limits do not make people drive safer - introduce a Hazard Awareness course as part of the driving test (for example). • Make the defensive driving course compulsory (not rewarding with lessened Restricted time) • Drivers should need to log 'x' hours with an instructor before receiving your licence. • Foreigners should have to pass a comprehensive New Zealand driving test to drive in this country/immigrants should have to do defensive driving courses even if they have full licences. • I propose a licence class system where an endorsement is required for new motorists who wish to drive on open roads. This can be done at the time of sitting the licence. Similar to heavy traffic, or motorcycle licenses, but it specifically addresses hazards on open roads. Teaching people how a vehicle's handling changes at speed, braking distances increase, to slow before corners and accelerate out of them, keeping left, rest breaks. • Make getting a full driver license compulsory after certain amount of time. • Make proper driving schools with instructors mandatory and include driver safety courses, how to merge and drive safely around corners/windy roads as a mandatory class as part of those. • Make road usage and driving mandatory in schools. • Traffic needs to speed up with better driving, not slow down: Make it illegal for heavy transport to be in the outside motorway lane, with harsh penalties for anyone caught under the posted speed limit on motorways. • Distracted drivers (texting, phone, etc) should have harsher penalties: lose license for 6 months/must do drivers' course/fine of \$1,000 and 35 demerit points/instant loss of licence for 3weeks (first offence), 6 months (2nd offence), and 12 months (3rd offence). • Double fines for those speeding in a school zone. • Increase fines/punishment/penalties for crossing the centreline/driving on the wrong side of the road/dangerous driving/. • Restrict the performance of cars for new drivers for at least the first year of holding a full driver's license. • Ban undertaking on all roads. • Fines for drivers sitting in outside/overtaking lane. • Make it compulsory that drivers can only use hands free and must not have physical access to their phones while driving/prevent phones from being able to send/receive texts in a moving car. • Car insurance/3rd party motor insurance should be mandatory in NZ for all drivers: Insurance companies identify the high risks and increase premiums accordingly which will remove higher risk drivers from our roads. Or if they are repeat offenders and do not care for the consequences of their actions, the police will have the power to prosecute and again remove them from our roads. • Speed limit changes won't change behaviour unless speed camera fines increase drastically to make people take them seriously. • Parking distance before and after speed humps must be increased and if they are not respected then the car owners need to be penalized.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • All cyclists should need to have a license, so they know the dangers of riding on the roads and what precautionary actions they need to take. • Electric scooters should have a speed limit to avoid any accidents with pedestrians and other forms of transport and if they are for one person, if two are using it, they can get ticketed as it is unsafe use.
<p>Other comments</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Roading network has not been improved despite petrol surcharge. • The state of the roads needs huge investment which our regional fuel tax should be going to. • Make new/near-new cars more affordable/available to raise the average safety of all cars on the road. • To maintain this programme would be to commit significant police resource that is instead needed to do real policing, and crime prevention. • Many of the proposed streets [Greenhithe] are near Upper Harbour Primary, but there is no road that connects Upper Harbour to Greenhithe - just a walkway. • I understand there is also a proposal to put 30cm cycle boundary on Upper Harbour Drive [Greenhithe]. Who has asked for this? Many cyclists are upset, as they will not be able to ride abreast or swerve to avoid walkers/runners. • I would like to know the update of the paper road from Traffic Road to Rahul Road: this was a well-used walkway that was planted over and was to be reinstated as a walkway with no progress. • It would be better to focus on suicide prevention as an example if the overall outcome is genuinely to reduce the deaths of New Zealanders, especially with the current pressures we are facing with the current pandemic. • Pressure the NZTA to lift the standard of cars coming into NZ to a mandatory 5-star rating. Get old and unsafe cars off the road. • 3-yearly warrants on new cars leave too much time between inspections - increase mandatory inspections to bi-annually and better driver training will reduce incidents on roads with current speed limits. • Road users should be disincentivised from having such large vehicles (SUVs, Utes, etc) with congestion charges – they block the view of the road ahead, and when parked obstruct visibility from side roads. • Road safety is a combination of factors - not just speed limit, but also road quality, and vehicle quality. We're ignoring two out of three factors. • Your 'Death/injury percentages' chart is contentious, with are other studies giving evidence to the contrary. Your policy is decidedly anti-private vehicle with the purpose to drive the public onto busses. This policy has been politicised. • What is the cost of implementing this programme? At a time when the cost of living is skyrocketing, and rates are increasing. • Perhaps AT should focus on some of the dangerous driving of their bus drivers. • ALL schools should be covered with reduced speed limits. AT should lobby the NZ Government to make a nationwide change, that does not rely on immediate individual speed signs to be erected.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • The current system around schools works well, with lights flashing when the speed limit changes, drawing you attention to the reduced speed limit. Are you planning to run the lights for the time that reduced speed is in place? • Modern vehicles have cruise control and active safety systems which only work above 40kph. • We are moving into the era of electric vehicles and auto pilot modes which automatically stops the vehicle when they see any objects in front, reducing the risk of accidents: it is a pointless waste of money to change a working system without considering the future way of transportation. • Prefer to see work done to disincentivise people from bringing cars into the city (say tolls) and use that money to fund better public transport. • Remove the filter lights on feeder roads to the motorway that simply add to the already growing frustration of drivers. • There are many proposed roads which have just had considerable investment in speed mitigation. If these speed mitigation solutions are not effective this money recently spent would have been better utilised elsewhere. • Consider congestion charge zones to reduce commuters from outside the central city suburbs from driving into these suburbs with exemptions for residents. • In your comms you cite a disproportionate number of Māori accidents at 16.7% but Māori make up more like 17% of the population so that statement is factually incorrect and would make them better drivers by comparison to all drivers. • You trust the public. I see in your postal brochure here (which brought this whole matter to my attention) that you state the financial benefits per death and injury. This is not just interesting, it is vital information to have: because that's taxpayer money, and you're making your stewardship of it transparent to the public. That is impressive, progressive, and the right way to go. • I would like exceptions to be made for emergency vehicles such as ambulance, fire fighters, and police. Currently we really feel the shortage in ambulances, but even during normal times there are areas in Auckland like Pukekohe that only has 2 ambulances in the area and currently another ambulance will take 25min. If speed limits are introduced, it may take an ambulance to take 40min to get to those areas. • Many of these roads do not fit within the "self-explaining roads" that comprise the majority of changes. • Are the changes likely to slow down the bus routes? Will there be changes to routes to accommodate changes? • AT is complicit in reducing productivity of the whole of Auckland by these measures, and by installing T2/T3/Bus lanes at busy times of day. • Need to reduce amount of foliage at intersections that obstruct visibility and consider this in future planning for planting. • More emphasis needs to be put on drug and alcohol testing, more rigorous policing of seat belt use and cell phone usage. • Visual pollution on every bend in the road (e.g. signage) is very obnoxious. • Where speed limit review is on an unmarked road, markings should be added first before speed limit is dropped. • Instant disqualification for 20kph (instead of 40kph) over limit and instant fine for running a stop sign would help reduce incentives to speed. • AT needs to show FULL transparency of costs to implement, fine revenue generated, and where this money gets reinvested; the cost to the ratepayer, who the contractors are, and if the revenue will this be put into the regions that the fines are generated from.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Spending \$700 million on something that frustrates every NZ road user - how much of that money is being spent on advertising for the programme? • Submitter's manual car struggled to maintain 30kph - it put too much strain on the motor. • Get contractor's trucks to not park on these narrow streets overnight. Yellow lines on one side, to help stop parking on all streets, corners, and access to other main streets in this area widened • The public need to see the evidence justifying these changes, the cost of this list and consultation, and the hundreds of thousands to implement. • Will the names of councillors supporting these changes be published so I know who is responsible for this? • I do not see why Marae need special treatment. Surely community centres should also be considered. This response seems disproportionate to the statement that more Māori get killed on roads. If 16% of road deaths are Māori and 17% of the population identify as Māori it seems like these are equivalent and not out of line with total road deaths. • The current trend to move to bikes (electric or not)/electric scooters and other powered transportation, the majority can and easily exceed 30kph - will they be policed in the same manner as a car? • Reduce the speed limit on the Harbour Bridge to 50kph to allow mopeds from the shore to the city via ramps at Esmonde Road and Onewa Road and onramps Victoria Street and Cook Street (currently even the ferry doesn't allow mopeds). The newly proposed Northern Pathway also excludes moped riders and ironically the moped riders pay road users tax when cyclists do not. • Encourage mopeds to reduce the number of cars going into the city, free up traffic flow, reduce carbon emissions and increase safety on the roads. • Get rid of the trucks clogging our highways and byways/trucks should have a 90kph limit. • All main Highways should be tolled as it is often overseas - users to pay. • Needs to be some quality control of tyres being brought into this country. Tyres should legally be required to meet a standard of grip in all conditions and banning the import of those that do not. It is the most important part of a car when it comes to control. • As a motorcycle license assessor, because of the frequent speed changes, I must change my NZTA Authorised Assessment Routes every year. • Promote using small cars (e.g. one to three persons private transportation device or vehicle) and make them available to be imported from overseas, especially the electric ones. • The law needs to be revised to ban private cars exceeding 110kph to be imported, or to have them modified to limit their speed to 110kph (of course, except special vehicles like police cars). Their overall weight also needs to be reduced. • Please retain the flexibility to keep fine tuning speed restrictions once they are initially implemented. It will be near impossible to even get most of them just right out of a full 1600 listed. In my opinion you will need to "let it play" for a while and then based on the awakening people of each area, and feedback, adjust to get it just right. • Please erect signs such as: "Be mindful of following traffic" and "Slower vehicles must allow traffic to flow at the speed limit where feasible" and "Slower vehicles must not accumulate more than 6 following cars for more than 2km".

Feedback Theme	Main points
	<ul style="list-style-type: none"><li data-bbox="481 225 1749 252">• Need to include some of the roads that AT intends or is currently sealing as part of the seal extension programme.



Safe Speeds Programme

Public feedback on proposed speed
limit changes March/April 2022

Feedback related to Māngere-Ōtāhuhu
Local Board area



Contents

- Part A – Number of submitters from within the local board area2**
- Part B – Feedback on roads within the local board area proposed for speed limit changes3**
- Part C – Feedback on roads within the local board area NOT proposed for speed limit changes.. 160**
- Part D – General themes from people who live within the local board area 164**



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

During March and April 2022, 123 people from within the Māngere-Ōtāhuhu Local Board area submitted on the Safe Speeds Programme - proposed speed limit changes through an online form.

Additional submissions were received via pin drops on an online interactive map, email submissions and written submissions. Submitters were able to provide feedback on one or more roads within their submission, plus provide supporting information or commentary. The number of individual comments is greater than the number of submitters, as many submitters commented on more than one road. The online map and written submissions are in addition to those completed via online form, as submitters were not required to give a Local Board when using these methods.

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 to choose a road (and a part of the road) to provide feedback on. They were also asked what they thought of the proposed speed limit changes for that section. Specifically, they were asked:

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

This section outlines:

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

Please note:

- Some submitters expressed sentiment for roads with multiple 'parts' but did not specify the section of the road they were referring to. Where it was not apparent which 'part' of the road the submitter meant, or their feedback related to the full road, their sentiment was added to all the road segments.
- Submitter open-ended feedback could contribute to more than one theme.



Road name	Albert Street
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Albion Road
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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: 2</i>	<ul style="list-style-type: none">• Will be safer for pedestrians crossing road.• Cars drive too fast.• Will be safer for cyclists.

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



Road name	Alexander Street
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

Please note: this road goes through more than one local board area: please let us know if you want a summary of the feedback on the sections in other local board areas.

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

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

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



Road name	Ambury Road
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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	9
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Reducing speed limits will not reduce safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> Cars that speed currently, will still speed. There will be drivers who drive badly at any speed limit.
The reduced speed limit is unnecessary <i>Mentions: 8</i>	<ul style="list-style-type: none"> Current speed limits work fine on this road. Footpath is distanced from roadway. Low number of cars. Speed bumps around Mangere Bridge have already slowed traffic down. Rural road. No accidents. Regional Park borders one whole side. Nowhere near the school. Cars that speed currently, will still speed. Only residential on one side of the road. Currently safe for pedestrians.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Poor drivers already disregard current limit.

Why do you feel this way?	
Feedback Theme	Main points
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> Will need police to enforce new limits.
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"> Better to have consistent speeds so drivers know what is expected.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Main throughfare to Regional Park. Cyclists can achieve over 30kph going downhill and should be allowed.
Only support the proposed speed limit for certain time of day <i>Mentions: 1</i>	<ul style="list-style-type: none"> Only reduce during school hours on school days.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> Speed bumps are too harsh to go over at prescribed speed.

AT recommended way forward

Ambury Road is part of the proposed 30km/h zone around Waterlea Public School.

This school was included in this phase of the Safe Speeds Programme because our data finds that the existing mean operating speeds on the streets surrounding Waterlea Public School are relatively low and the proposed speed limit is in line with what most drivers are already comfortable travelling at.

A 50km/h speed limit in these areas can often encourage drivers to speed up even when they are comfortable travelling at lower speeds. A 30km/h speed limit is the survivable speed for vulnerable road users if a crash occurs between vehicles and vulnerable road users. Where a 30km/h speed limit is proposed, this has been assessed as the safe and appropriate speed for the road.

Implement safe and appropriate road speed limit as proposed



Road name	Anarahi Place
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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">• Dead end road.
The proposed speed limit reductions lack local knowledge <i>Mentions: 1</i>	<ul style="list-style-type: none">• Dead end road.

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

Road name	Andes Avenue
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> No accidents. Cars do not speed. Road has speedbumps.
The proposed speed limit reductions lack local knowledge <i>Mentions: 1</i>	<ul style="list-style-type: none"> Need to visit and see.
Only support the proposed speed limit during school operation times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Only reduce during school drop off and pick up times.

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



Road name	Ansty Place
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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

Road name	Ashcroft Avenue
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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"> • Going over 50kph is not even possible. • Road has little traffic. • There have been no accidents.
The proposed speed limit reductions lack local knowledge <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Going over 50kph is not even possible.

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



Road name	Ashgrove Road
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Avenue Road
Part of road	between Atkinson Avenue and the eastern end of Avenue Road
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Balnoon Place
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Banbury Place
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Bedlow Place
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Blake Road
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Bodmin Place
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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

Road name	Boyd Avenue
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Difficult for children to cross. • 3 cats hit in last year. • 2 recent car accidents. • Since other streets have speed bumps cars now use Boyd Avenue instead. • Substantial increase in cars and speed. • Children crossing back and forth to bus stops.
Reducing speed limits will not reduce safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Poor drivers already disregard current limit. • There will be drivers who drive badly at any speed limit.
Reducing speed limits will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Emergency services will take longer to get around.
The reduced speed limit is unnecessary	<ul style="list-style-type: none"> • No accidents. • Cars do not speed.

Why do you feel this way?	
Feedback Theme	Main points
<p>Mentions: 7</p>	<ul style="list-style-type: none"> • Already has speedbumps. • School is not on this road. • Road is safe. • Road is wide. • Even cyclists and E-scooters can go 30kph. • Zero deaths on local roads.
<p>Reduced speed is not good as it will increase journey times</p> <p>Mentions: 1</p>	<ul style="list-style-type: none"> • Emergency services will take longer to get around. • Everyone's travel times will increase.
<p>Driver behaviour is causing safety risks</p> <p>Mentions: 3</p>	<ul style="list-style-type: none"> • Substantial increase in cars and speed. • Poor drivers already disregard current limit.
<p>Alternative speed limit suggested (instead of as proposed)</p> <p>Mentions:</p>	<ul style="list-style-type: none"> • Should be 40kph.
<p>Only support the reduced speed limit during school operation time</p> <p>Mentions: 1</p>	<ul style="list-style-type: none"> • Keep at 50kph weekends, after 5pm and on school holidays.
<p>Other suggestions for reduced vehicle speeds</p> <p>Mentions: 1</p>	<ul style="list-style-type: none"> • Should be 40kph. • Pedestrian crossing or raised island by intersection with Kiwi Esplanade.
<p>Other comments</p> <p>Mentions: 2</p>	<ul style="list-style-type: none"> • Speed bumps are too harsh to go over at prescribed speed. • Longer journeys are bad for the environment.

AT recommended way forward

This street is part of the proposed 30km/h zone around Waterlea Public School.

This school was included in this phase of the Safe Speeds Programme because our data finds that the existing mean operating speeds on the streets surrounding Waterlea Public School are relatively low and the proposed speed limit is in line with what most drivers are already comfortable travelling at.

A 50km/h speed limit in these areas can often encourage drivers to speed up even when they are comfortable travelling at lower speeds.

A 30km/h speed limit is the survivable speed for vulnerable road users if a crash occurs between vehicles and vulnerable road users.

Where a 30km/h speed limit is proposed, this has been assessed as the safe and appropriate speed for the road.

Recommendation is to implement safe and appropriate road speed limit as proposed

Road name	Canning Crescent
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?

No. of mentions

NO FEEDBACK PROVIDED

Why do you feel this way?

Feedback Theme	Main points
NO FEEDBACK PROVIDED	

AT recommended way forward

Implement safe and appropriate road speed limit as proposed



Road name	Cape Road
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Carnac Place
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Chadwick Crescent
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Chalfont Street
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Chelburn Crescent
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Chingford Close
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Chipping Dale
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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

Road name	Church Street
Part of road	between Princes Street and Ngaio Street
Proposal	Current 50kph: Proposed 30kph

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 agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Reducing speed limits will not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Lower speeds will not stop road deaths.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Speed limit reduction is not the solution.
The low quality of the road is creating safety risks/needs fixing <i>Mentions: 1</i>	<ul style="list-style-type: none"> Fix potholes.
Generally, road design needs upgrading/improving <i>Mentions: 1</i>	<ul style="list-style-type: none"> Safety will come from wider roads, more passing lanes, better road flow and safer intersections.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> More speed bumps.
Change the speed limit asap/sooner than planned <i>Mentions: 1</i>	<ul style="list-style-type: none"> Have been asking AT for this for years.

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

Road name	Claresholm Place
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Cleek Road
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Clement Street
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Clyro Place
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Cornwall Road
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Cracroft Street
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Creamery Road
Part of road	Full Length
Proposal	Current 60kph: Proposed 50kph

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

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

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



Road name	Dalry Place
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Deborah Place
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Desford Place
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Driver Road
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Duggan Avenue
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Ettrick Place
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Fairburn Road
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none">• Safer for pedestrians.• Safer for students.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none">• Speed in this area must be enforced.

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



Road name	Farmer Street
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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

Road name	Favona Road
Part of road	Full Length
Proposal	Current 60kph: Proposed 50kph

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
I think the current speed limit on this road should be kept the same	3
I agree with the proposed speed limit change on this road	4

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Current limit is too fast. • Crashes have been occurring due to current speed • Exiting driveways with pedestrian islands is unsafe with current speed. • A lot of heavy traffic. • Visibility is poor when exiting driveways.
The reduced speed limit is unsuitable for this road <i>Mentions: 2</i>	<ul style="list-style-type: none"> • This is a commercial area. • 60kph is appropriate. • This is an arterial road.
Reduce the speed limit further than proposed <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Around 150 Favona Road limit should be even lower.
Change the speed limit asap/sooner than planned <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Implement the new speed limit ASAP.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed.



Road name	Feltwell Place
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Forbury Place
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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

Road name	Friesian Drive
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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: 4</i>	<ul style="list-style-type: none"> Already has considerable traffic calming and one-way sections.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> This whole project is a waste of money.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> Road has been narrowed for bike lanes that no one uses.

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

Road name	Greenwood Road
Part of road	Full Length
Proposal	Current 60kph: Proposed 50kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reducing speed limits will not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> • People will still speed.
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Safe at 60kph. • Country road. • Already been reduced from 70kph to 60kph.

AT recommended way forward
<p>Implement safe and appropriate road speed limit as proposed.</p> <p>A proposed speed limit of 50 km/h was selected for Greenwood Road due to the road function, high roadside hazards and urban residential land use. This proposed speed was also chosen in order to ensure consistency with the surrounding network.</p>



Road name	Growers Lane
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Harmony Avenue
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Harwell Place
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Heyford Close
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	High Street
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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

Road name	House Avenue
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I only support the reduced speed limit for a certain period of the day	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)	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> There will be drivers who drive badly at any speed limit.
Reduced speed limit will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Emergency services will take longer.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> Speed bumps and raised crossings already installed in Mangere Bridge are slowing vehicles already. Project covers too vast an area. Cyclists and E-scooters can go over 30kph. People that currently speed, will still speed. Zero deaths on local roads.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Emergency services will take longer to get around. Everyone's travel times will increase. Longer journeys are bad for the environment.

Why do you feel this way?	
Feedback Theme	Main points
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Speedsters/hooligans will ignore any speed limit.
Only support the reduced speed limit during school operation times <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Support reduced speed between 8am-4pm while school is open. • Support only during drop off and pick up times.
Only support the proposed speed limit for outside school <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Only limit speed close to school. • Project extends too far from school.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none"> • 40kph is more realistic.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed



Road name	Humphreys Place
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Hutton Street
Part of road	between Princes Street and Fairburn Road
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Ihumatao Quarry Road
Part of road	Full Length
Proposal	Current 100kph: Proposed 60kph

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

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

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

Road name	Ihumatao Road (Mangere)
Part of road	400m West of Oruarangi Road to End
Proposal	Current 100kph: Proposed 40kph

What do you 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

What do you think of the proposed speed limit change for this road? (Pin drops on feedback map*)	No. of mentions
I think the speed limit should be lower than what is proposed	1
I think the current speed limit on this road should be kept the same	3

**These pin drop sentiments could relate to either section of this road proposed for changes. It is prohibitively time-consuming to cross-reference each location, but if there is a need for more information, please advise the road in question and we will cross-reference the locations as required.*

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> Residential road. Frequent accidents. Lots of pedestrians and cyclists heading to the Watercare path. Part of Te Araroa walking trail.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Cars frequently speed. Cars can lose control at the bridge.

AT recommended way forward

40 km/h is assessed to be a safe and appropriate speed limit for this road due to the road being,

- unsealed road surface
- narrow lane and shoulder width
- high road-side hazards
- low mean operating speed

Hence, implement safe and appropriate road speed limit as proposed

Road name	Ihumatao Road (Mangere)
Part of road	between George Bolt Memorial Drive and 400m West of Oruarangi Road
Proposal	Current 100kph: Proposed 60kph

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

What do you think of the proposed speed limit change for this road? (Pin drops on feedback map*)	No. of mentions
I think the speed limit should be lower than what is proposed	1
I think the current speed limit on this road should be kept the same	3

**These pin drop sentiments could relate to either section of this road proposed for changes. It is prohibitively time-consuming to cross-reference each location, but if there is a need for more information, please advise the road in question and we will cross-reference the locations as required.*

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"> Not much traffic. Vehicles drive at safe speeds.
The proposed speed limit reductions lack local knowledge <i>Mentions: 1</i>	<ul style="list-style-type: none"> Has anyone actually driven the road?
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Change 100kph signs to "Open Road" signs so people will drive to the conditions.

AT recommended way forward

implement safe and appropriate road speed limit as proposed
 Ihumatao Road is a self-explaining road as the mean operating speeds are near the proposed safe and appropriate speeds, despite the existing 100 km/h speed limit. A proposed speed limit of 60 km/h was selected for this section of Ihumatao Road based on narrow lane and shoulder width, high road-side hazards. Lowering the speed limit improves the credibility of speed limit setting and assists in explaining safe travel speeds better to visiting drivers. The reduced speed limit will also reduce the potential and severity of crash risk for all road users.

Road name	Ilford Crescent
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

AT recommended way forward

Implement safe and appropriate road speed limit as proposed



Road name	Imrie Avenue
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Jack Browne Place
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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

Road name	James Fletcher Drive
Part of road	Full Length
Proposal	Current 60kph: Proposed 50kph

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"> 60kph is the safer speed limit. Cars already travel faster than 60kph.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> Cars generally travel faster than 60kph on James Fletcher Drive, so speed information is incorrect.

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



Road name	Jordan Road
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Kelburn Lane
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Kemble Close
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Kenton Lane
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Killington Crescent
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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

Road name	Kirkbride Road
Part of road	Full Length
Proposal	Current 60kph: Proposed 50kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	2
I agree with the proposed speed limit change on this road	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"> 60kph is appropriate and safe. Used to be 50kph but was raised, nothing has changed to warrant drop.

AT recommended way forward
<p>Implement safe and appropriate road speed limit as proposed.</p> <p>Kirkbride Road is mainly urban residential, and the road has a high number of active road users. The reduced speed limit will reduce the potential and severity of crash risk for all road users.</p>

Road name	Kiwi Esplanade
Part of road	between Boyd Avenue and the western end of Kiwi Esplanade
Proposal	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I only support the reduced speed limit for a certain period of the day	1
I think the current speed limit on this road should be kept the same	10
I agree with the proposed speed limit change on this road	6
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: 5</i>	<ul style="list-style-type: none"> • Road is narrow. • Road has tight bends. • Road has a lot of foot traffic heading to waterfront. • Road has a lot of cyclists. • Frequent boats towing trailers.
Reducing speed limits will not reduce safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Cars that speed currently, will still speed.
Reducing speed limits will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> • People will pass and drive aggressively.
The reduced speed limit is unnecessary <i>Mentions: 10</i>	<ul style="list-style-type: none"> • No accidents. • Cars do not speed. • Already has speedbumps.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> Cars that speed currently, will still speed. Good pedestrian path away from the road.
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> Poor drivers already disregard current limit.
Only support the reduced speed limit during school operation times <i>Mentions: 2</i>	<ul style="list-style-type: none"> Keep at 50kph weekends, after 5pm and on school holidays.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 2</i>	<ul style="list-style-type: none"> Should be 40kph.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> Speed bumps are too harsh to go over at prescribed speed.

AT recommended way forward

This street is part of the proposed 30km/h zone around Waterlea Public School.

This school was included in this phase of the Safe Speeds Programme because our data finds that the existing mean operating speeds on the streets surrounding Waterlea Public School are relatively low and the proposed speed limit is in line with what most drivers are already comfortable travelling at.

A 50km/h speed limit in these areas can often encourage drivers to speed up even when they are comfortable travelling at lower speeds.

A 30km/h speed limit is the survivable speed for vulnerable road users if a crash occurs between vehicles and vulnerable road users.

Where a 30km/h speed limit is proposed, this has been assessed as the safe and appropriate speed for the road.

Recommendation is to implement safe and appropriate road speed limit as proposed





Road name	Kowhai Avenue
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none">• No one does 50kph as it is.• Short, dead-end road.

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



Road name	Lawford Place
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Leeson Place
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Lindis Place
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none">• No accidents.• Cars do not speed.

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



Road name	Macky Avenue
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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

Road name	Mangere Town Square
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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
Reduce the speed limit further than proposed for a section of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Should be 10kph as is shared space.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed. Any further speed reductions require refreshed consultation, which can be considered in a future phase of the programme.



Road name	Mascot Avenue
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Massey Road
Part of road	between State Highway 20 and Naylor's Drive
Proposal	Current 60kph: Proposed 50kph

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"> Road can safely be travelled at current speed limit. Footpath is away from the road. Used to be 50kph but was raised, nothing has changed to warrant drop.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> Speed limit change is a waste of money.

AT recommended way forward
<p>Implement safe and appropriate road speed limit as proposed.</p> <p>The collective risk on this section of Massy Road is high, based on Waka Kotahi NZTA's Crash Analysis System (CAS), there were records one hundred and twenty crashes recorded between 2016 and 2020. The reduced speed limit will reduce the potential and severity of crash risk for all road users.</p>

Road name	Mckenzie Road
Part of road	Full Length
Proposal	Current 60kph: Proposed 50kph

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	3
I think the current speed limit on this road should be kept the same	1
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: 4</i>	<ul style="list-style-type: none"> • New residential townhouses have increased on street parking. • No safe pedestrian crossing. • Large trucks often travel at speed. • Area is dangerous with lots of people crossing to day-care and cemetery.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Current limit is safe and appropriate.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Large trucks often travel at speed.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> • This is an arterial road.
Reduce the speed limit further than proposed for a section of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Should be 30kph.

Why do you feel this way?	
Feedback Theme	Main points
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none">• Pedestrian crossings needed around cemetery, childcare centres, dairy, and church.

AT recommended way forward
Implement safe and appropriate road speed limit as proposed. For pedestrian crossings request, we will investigate it under another Auckland Transport Pedestrian Improvement Programme.



Road name	Melody Lane
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Monterey Avenue
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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

Road name	Muir Avenue
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I only support the reduced speed limit for a certain period of the day	4
I think the current speed limit on this road should be kept the same	19
I agree with the proposed speed limit change on this road	3
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1

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"> Cars travel too fast. Will be safer for pedestrians and cyclists. Largest concentration of children in transit.
Reducing speed limits will not reduce safety issues <i>Mentions: 3</i>	<ul style="list-style-type: none"> Boy racers will still speed at lower limit. Community will not abide to speed limits that are too low.
Reducing speed limit will create safety issues <i>Mentions: 3</i>	<ul style="list-style-type: none"> Slow limit will frustrate drivers to overtake. Emergency services will take longer to get around.
The reduced speed limit is unnecessary <i>Mentions: 20</i>	<ul style="list-style-type: none"> 50kph is appropriate. 50kph is suburban speed limit in many suburbs. No accidents. Road has good sight lines. Modern cars are capable of driving at 50kph. Cars do not speed.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> • Already has speedbumps. • Already has reduced speed limit during school time. • Already has reduced speed limit outside school. • Community does not want this change. • Safe for children going to school. • Road has suitable pedestrian crossings. • Cyclists can go faster than 30kph. • Too slow outside of school hours. • Seems to be a revenue generating exercise. • Cars that speed currently, will still speed. • Even Cyclists and E-scooters can go 30kph.
Reduced speed is not good as it will increase journey times <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Emergency services will take longer to get around. • Everyone's travel times will increase. • Longer journeys are bad for the environment.
The proposed speed limit reductions lack local knowledge <i>Mentions: 4</i>	<ul style="list-style-type: none"> • No one wants a 30kph limit in Mangere Bridge. • Even cyclists can go faster than 30kph. • 50kph is appropriate. • All locals will continue to drive 50kph. • Listen to locals. • Come and see how roads function at 50kph.
Driver behaviour is causing safety risks <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Boy racers ignore any speed limits. • Cars travel too fast.
Only support the reduced speed limit during school operation times <i>Mentions: 7</i>	<ul style="list-style-type: none"> • Only reduce during school hours on school days. • Only reduce limit during school drop off and pick up times.

Why do you feel this way?	
Feedback Theme	Main points
Only support the proposed speed limit for outside school <i>Mentions: 1</i>	<ul style="list-style-type: none"> Should only be limited close to the school.
The reduced speed limit is unsuitable for this road <i>Mentions: 6</i>	<ul style="list-style-type: none"> Main route in and out of Mangere Bridge. Main route to Ambury Regional Park. Even cyclists go faster than 30kph on this road.
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"> There are so many speed limits around this area are confusing drivers.
Need to better enforce speed limits <i>Mentions: 2</i>	<ul style="list-style-type: none"> Currently do not police boy racers. Requires community support which you do not have.
Proposal is a waste of money <i>Mentions: 2</i>	<ul style="list-style-type: none"> Changing the limit is a waste of money. Why waste money on speed bumps if the limit was just going to be changed?
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none"> If all day should be 40kph.
Other comments <i>Mentions: 4</i>	<ul style="list-style-type: none"> People will ignore changes. Hopes cameras won't be introduced to catch people speeding when limit is unrealistic. Speed bumps installed are dangerous to aging local population, bad for cars and slow down emergency vehicles. Speed bumps are too harsh to go over at prescribed speed. Community does not want this change. Seems like a revenue gathering exercise to enforce limits that are set too low.

AT recommended way forward

This street is part of the proposed 30km/h zone around Waterlea Public School.

This school was included in this phase of the Safe Speeds Programme because our data finds that the existing mean operating speeds on the streets surrounding Waterlea Public School are relatively low and the proposed speed limit is in line with what most drivers are already comfortable travelling at.

A 50km/h speed limit in these areas can often encourage drivers to speed up even when they are comfortable travelling at lower speeds.

A 30km/h speed limit is the survivable speed for vulnerable road users if a crash occurs between vehicles and vulnerable road users.

Where a 30km/h speed limit is proposed, this has been assessed as the safe and appropriate speed for the road.

Recommendation is to implement safe and appropriate road speed limit as proposed

Road name	Nadine Place
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?

No. of mentions

NO FEEDBACK PROVIDED

Why do you feel this way?

Feedback Theme	Main points
NO FEEDBACK PROVIDED	

AT recommended way forward

Implement safe and appropriate road speed limit as proposed



Road name	Nelson Street
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Nevis Place
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Ngaio Street
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Nicola Place
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Nixon Avenue
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Norton Place
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Orly Avenue
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none">30kph may be too low for certain stretches. e.g Orly Rd, Mangere - from Bader Drive to Killington Crescent is ok for 30kph - suggest 40kph for the remaining section including Thomas Rd.

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

Road name	Oruarangi Road (Mangere)
Part of road	Between 128 m south of Waipouri Road and Ihumatao Road
Proposal	Current 100kph: Proposed 60kph

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

What do you think of the proposed speed limit change for this road? (Pin drops on feedback map*)	No. of mentions
I think the current speed limit on this road should be kept the same	4

**These pin drop sentiments could relate to either section of this road proposed for changes. It is prohibitively time-consuming to cross-reference each location, but if there is a need for more information, please advise the road in question and we will cross-reference the locations as required.*

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

AT recommended way forward
<p>Current speed 80km/h assessed as not safe.</p> <p>An in-depth assessment has been undertaken of safety risks around Ihumatao Pa and Makaurau Marae. 60km/h is the assessed safe and appropriate speed for this road section considering the nature and function of the road.</p> <p>Implement recommended 60km/h road speed limit as proposed.</p>

Road name	Oruarangi Road (Mangere)
Part of road	between 680m north of Ruaiti Road to 128 m south of Waipouri Road
Proposal	Current 50kph: Proposed 40kph

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

What do you think of the proposed speed limit change for this road? (Pin drops on feedback map*)	No. of mentions
I think the current speed limit on this road should be kept the same	4

**These pin drop sentiments could relate to either section of this road proposed for changes. It is prohibitively time-consuming to cross-reference each location, but if there is a need for more information, please advise the road in question and we will cross-reference the locations as required.*

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Road is currently dangerous for all road users.
Reducing speed limit will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> People will overtake dangerously.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Safe to drive. 40kph is too slow.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> Changing here is a big waste of money.



AT recommended way forward

Implement safe and appropriate road speed limit as proposed

Road name	Oruarangi Road (Mangere)
Part of road	between Ascot Road to 680m north of Ruaiti Road
Proposal	Current 80kph: Proposed 60kph

What do you 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

What do you think of the proposed speed limit change for this road? (Pin drops on feedback map*)	No. of mentions
I think the current speed limit on this road should be kept the same	4

**These pin drop sentiments could relate to either section of this road proposed for changes. It is prohibitively time-consuming to cross-reference each location, but if there is a need for more information, please advise the road in question and we will cross-reference the locations as required.*

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"> Parked cars are a hazard to footpath users, and there is a school on this stretch of road. Heavy vehicles travel at speed on narrow sections.
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> Safe footpath away from road. No buildings on roadside. Rural road.
Reduce the speed limit further than proposed for a section of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Lower speed in front of school during drop off and pick up.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> Parked cars are a hazard to footpath users.

AT recommended way forward

Current speed 80km/h assessed as not safe.

An in-depth assessment has been undertaken of safety risks around Ihumatao Pa and Makaurau Marae. 60km/h is the assessed safe and appropriate speed for this road section considering the nature and function of the road.

Implement recommended 60km/h road speed limit as proposed.



Road name	Paine Place
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Papaku Road
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Pershire Place
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Petrie Place
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Pukaki Road
Part of road	Between 1050 m south of Cyclamen Road and southern end of the Pukaki Road
Proposal	Current 60kph: Proposed 30kph

What do you 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">• Cars speed.• Trucks going to distribution centre speed.• 25-30 school children walk on this road each school day.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none">• Both trucks and cars drive at dangerous speeds.

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



Road name	Pukeora Road
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Purley Place
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Renton Road
Part of road	between Ihumatao road and 341m south of Ihumatao Road
Proposal	Current 100kph: Proposed 60kph

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

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

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



Road name	Renton Road
Part of road	between 341m south of Ihumatao Road and end of road
Proposal	Current 100kph: Proposed 60kph

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

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

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



Road name	Rodney Street
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Ronaki Road
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Royton Avenue
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Ruaiti Road
Part of road	Full Length
Proposal	Current 50kph: Proposed 40kph

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

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

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



Road name	Rush Place
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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

Road name	Seaforth Avenue
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	3
I 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"> Road is long and straight and frequented by boy racers. Used by walkers throughout day not just school children. Crossing area with Kiwi Esplanade is unsafe with speeding cars.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Road is not by the school.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Road is frequented by boy racers.
Generally, the road design needs upgrading/improving <i>Mentions: 1</i>	<ul style="list-style-type: none"> Kiwi Esplanade/ Seaforth Avenue crossing is dangerous and needs an alternative layout.
Only support the proposed speed limit during school operation <i>Mentions: 1</i>	<ul style="list-style-type: none"> Only reduce limit during drop off and pick up times.

Why do you feel this way?	
Feedback Theme	Main points
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> • As side roads have traffic calming Seaforth Avenue needs traffic calming too. • Narrow the road. • Install pedestrian islands. • Install speed bumps • Should be 40kph.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Consider changing road layout at crossing area with Kiwi Esplanade, it is dangerous currently.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none"> • 40kph 24/7 is a more sustainable and realistic expectation.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed



Road name	Sealand Place
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Staverton Crescent
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Sturges Avenue
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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

Road name	Sullivan Avenue
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I only support the reduced speed limit for a certain period of the day	1
I think the current speed limit on this road should be kept the same	1
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Safer for children crossing to and from school.
Reducing speed limits will not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Cars that speed currently, will still speed. • There will be drivers who drive badly at any speed limit.
Reducing speed limits will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Emergency services will take longer to get around.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Currently has slow zone during school hour - current system works well so no need to change. • Already speed bumps and raised crossings slowing traffic. • Cars that speed currently, will still speed. • Even E-scooters and cyclists can go 30kph.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Emergency services will take longer to get around. • Increased travel time is bad for the environment.

Why do you feel this way?	
Feedback Theme	Main points
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Boy racers will speed at any speed limit.
Only support the proposed speed limit during school operation <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Supports current speed limit drop only during school hours. • Unnecessary to slow down traffic 24/7/365.

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



Road name	Sutton Avenue
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Tahatai Street
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Tamaki Avenue
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Tannock Place
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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

Road name	Tennessee Avenue
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Road is currently unsafe. Cars ignore current speed limit.
Reducing speed limits will not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Reduced limit will be ignored without traffic calming measures.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> There are no schools on this road or roads that run off it.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Cars ignore current speed limit.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Speed bumps and raised islands are needed.

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

Road name	Thomas Road
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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"> • Reduced speed is safer for pedestrians. • Increase in cyclists and pedestrians. • Slowing buses down is safer.
Reduce the speed limit further than proposed for a section of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Should be 25kph.

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



Road name	Tirau Place
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Titoki Avenue
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none">• No one does 50kph as it is.• Short, dead-end road.

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



Road name	Todd Place
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Tranent Road
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Trembath Avenue
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Trenwith Street
Part of road	between Water Street and 70m east of Water Street
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none">• Safer to access shared cycle path along motorway.
Extend the reduced speed limit to cover more of the road <i>Mentions: 1</i>	<ul style="list-style-type: none">• Extend to the end of the road.

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



Road name	Upwood Place
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	View Road
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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

Road name	Vine Street
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I only support the reduced speed limit for a certain portion of the road	1
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"> Road is dangerous. Cars and motorcycles speed. Will be safer for children and pedestrians.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> There are raised crossings by the school slow traffic down.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Reducing speed is not enough, need to make road safe from dangerous drivers.
Only support the proposed speed limit for outside school <i>Mentions: 1</i>	<ul style="list-style-type: none"> No need to reduce the whole neighbourhood.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Needs speed bumps.

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



Road name	Waddon Place
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Waikare Road
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Waipouri Road
Part of road	Full Length
Proposal	Current 50kph: Proposed 40kph

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

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

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



Road name	Wakelin Road
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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

Road name	Walmsley Road
Part of road	Full Length
Proposal	Current 60kph: Proposed 50kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	2
I agree with the proposed speed limit change on this road	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"> 60kph is appropriate for this arterial road.
The reduced speed limit is unsuitable for this road <i>Mentions: 2</i>	<ul style="list-style-type: none"> This is an arterial road.

AT recommended way forward
<p>Implement safe and appropriate road speed limit as proposed.</p> <p>Walmsley Road is mainly urban residential, and the road has a high number of active road users. The reduced speed limit will reduce the potential and severity of crash risk for all road users.</p>



Road name	Wanstead Way
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Warden Place
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none">Do not believe road is unsafe.

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



Road name	Water Street
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Waterlea Avenue
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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">• Cars drive too fast.• Safer for school children.
Reduced the speed further than proposed for a section of the road <i>Mentions: 1</i>	<ul style="list-style-type: none">• Reduce speed further than proposed around school.

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



Road name	Watervista Place
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Wayne Drive
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Wickman Way
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	William Street
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Windrush Close
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Witla Court
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Wood Avenue
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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

Road name	Yates Road
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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"> Has problems with boy racers. Will be safer for school children and elderly in the area.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Feels unsafe with boy racers in the area at night.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Need to install a speed camera to deter speeding.

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



Road name	Yorkton Rise
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none">• This road is safe for the current speed limit.• Road has traffic calming already.• No accidents.

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



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

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

- To prevent having lots of themes that were only mentioned once or twice we grouped suggestions into suburbs and used the ‘main points’ for the themes to identify the roads being mentioned.
- Some suburbs are situated within more than one local board area, as such there may be some roads in this section which are not relevant to the Māngere-Ōtāhuhu Local Board area. It saved a significant amount of time reporting in this way.
- Submitters could see comments made by other people in different pin drops on the map. Due to this, there was occasional feedback in response to another submitter’s suggestion – for example, someone suggests a lower speed limit for one road, and another states the speed limit here should not be lowered. This has resulted in occasional opposition to lower speed limits where there are no changes proposed.

Suburb	Mangere
---------------	---------

Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Westney Road: Problems with speeding cars and trucks, dangerous with driveways and side streets.
Other comments <i>ALL SUBURB – Mentions: 2</i>	<ul style="list-style-type: none"> Support reducing some open roads to 80kph. As there are more speed limit variations, sign posting must be improved.

Suburb

Mangere Bridge

Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 7</i>	<ul style="list-style-type: none"> Wallace Road, Church Road, Coronation Road should be 30kph. Kohanga Road - speed should be reduced. Domain Road - should be reduced to protect children at Mangere Bridge Primary. Taylor Road - Speed limit should be reduced; it is now used as a rat run since the speed bumps were installed on Church Road. Kiwi Esplanade and surrounding streets - Should all be reduced to 40kph. Taylor Road needs speed limit reduction along its entirety: It has a Primary School, tennis courts, bowling club, scouts' den, and community centre, and people drive as if it is a motorway. Mangere Bridge Primary school and Mountain View School, both of which have busy roads around them (Coronation Road, Mountain Road, Miller Road) should have reduced speed limits.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> The pedestrian island at the intersection of Ambury Road and Muir Avenue near the school should be added back in, where a number of children have to cross the road.
Driver behaviour is creating safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Taylor Road - is now used as a rat run since the speed bumps were installed on Church Road, cars speed over 60kph.
Other roads/suggestions for reduced vehicle speeds <i>ALL SUBURB - Mentions: 6</i>	<ul style="list-style-type: none"> All the roads in Mangere Bridge should be 30kph including Wallace, Church, and Coronation Roads. This would make the entire suburb safer and reduce traffic volumes by discouraging through traffic which should be on the motorway (SH20). Do not limit speed to 30kph on main throughfares in Mangere bridge, generally. Many roads in Mangere Bridge already have speed bumps to calm traffic. Mangere Bridge primary School area was missed.
The reduced speed limit is unnecessary <i>ALL SUBURB - Mentions: 3</i>	<ul style="list-style-type: none"> School zone should stay at 40kph. 30kph speed limit 24/7 over such a large area is unnecessary.
Other comments <i>ALL SUBURB - Mentions: 3</i>	<ul style="list-style-type: none"> Would like statistics of how unsafe roads around Waterlea School actually are. There is not enough police presence around Ambury Road to catch car thieves and people breaking and entering houses. Agree with 30kph in the school zone, but the area is too wide - the rest should be 50kph.

Suburb	Otahuhu
---------------	---------

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"> Luke Street - should be 30kph, has a school. Northern end of Church Street should not be left out, should be 30kph. All roads east of Atkinson Avenue should be 30kph except Princes Street. Mangere Road - should be reduced due to two schools, narrow footpaths and lack of safe crossing, prior deaths and accidents of pedestrians being swiped by cars. Golf Avenue - should be reduced to 40kph. Church Street should be included - close to Fairburn Primary and is used as an alternative trunk line to Great South Road (complete with congestion and unsafe speed limits). At the Church Street/Fairburn Road crossroads, vehicles speed through the pedestrian crossing regardless of pedestrians using it or waiting. I am constantly concerned about the approaching traffic (behind me) when I turn into our driveway. Since the redevelopment of Station Road Otahuhu, nothing has been done regarding the safety of pedestrians, especially children around the Primary school area, with cars driving on the cycleway.
<p>Other physical improvements suggested</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> Mangere Road - Pedestrian crossing needed on Mangere Road intersection: it's the main route to Otahuhu Station from Golf Avenue and Mangere Road, but currently pedestrians have to use three crossings just to get to the other side. Mangere Road - should be 2 lanes not 4. Kaka Street - Needs a red-light camera for pedestrian safety at left turning arrow from Walmsley Road to Kaka Street.



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

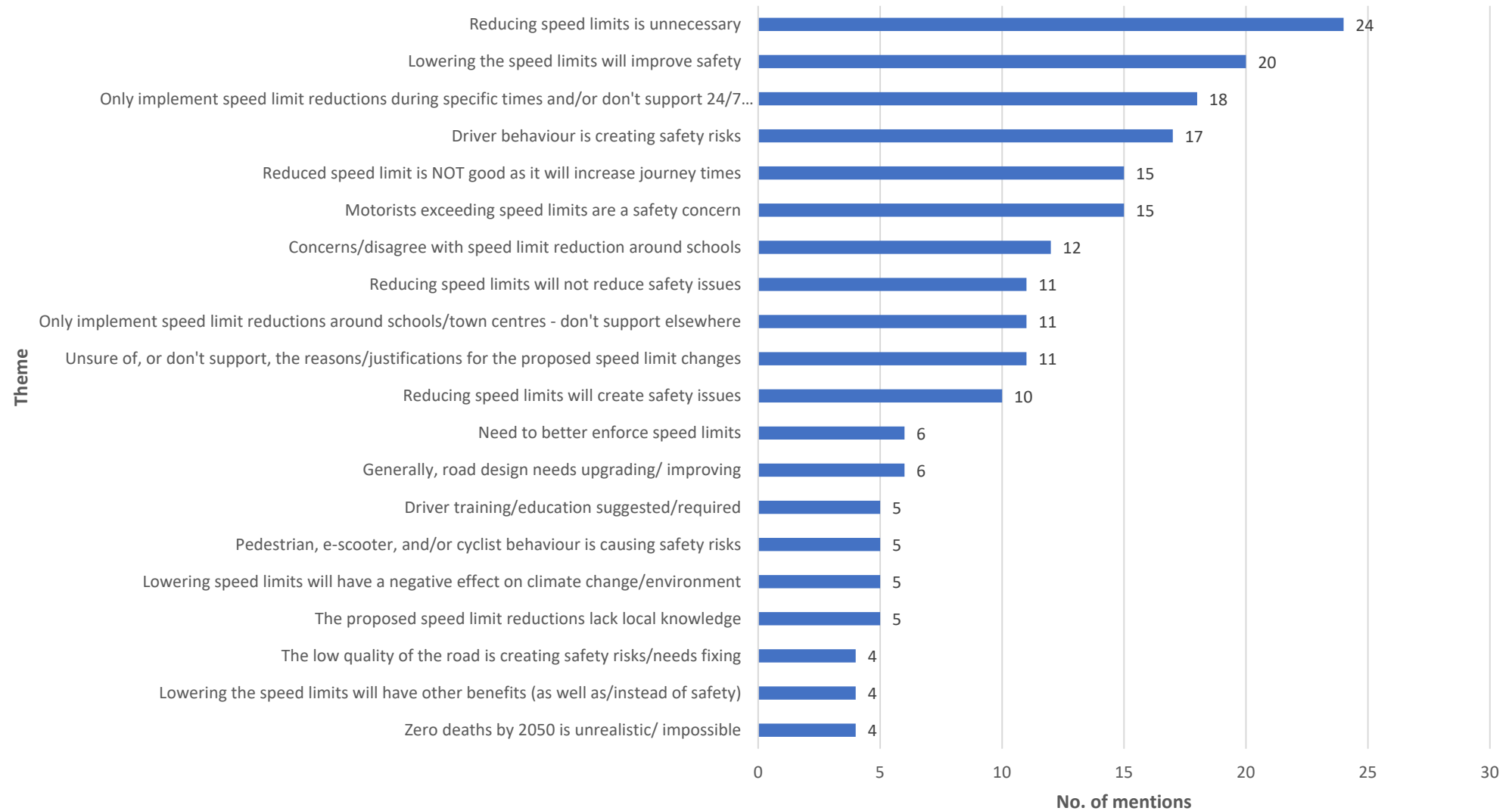
The feedback form also provided the opportunity for respondents to provide general comments on the Safe Speed Programme. Most this feedback was general in nature and could not be attributed to a particular road.

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

Please note:

- The “*Mentions*” in the themes column of the tables indicates the number of times that theme was mentioned by people from the Māngere-Ōtāhuhu 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 Māngere-Ōtāhuhu Local Board area, just themes.

Top 20 general themes: Māngere-Ōtāhuhu Local Board Residents



Overall sentiment towards the Safer Speeds Programme

Feedback Theme	Main points
<p>Generally, support the safe speeds programme</p> <p><i>Mentions: 34</i></p>	<ul style="list-style-type: none"> • Lowering the speed limits will improve safety (18) • Motorists exceeding speed limits are a safety concern (4) • Lowering the speed limits will have other benefits (as well as/instead of safety) (4) • Lower speed limits around schools are required/important (3) • Driver behaviour is creating safety risks (2) • Lower speed limits around residential areas are required/important (2) • Concerns with the public engagement, and/or that AT won't listen to feedback (1) • Other suggestions for reduced vehicle speeds (1)
<p>Generally, do NOT support the safe speeds programme</p> <p><i>Mentions: 53</i></p>	<ul style="list-style-type: none"> • Reducing speed limits is unnecessary (18) • Only implement speed limit reductions during specific times and/or don't support 24/7 implementation (11) • Driver behaviour is creating safety risks (10) • Reducing speed limits will not reduce safety issues (10) • Reduced speed limit is NOT good as it will increase journey times (10) • Motorists exceeding speed limits are a safety concern (8) • Concerns/disagree with speed limit reduction around schools (8) • Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes (7) • Reducing speed limits will create safety issues (6) • Generally, road design needs upgrading/ improving (6) • Need to better enforce speed limits (5) • Only implement speed limit reductions around schools/town centres (5) • Lowering speed limits will have a negative effect on climate change/environment (5) • The low quality of the road is creating safety risks/needs fixing (4) • Zero deaths by 2050 is unrealistic/ impossible (4) • Driver training/education suggested/required (3)

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Reducing speed limits is about revenue gathering (not safety) (3) • Suggestions for licensing/ law changes (3) • Pedestrian, e-scooter, and/or cyclist behaviour is causing safety risks (3) • Improve public transport (3) • Do not support reducing speed limits on open roads, rural/country roads and/or paper roads (2) • The proposed speed limit reductions lack local knowledge (2) • Concerns with the public engagement, and/or that AT won't listen to feedback (1) • Motorists going SLOWER than the speed limit are a safety concern (1) • Improve pedestrian infrastructure (1) • Too many changes in speed limits along the road (or in area) are/will be confusing (1) • Other comments (1)
<p>I support some proposals and do NOT support other proposals in the Safe Speed Programme</p> <p><i>Mentions: 27</i></p>	<ul style="list-style-type: none"> • Only implement speed limit reductions during specific times and/or don't support 24/7 implementation (7) • Reducing speed limits is unnecessary (6) • Only implement speed limit reductions around schools/town centres (6) • Driver behaviour is creating safety risks (5) • Reduced speed limit is NOT good as it will increase journey times (5) • Reducing speed limits will create safety issues (4) • Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes (4) • Concerns/disagree with speed limit reduction around schools (4) • Motorists exceeding speed limits are a safety concern (3) • The proposed speed limit reductions lack local knowledge (3) • Driver training/education suggested/required (2) • Pedestrian, e-scooter, and/or cyclist behaviour is causing safety risks (2) • Lowering the speed limits will improve safety (1) • Reducing speed limits will not reduce safety issues (1) • Do not support reducing speed limits on open roads, rural/country roads and/or paper roads (1) • Need to better enforce speed limits (1)

Feedback Theme	Main points
	<ul style="list-style-type: none">• Concerns with the public engagement, and/or that AT won't listen to feedback (1)• Improve pedestrian infrastructure (1)• Other suggestions for reduced vehicle speeds (1)• Lower speed limits around residential areas are required/important (1)• Do not support reducing speed limits on arterial roads, main roads and/or highways (1)

General positive comments about the Safe Speeds Programme

Note: It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Māngere-Ōtāhuhu Local Board area, just themes.

Feedback Theme	Main points
<p>Lowering the speed limits will improve safety</p> <p><i>Mentions: 20</i></p>	<ul style="list-style-type: none"> • Lower speed limits will improve road safety and reorient public spaces to encourage walking, cycling and other forms of healthy transport. • Lower speed limits will protect cyclists, children, pedestrians, vulnerable people, horse riders on the road. • Reduced limits will force those currently speeding (and those who see 100kph as a target) to slow down. • Current speed limits in residential areas are too high to be safe. • High speeds (above current limit) contribute to more injuries and reducing speed can help. • Safer feeling community and atmosphere. • People tend to exceed the speed limit at least a little, particularly around schools and school buses: a lower limit will help. • People are driving faster and more recklessly, including main roads as well as residential streets. • New developments/increased pedestrians/traffic volumes in the area - need lower speed limits for safety. • There is a lot of evidence showing that lower speeds increase the likelihood of a vulnerable road user surviving a crash. • Lower speeds improve reaction times and stopping distance in the event of an accident. • Have been accidents in this area - agree with speed reductions to help prevent these. • Will be safer on roads that are narrow and/or have no shoulder/are dangerous to drive at current limit. • International experience has proven roads are much safer when their speed is set to the slowest user of those roads, and in particular when they are not set to that of cars. • Will lower the crash rate on roads where that is an issue due to speed. • We should make all roads 30kph and then increase speeds on the roads that have sufficient safety features. • I walk cycle and use my e-scooter on roads that are increasingly clogged with parked cars. It is dangerous for me to use the road between cars that are going 50kph and parked cars whose doors may open at any time. • The proposed 24/7 30kph speed limits will help keep kids safe during normal school hours, before and after school care and the other times when school kids and the community are using the school grounds for sports and leisure, including weekends. • Will improve bad habits people have of driving fast at unsafe speeds. • The reduction in speed is directly correlated to reduction in risk of an accident and injury when an accident does happen.

Feedback Theme	Main points
<p>Lowering the speed limits will have other benefits (as well as/instead of safety)</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • Lower speed limits will reduce vehicle noise/dust nuisance for residents, especially from trucks. • Lower speed limits will encourage walking, cycling and other forms of healthy transport. • Lower speeds will largely obviate the need to create more speed humps. This will be a cost saving. • Closer and more connected community. • Will reduce rat-running behaviour/ heavy vehicle usage. • More of a pleasant journey for pedestrians/cyclists. • Will reduce private vehicles and increase public transport usage. • Lower speeds will make it less likely that drivers will cross the centreline when traversing right hand bends, which is currently very common. • 30kph should be the speed limit in as many places as possible to discourage driving. Busses can have their own lane with faster speed limits along with scooters/bicycles. • Sends the message that the road is for more than just cars. • Finally gives some consideration to other road users, not just cars. • It will help bring a "village" feel and make it nicer to walk around which will only be good for encouraging people to shop local. • Higher speeds lead to increased congestion because drivers end up braking suddenly or moving with indicating. • Will improve bad habits people have of driving fast at unsafe speeds.

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

Note: It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Māngere-Ōtāhuhu Local Board area, just themes.

Feedback Theme	Main points
<p>Reducing speed limits will create safety issues</p> <p><i>Mentions: 10</i></p>	<ul style="list-style-type: none"> • Reduced speed limits result in frustration and impatience, leading to poor decisions, dangerous/risky overtaking, using bus lanes, tailgating, hesitation, near misses, and congestion. • Will cause issues with speeds changing from one street to another. • Will make driving around Auckland even more chaotic. • Crash/death toll has been higher since speed limits have been lowered - negative outcomes do not justify more changes of the same. • 30kph (outside of city centre and schools) will do more harm than good because many will not comply. • Will increase number of accidents (some obeying, some not; frustration; distraction). • A Penn State University study concluded crashes increase due to complacency (i.e. not concentrating) if the speed limits are set more than 16km/h below the engineering standard. "We found there was an increase in fatal, and injury crashes at locations with posted speed limits set 10 miles per hour or more below engineering recommendations." • Reducing the speed limit will make it harder for emergency volunteers to get to the [Fire] station to attend an emergency when needed. • Lower speed limits will delay emergency services and first responders and potentially cost lives - ambulances are only allowed to travel 15kph/20kph/30kph over the speed limit. • High number of signs/visual pollution/inconsistent speeds is leading to confusion, frustration, and accidental law breaking. • If you try to reduce speeds on arterial roads, there will likely be very little compliance and therefore higher actual speeds across the targeted area. • People driving under the speed limit is what causes the accidents, and this proposal will make it worse. They cause people to make angry, irrational decisions/driving because of holding other drivers up. • Cruise control doesn't work/struggles at 30kph. • Very difficult to drive heavy vehicles at 30kph. • This will be making drivers worse/unfamiliar with roads everywhere else (with higher speed limits that they would now be unused to). • I'd rather keep my eyes on the pedestrians and cyclists, not my speedometer/worrying that I've missed yet another speed change. • Last year (2021) the road toll was the highest it has been in the last 4 years - proving that the lower speed limits did not produce the results you state it was there to provide - and actually did the opposite. • Changing speed limits is going to do more harm.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Reducing speed limits too far make people speed up in other areas to make up the time lost. • Almost all drivers adhere to the current speed limits. Lowering them further is only likely to test the patience of those already inclined to break the current speed limits. • Lower speed limits will increase journey times and result in fatigue and more time on the road, which increases the chances of being involved in a crash (regardless of the speed you/other drivers are travelling). • I've seen people cross more in front of slower cars than in front of cars doing the speed limit, and cyclists pull out in front of cars going 40kph or below. • Slowing modern cars down to less than 30kph can result in the "A" pillar blind spot matching the pedestrians crossing walk in speed. The first time the driver sees the pedestrian is just before they come together. Vehicles approaching at about 40kph often have better vision of pedestrians. • Drivers will be frustrated by the change and will likely ignore it, leading to a dangerous false sense of safety for vulnerable road users. • Reducing speed limits this much (60%, from 100kph to 40kph) is going to infuriate drivers. • Will increase rat-running behaviours (often at speed) on streets that are even more dangerous for high traffic volumes and speed (like by playgrounds, residential, etc). • Manual vehicles can struggle to keep driving at 30kph - it is only a temporary speed - cars themselves want to go faster. • Lower speed limits make 'speedsters' go even faster. • Distracted drivers and drivers on their phones (playing games, texting) are a huge problem, and lower speed limits will make this worse. • The proposed low speed limits are patronising and imply we cannot think for ourselves or drive to the conditions: people will rebel against them, and all road rules will lose credibility. • With a 30kph limit, bicycles and scooters will be overtaking cars which will be incredibly unsafe. • Where significant changes are made that not justified by evidence, the road will be more dangerous. • Some changes will critically delay emergency responders - should exclude (or reduce severity of changes) on streets where fire stations are located, on primary response routes to optimise the efficiency of response, and on roads within 8-10 km radius of a volunteer fire station, to support volunteers to reach stations in a timely manner, to reduce impact on response times to emergencies in rural areas.
<p>Reducing speed limits will not reduce safety issues</p> <p><i>Mentions: 11</i></p>	<ul style="list-style-type: none"> • Reduced speed limits have not/will not make the roads safer. • Speed limits are not the issue (it is road condition/ driver behaviour/education/ distraction/ licencing/ pedestrian behaviour/ road design, etc). • The drivers that cause accidents aren't mindful of speed limits anyway. • Lower speed limits won't help if the issue is poor road layouts/design. • Poor driving skills/illegal behaviour is the issue, which will not be changed by lower speed limits. • Constantly reducing speed limits is just 'nannying' people, not solving the problem at all.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Lower speed limits are impractical/will not work because people will not abide by them. • Logging trucks are making the road unsafe, not the speed limit. • Reduced speed limits need to be accompanied by engineering to make the road look like the limit is appropriate, or it will not work. • If you try to reduce speeds on arterial roads, there will likely be very little compliance and therefore higher actual speeds across the targeted area. • The safer speeds program is unlikely to achieve the intended outcome of zero deaths. • The sign company will be the only one who benefits from these decisions. • Blanket speed limit decreases will not solve all the death and injury issues. • Speed limits on rural roads won't change regardless of any limit change as they are not monitored by police as often as main roads. • Speed is the symptom not the cause, focus on the cause and this will fix the problem. Fix the symptoms (speed) and the root cause will remain. • Without enforcement, reducing the speed limits will do little to nothing. • If drivers are already driving below the posted limits on some proposed roads because of road conditions what is the point in reducing the limit? • This will have a low return (i.e. harm reduction) for the investment compared to other safety initiatives e.g. changing dangerous intersections, improving pedestrian crossings etc. • Locals/drivers in rural areas will not comply to the lowered speed limit because they know how to drive on their roads, and it is not enforced. • All that this proposal will do is punish people who drive well and stick to speed limits, with a longer commute.
<p>Lowering speed limits will have a negative effect on climate change/environment</p> <p><i>Mentions: 5</i></p>	<ul style="list-style-type: none"> • Making trips longer/more acceleration and deceleration will massively increase CO2 emissions. • This will lead to excessive fuel use and engine wear. • Judder bars in main thoroughfares are environmentally unfriendly. • You are trying to force people to use dirty and polluting diesel buses.
<p>Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes</p> <p><i>Mentions: 11</i></p>	<ul style="list-style-type: none"> • This is impeding the city, commerce, and the ability of everyone to go about their day, in favour of AT's ideological hatred of the private vehicle. • Is there any high crash data or evidence of pedestrians being hit to justify changes? • Crash/death toll after previous round of lowered speed limits were higher than before reductions - negative outcomes do not justify more changes of the same. • Not aware of any serious (or any) accidents in some areas for roads proposed for 30kph. • Consultation materials state there are many factors besides speed, and traffic is already travelling slower than posted speeds but still have accidents - look at the other risk factors before changing speed limits. • The research does not support/there is insufficient data that reducing speed limits from 50kph to 30kph will significantly impact injury/death rates.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Where a road is obviously unsafe (history) and natural quality/design then a lower posted limit has value communicating that. When you have so many roads with randomly different values and no obvious reason, the posted limits lose credibility. • Many of the current proposed changes are over-the-top and not based on real risks. • AT is not focussing on the roads that have high crash rates - this is unacceptable and should be reviewed to reduce speed limits on roads that matter in terms of lives. • Publishing the data of accidents within the current vs proposed speed limits, including determined cause (i.e. alcohol involved) will be a convincing argument to support this programme. If crashes are due to alcohol or other factors, then these should be focussed on to fix instead of speed. • 100kph roads should not be considered for lower limits unless significant death toll justifies the change. • High number of signs/visual pollution/inconsistent speeds is leading to confusion, frustration, and accidental law breaking. • If necessary, utilise cameras in areas that the accident injury rate confirms data to support the changes, don't negatively affect all road users without anything to warrant the changes. • Are AT people going out and seeing if these reductions are working or is it all computer simulation, calculations, and reconfiguration? • Has the lowering of speed limits around the Auckland CBD been successful? How many road deaths have the lowering of speed limits saved? I'm interested to see the road toll statistics for the Auckland CBD in prior years to currently. • There has been a complete failure of justification of the reduced speeds. Where are the stats showing the accidents / injuries / fatalities on each of these roads? • I do not trust AT have done the due diligence or have any substantial data to back up the speed limit reduction proposals for ALL the roads they are targeting. There are many roads which could be made safer which are not featured here. • How many of the 36 deaths on Auckland roads in 2020 occurred on roads you are proposing changes to? • Look at the accidents in the last 5 years (posted on the Devonport Community Facebook site), none are in the area in which you are "proposing" to lower the speed limits. • A blanket approach is not correct – roads need to be independently assessed for suitable speed limits, considering accident data, geographical setting, road quality and camber, etc. If you do not have the data, then you need to study/assess the road until you have it to justify changes. • Request for evidence of injury/crash data for specific area, including cause of crash, speed of vehicles, and if any pedestrian/cyclist involvement. • I don't believe "Current guidelines do not recommend speed limits of 70kph or 90kph because they have been proven to confuse drivers and lead to them driving faster than the speed limit" is a valid reason for a speed change. If people are confused with 70 or 90kph then as a human race we have a big problem - these people should not be on the roads. • The stated benefits of these speed changes have been exaggerated by manipulation of statistics (such as using figures prior to and during the pandemic lockdowns). Comparing 18 months accidents with a 5-year number, when a lot of the 18 months data was during lockdowns is not a fair comparison.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • I call into question the calculations that the death risk figures from the AR-R560-18 report, which were cited in the AT Proposed speed limit changes brochure.
<p>Too many changes in speed limits along the road (or in area) are/will be confusing <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Frequent changes in speed limits mean drivers are watching for signs or watching their speedometer, rather than watching the road. • Will cause issues with speeds changing from one street to another. • Too confusing having inconsistent speeds for no clear reason. • By introducing too many variables or speed limits too slow you are causing confusion, frustration and interruptions to traffic flows. • Changes in speeds and traffic conditions are a bigger safety issue than higher speed limits. • Waiheke Island should have fewer changes in speed limit, e.g. be 30kph throughout, or for example Donald Bruce Road should have fewer than the currently proposed three different speed limits along its length. • Better, cheaper, quicker, and less confusing for drivers to make a few simple rules and apply them everywhere: e.g. shopping strips and schools 30kph; low building density roads 80kph; bends and intersections and everything else 50kph. • Lower the speed limit for the whole area, nice and simple, no confusion, tinkering, ongoing costs etc.
<p>Reduced speed limit is not good as it will increase journey times <i>Mentions: 15</i></p>	<ul style="list-style-type: none"> • Traffic lights are still phased for the old 50kph limits, so driving at reduced limits means you catch every red light. • Reducing speeds in some areas adds significant time to journeys and fails to clear congestion. • Does not make sense to reduce speed limits on roads with bus services. • Businesses and drivers should be compensated for additional time and fuel spent travelling. • The estimate of increased journey times is significantly understated for people who live and commute rurally (e.g. top of Awhitu Road to the city is more than '1-2 minutes' delay). • It needs to be balanced without compromising the network and creating congestion. • Proposed changes are going to cause congestion/ gridlock. • People in rural areas will suffer the most, with extended journey times, fuel costs and engine wear. • Overall travel time costs have not been truly accounted for - 20% increase per person adds up. • The inability to move around Auckland with ease will be detrimental to the long-term attractiveness/ economic success of Auckland. • The proposal is going to increase/encourage rat-running behaviour/speeding to make up for lost time. • Don't have the time to waste going slow as a commercial driver. Get rid of the civilians then you can your low-speed zones during work day hours Monday to Friday. • Decreasing speed limits in so many areas will make daily life unbearable for the average person. • It will add to inflation as goods & services will cost more with longer travel times.

Feedback Theme	Main points
	<ul style="list-style-type: none"> Freight is significantly slowed, and with rising fuel costs coupled with an inefficient and high-cost public transport system, the increased time spent in cars will increase the costs of the working class.
<p>Reducing speed limits is unnecessary</p> <p><i>Mentions: 24</i></p>	<ul style="list-style-type: none"> Many of these roads can be driven on safely at higher speeds provided drivers are competent and attentive. Raised pedestrian crossings/existing traffic calming/traffic lights/roundabouts already slow down traffic (no need for lower limits). Area is not busy and lower limits are unnecessary as schools have footpaths connecting them already (Greenhithe). Roads in town centres and near schools already have traffic slowing measures. Roads are already perfectly safe at current speed limits. Cars are getting safer, with shorter stopping distances, and lots of safety features for occupants, other road users, and pedestrians. Should not apply where cyclists and pedestrians are separated from cars. The 60kph and 80kph speed limit reductions throughout East Auckland (e.g. Te Irirangi Drive, Chapel Road, Pakuranga Highway) make no sense as the roads are wide with minimal conflict zones, and designed to be driven at this speed. By your own assessment 90% of the drivers are ALREADY travelling slower than the existing speed limit. Unnecessary where there are not high accident rates and speeding/traffic volumes/pedestrian numbers. Schools already have safe speed zones in the morning and closing time, and town centres have significant traffic lights and pedestrian crossing areas. Therefore, 30kph zones are not required. Drivers who already ignore current speed limits will not suddenly adhere to a lower one. Instant fines and disqualifications will work best to reduce speed on roads. Reducing all streets to 30kph where they are not near schools, local parks and aged care facilities, is excessive. It will be bad for public morale if the limits for safe roads are reduced as this will look like a revenue gathering scheme. While I support and embrace the intent of the programme, speed limit proposals in areas that do not warrant it are not the way to achieve the outcome. The roads are already congested - there is no reason to lower speed limits as people are already forced to drive slowly.
<p>Reducing speed limits is about revenue gathering (not safety)</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> Poor attempt to address the issue - speed limits are easier to enforce than other safety measures and are good revenue-gathering opportunities. Are businesses/drivers going to be compensated for additional time/fuel spent travelling or is this more about revenue gathering? Lower speed limits will just be exploited by mobile speed camera operators. Reducing speeds on safe 100kph country roads seems like financially based policing. Rather than having speed traps in locations and conditions that are perfectly safe for higher speeds, Police resources should be focused on locations and conditions that are dangerous. It feels like a revenue generation approach.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • If you're lowering speed limits, lower the fines at the same time. It's about safe speed, not about the money. You already know fines are not working - although a penalty still needs to be incurred, lower fines might get paid more often.
<p>Driver behaviour is creating safety risks</p> <p><i>Mentions: 17</i></p>	<ul style="list-style-type: none"> • Investigate other aspects of road safety (e.g. people using phones while driving) to reduce accidents on these roads (not speed limit reduction). • There are a lot of bad drivers in New Zealand. • Lower speed limits do not make people drive safer. • Need to better enforce basic road rules rather than imposing a slower speed. • Issues are due to poor driving technique such as jumping lights; driving along pavements; illegal u- turns; not indicating, etc (not speed). • Should instead focus on preventing tired/distracted drivers, or alcohol-related crashes. • There are so many cars driving around illegally, no WOF or Rego, oversize tyres and lowered cars, illegal bikes and noisy bikes are also a concern. Get those off the road. • Putting speed bumps on main roads don't fix the problem, they cause people to avoid those roads and use other roads. • The most dangerous driving around schools tends to be red light runners or people driving through orange when could clearly stop. This behaviour seems exasperated by short or badly phased light changes and lack of clarity or education about not queuing through intersections. • People often fail to stop or even slow down for pedestrian crossings. • People don't tend to drive to conditions or the speed limit, tailgate, or have little consideration for other road users. • Reducing the speed limits panders to/'nannies' the incompetent drivers who then have no reason to learn to drive better. • Road deaths are mostly the cause of drunk or drugged driving. • Human error is what causes accidents - a lower speed limit will reduce these by giving drivers more time to react, or others to react to bad driving. • Advertise the evils of poor and anti-social driving rather than spending on promoting the virtues of reduced speed limits. • This proposal is punishing everyone instead of focusing on those who aren't using due care while on the roads (both pedestrians and drivers). • Slower speed limit would reduce rat-running behaviour. • Safety issues are less about speed and more about the people who drive with no licenses and drive people on restricted licenses. • Many drivers cross the centre line repeatedly even on blind corners. This is not speed dependent, even slow drivers do this. • Lower speeds will make it less likely that drivers will cross the centreline when traversing right hand bends which is currently very common.
<p>Motorists going SLOWER than the speed limit are a safety concern</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • It's people driving under the speed limit that cause the accidents, and this proposal will make that worse. They cause people to make angry, irrational decisions/driving because of holding other drivers up. • Some drive less than the speed limit. They will be even more of a hazard on the road with people flying past them to overtake. • People drive too slowly (usually while looking at their phones) which cause frustration and overtaking in dangerous locations out of desperation.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • At the moment, some tourists tend to drive a lot slower than the speed limit as is (sometimes 30-60kph below the limit which is very dangerous).
<p>Motorists exceeding speed limits are a safety concern <i>Mentions: 15</i></p>	<ul style="list-style-type: none"> • Will increase number of accidents due to speed differences between those following and those ignoring new speed limits. • Lower speed limits are impractical/ will not work because people will not abide by them. • 30kph (outside of city centre and schools) will do more harm than good because many will not comply. • People don't tend to drive to conditions or the speed limit. • People speeding won't comply with new speed limits, like they don't comply with current ones, and they are the problem not everyone else. • Reducing speeds by 20kph on open roads is not beneficial as locals or regular drivers to the area will continue to drive 100kph. • The introduced 30kph limit along Karangahape Road is generally ignored as it is not enforced - specifically it is often AT buses that ignore the lower speed limit, and in an area with historical pedestrian deaths. • Most people drive at least 10kph faster than the current limit – a 30kph limit will mean they will be going 40kph, which is still better than current. • Regardless of what happens, the speed limit needs to be reduced for public buses. Some of them travel way too fast and will make a much bigger mess in an accident compared to a normal car.
<p>Driver training/education suggested/required <i>Mentions: 5</i></p>	<ul style="list-style-type: none"> • Money would be better spent on improving/subsidising driver training/teaching young learners to be courteous on our roads. • Reducing speed limits is not the answer - teach people to drive well, confidently, and safely. • More/better driver training needs to be available/encouraged/required. • Driver education is the key: 'kept left, pass right' signs on motorways; more highway patrol cops; hefty fines for using phones while driving; two second following rule. • Learning to drive is NOT just about the road code. Drivers need to be TAUGHT how to drive, recognise hazards etc. • The most dangerous driving around schools tends to be red light runners or people driving through orange when could clearly stop. This behaviour seems exasperated by short or badly phased light changes and lack of clarity or education about not queuing through intersections. • Driver education/defensive driver training WORKS. • Foreign immigrants and visitors need to be taught how to drive on NZ roads, by taking the NZ driving test. • We don't need to slow traffic down, but we do need initiatives to get drivers to stay alert and look for hazards. • Skills/lessons lacking in NZ drivers: feel of speed, distance etc (overtaking when entering an opposite lane, not passing lane); recognition of other drivers' movements; headlights on during the day as well as at night; safe following distances; parking appropriately; driving on rural/unsealed roads. • Make proper driving schools with instructors mandatory and include driver safety courses, how to merge and drive safely around corners/windy roads as a mandatory class as part of those.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Focus should be concentrated on improving driver training and regular competency tests rather than just slowing the speed. • If AT wants to save the most lives, they should focus on people wearing seatbelts. • Rural roads have some very dangerous curves and narrowing widths in places, some locals (not visitors) drive at speeds higher than 100kph. An education programme for residents would be of value. • Cyclists licencing requirements will keep cyclists safer on roads. • Start funding driver schools etc, everyone should know fundamental differences between AWD RWD FWD etc and how to control them should they need to. • Drivers need to learn (and be assessed on) how to control a vehicle at speed, drive on gravel, open roads, in the dark, in all weather conditions, on hills/windy roads before they are allowed on the road. • Drivers need to be educated in the fact that the roads are not just for them. They are a lot of people now using the roads for other modes of transport and therefore the roads need to be safe for every person. • I propose a comprehensive driver training program that starts in high schools, does not involve parents, involves practice with trained instructors, includes two days of first aid training, takes longer to get a full licence, covers emergency manoeuvres, driver psychology, how to mitigate fatigue, how to mitigate peer pressure, defensive driving techniques, a program that's applicable to all areas of NZ.
<p>Need to better enforce speed limits <i>Mentions: 6</i></p>	<ul style="list-style-type: none"> • Is AT going to purchase several hundred more speed cameras or simply see what effects really are after a certain time frame? • This is an inefficient proposal, as people who speed will still speed - go after the speeders instead of everyone else. • There is no need to make these areas a slow zone all the time, just double fines to those not slowing down during school start/finish times. • Needs to be better/more policing and enforcement action - it's not speed limits, it's those that exceed them that is the problem. • Enforcement needs to be consistent, not occasional. • If the authorities cannot police the current speed limits, they will be unable to properly police the proposed changed speed limits. • How can enforcement happen when people have police-tracking gadgets? • If the police monitored both the current speed limits and policed the red-light runners, we can make our roads safer without causing further delays due to reduced speed limits. • Policing these changes will be impossible/difficult/expensive/pointless unless enforced. • Higher accident rate brings greater enforcement. Lower the speed limit in those areas, position fixed speed cameras and advertise their presence. • We should be pushing for more capacity in the police force to ensure safety, not punishing those following the rules. • Enforce the temporary speed limit at roadworks. • Harsher penalties needed for speed offences (e.g. instant 28 day roadside disqualification whenever an offender is caught 20kph above the limit, not 40kph as current).

Feedback Theme	Main points
<p>The low quality of the road is creating safety risks/needs fixing <i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • Put extra speed cameras before even considering lowering the speed limits. • Instead, spend money on better quality/more regular maintenance of the roads. • Roads are not kept to a realistic/safe standard, despite the fuel tax and registration fees collected every year. • The real danger on rural roads is lack of maintenance. • Some roads are in terrible condition and aren't safe at any speed. • Fix the roads to improve safety so there is no need to lower speed limits. • The road condition needs to be attended to first - fix potholes, bad/dangerous shoulders, cracks in the road, bad camber on corners, deep/crumbling culverts and drains. • Some roads are poorly maintained and poorly designed - these locations should have lower limits. • Lowering speed limits won't stop road deaths. Better roads, less potholes, wider roads, more passing lanes, better road flow and safer intersections would all help. • If the roads were kept to a better standard, then there would be a lot less issues - smooth roads make them a lot more predictable. • The condition of roads in New Zealand is deteriorating every single day. The lack of funding and workmanship on the roads is poor at best and a major cause of our high road toll. • Fixing the roads themselves is a better start. The condition of the road is horrific the speed is not an issue. • Fix potholes properly in the first place, so you don't need to re-fix them three months later. • This proposal is just trying to replace/cover up/lower costs poor road quality/maintenance.
<p>Generally, road design needs upgrading/improving <i>Mentions: 6</i></p>	<ul style="list-style-type: none"> • Make safer roads as most fatalities involve two vehicles, not pedestrians. • Some roads are poorly maintained and poorly designed - these locations should have lower limits. • Need to improve quality of road markings (especially at night in rain), visibility, poor road naming for directions, centrelines. • Fix/invest in infrastructure to accommodate greater speeds instead of lowering limits. • Need to work on better road design and execute them. • Lowering speed limits won't stop road deaths. Better roads, wider roads, more passing lanes, better road flow, and safer intersections would help. • Seal the unsealed roads. • The funds could have been better spent on properly sealing roads (using quality materials) and upgrading heavily congested major arterial routes. • The issue is the lack of motorways, and the growing presence of road haulage due to lack of investment in rail. • More should also be done to implement safer designs alongside safer speeds.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Prioritise sealing high-use and school bus routes, and detour routes when there is an accident on SH1 (e.g. Haruru Road and Kanohi Road). • Too many roads many have lanes merging from 2 to 1 or 3 to 2 to accommodate an adjoining lane: this just creates bottle necks and opportunity for poor behaviour. • Too many road junctions are on blind corners with traffic flow controls. • Too many bus stops are adjacent to the corner of a junction - why increase hazards in an already hazardous zone? • Infrastructure/roads should change to match the new speed limits - this means making roads narrower and corners tighter. • Shrubbery needs to be trimmed away from signs, crossings, and intersections. • Lower speeds should be part of a whole package which include road quality (median barriers, surface quality, camber etc) and control improvements (signage, crossing, rumble strips, lights etc). • You need to be upgrading roads (more lanes in arterial routes) in expanding residential areas not choking the traffic with speed limit reductions on neighbourhood streets. • To make the road safer, you should have at least two lanes if possible or a barrier for opposite lanes to avoid head-on collision. • Seals should be asphalt not chip seal - and maintained. • Why are roads resealed in the first place? Also are you determining this off previous core samples or are you taking any samples before touching a road that doesn't need to be touched? • High level roads that include bus/trucks should have asphalt over concrete. • Where are the upgrades or even the bypass for Kumeu? • Would rather money be spent on upgrading the Weiti bridge to 4 Lanes. • Focus instead on fixing road designs which offer no logic, the turning lane markers that appear too late at an intersection, the rail crossings that offer no real barriers, the poorly lit/maintained pedestrian crossings, or the roundabouts that not one kiwi understands the give way rule on when entering. • Need more passing lanes/ slow vehicle bays to encourage safe overtaking. • The roads need to be re-engineered to be self-explaining roads if drivers are expected to stick to 30kph - the road needs to match the sign. • This proposal is just overcompensating for poor road design/planning/investment. • Invest in road upgrades and design BEFORE allowing housing and land development.

<p>Pedestrian, e-scooter, and/or cyclist behaviour is causing safety risks</p> <p><i>Mentions: 5</i></p>	<ul style="list-style-type: none"> • Need better road safety education for children. • At the proposed speeds, cyclists/e-bikes will be overtaking traffic and breaking the speed limit - very dangerous. If this is rolled out, you should also restrict cycle/scooter speed to 20kph. • What is making our roads and foot paths more dangerous is the number of young children under the age of 18 on electric scooters and the littering of these scooters all over the footpath. • Bicycles are allowed on most roads with no requirements to check brakes, tyres, or mechanical road worthiness. Unsafe for everyone. • Cyclists are allowed onto most roads without any check that they have any knowledge of road rules or that they can ride their bike competently - they should need a licence too, to prove they know the road rules and their responsibilities while sharing the road. • Cyclists who never follow any road rules and are the law onto themselves are also a big danger for motorists - reduced speed will help motorists avoid irresponsible cyclists. • More road safety classes in schools to teach children not to run across roads without stopping first and looking both ways then back again. • Children/teenagers/pedestrians step out in front of cars while they are texting, talking, or listening to music on their phones. • This proposal is punishing everyone instead of focusing on those who aren't using due care while on the roads (both pedestrians and drivers). • Children/teenagers/pedestrians will still walk in front of oncoming cars. • It is a pedestrian's own responsibility to ensure they don't somehow walk in front of a car going 50kph. • Need to teach people how to cross the road safely. • Cyclists should be legally required to wear more protection than a helmet. • Parents need to look after their kids better and supervise them more especially around schools and general roads. The public should not be responsible for their child. • I see bicyclists, scooters violating traffic laws all the time - this is what causes deaths. They think the rules don't apply because they aren't in a car, and often behave as if they own the road, sometimes even being actively rude to drivers. This makes it difficult, stressful, and unsafe for drivers and can lead to accidents. • School children on bikes/scooters are a hazard to pedestrians as they over-estimate their skills, cannot foresee potential hazards and it appears that they have not been taught basic etiquette in using shared footpaths. • The current trend to move to bikes (electric or not)/electric scooters and other powered transportation many of which can and easily exceed 30kph - will they be policed in the same manner as a car? • Make jaywalking illegal with a hefty fine instead of lowering the speeds on roads that are already reasonable. • I've seen people cross more in front of slower cars, than cars doing the speed limit. As have I seen a lot of cyclists pull out in front of cars going 40kph or below. • Cyclists should be allowed to use footpaths as they cannot reach the speed limits vehicles are travelling – on the road they are a danger to others and themselves.
--	--

The proposed speed limit reductions lack local knowledge

Mentions: 5

- These decisions (on speed limit reductions) should be made by those who live near and know the roads.
- This proposal is created by people who don't live here or drive here and give no thought to moving safely around the suburb.
- AT should talk to the Fire Brigade and Police who attend accidents on roads about which ones need changes, not deciding it themselves from a map.
- We don't all live in the CBD and walk to work - You are being led astray by noisy tiny social media minority lobbying groups.
- I feel that whoever proposed these changes have made a broad-brush approach without knowing the geography.
- Disagree with a blanket approach to reducing speeds to an area without looking at each road, its length, size etc.
- Are AT people going out and seeing if these reductions are working or is it all computer simulation, calculations, and reconfiguration? AT need to live in the real world of commutes, country life and families.
- Listen to the feedback from across the city on a regular basis on dangerous hotspots rather than blanket reductions in speeds without any analysis to see what the true cost of these impacts would be in terms of congestion to families and businesses.
- If you want to build a public transport that really works, then every AT, Council, Parliament, and public service employee must use the public transport from now on; to work, to shop, to get kids to day care and school, to sports, to your nights out, for all of your holidays and outings, to movies and bars and theatres.
- Please get in your car and drive exactly 30kph through all the streets you are proposing to reduce to this limit, then drive exactly 50kph through some main arterial roads and you will see that the programme is not getting this right. Don't just sit in an office making these decisions.
- Why are Firefighters/ Station Officers not consulted about their views on causes of crashes? We have a wealth of information as we are usually the first on the scene and have a good understanding of contributing factors.

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

Note: It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Māngere-Ōtāhuhu Local Board area, just themes.

Feedback Theme	Main points
<p>Only implement speed limit reductions during peak traffic times and/or don't support 24/7 implementation</p> <p><i>Mentions: 18</i></p>	<ul style="list-style-type: none"> • 30kph is too slow 24/7 – if this is only about safety around schools, only make it when children are entering/exit school. • Lower speeds around schools should only operate during school hours/not during school holidays. • There is no need to make these areas a slow zone all the time, just double fine those not slowing down during school start/finish times. • Proposed around school zones should be at times of operation, not a blanket area. • A blanket reduction doesn't recognise peak times - have a standard peak time of speed reduction instead. • Common sense is to have times ('windows') those reduced speed apply, e.g. between the hours of 8am to 6pm. • Having 40kph speed limit around schools and school times is sufficient. No need to permanently decrease the limit. • I think 30kph for a set time on each side of school hours would be more suitable (like the existing 40km but extended by about 15 minutes). • The programme should be revised to consider every Auckland road and seek to implement dynamic 30kph limits during peak school times near schools, 40kph limits on residential areas and around schools during non-peak times, and 60kph for appropriate arterial roads. • Don't have the time to waste going slow as a commercial driver. Get rid of the civilians then you can your low-speed zones during workday hours Monday to Friday. • Brush stroke solution of reducing speed limits not appropriate in areas where risk increases only at certain times of the day. • Perhaps some of the main thoroughfares could be reduced around school hours to protect the little ones and still give Mt Eden residents their freedoms. • School speed zones should not apply out of school hours, anywhere. • 30kph is way too low, I think 40kph during school times is enough. • Limiting speed around schools is a great idea. However, it should not be limited 24 hours, 365 days a year. School is out for many weeks and obviously not busy in the weekends. • I think it should be 30kph from 7am-9am and 2.30pm-4.00pm.
<p>Do not support reducing speed limits on open roads, rural/country roads and/or paper roads</p>	<ul style="list-style-type: none"> • Rural roads are having lower speed limits applied for no reason - the road environment has not changed since original safe speed limit. • People should slow down around schools, but 40kph is sufficient - reducing speeds on open roads risks dangerous driving. • Reducing speeds on safe 100kph country roads seems like financially based policing.

Feedback Theme	Main points
<p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • Rural roads need a road-by-road assessment to address issues as they vary a lot: blanket speed reductions are the wrong approach. • Lowered speed limit should not apply to rural roads that are well maintained, well-marked, with good visibility, with plenty of signage warning of bends, etc, no areas with clusters of shops, no schools, no bus stops, no cars parked on side of roads, no animal crossings, no pedestrians, no high accident rates. • Infrastructure on rural roads should be improved instead of lowering limits. • Drivers of rural roads know how to drive to the conditions and lowering these limits will add significant journey time (and thus frustration and dangerous overtaking) for these commuters. • Rural people are well-capable of driving these roads at speeds that they see fit - no need to drop the speed limits on rural side-roads below 80kph. • Your notes say that most crashes are on urban roads, so why change the speeds on rural roads? • Roads with no road markings should have these in place instead of lowering speed limits. • If you must lower open road limits, make them 90kph not 80kph due to journey times and emergency services access. • The open roads should be fixed if needed rather than reducing the speed limit. • Only agree with lowering the limit on rural roads if they have no shoulders due to drainage ditches, the road edges are in poor condition, the road camber and undulations make visibility difficult, it has no streetlights and is frequented by rural machinery as well as cyclists, walkers and school children, there are no road markings, lots of farm vehicles that are difficult to pass, or a sensible combination of the above. • Rural roads should have higher speed limits than non-rural roads because they have very little pedestrian and vehicle traffic. • Speed limit reduction from 100kph to 40kph is too drastic. • Suggest 'derestricted' signage instead to indicate open road, but that much of it cannot be driven at speed. • I support an 80kph limit for rural roads. A blanket speed of 60kph is too slow and 40kph is way too low for any rural area.
<p>Do not support reducing speed limits on arterial roads, main roads and/or highways</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Look at parts of the Northwestern Motorway- 4+ lanes, good road condition, shoulder, separated from oncoming traffic, no side roads, well formed on and off ramps, and it is still only 80kph - this could safely be 100kph. • Lowering speeds on main arterial routes slows our economy down and causes frustration and more accidents. When road is built to accommodate large volumes/speeds of traffic, reducing speed limits is contradictory. • 50kph is fine as a minimum speed limit on urban roads. 60 or 70kph for main arterial roads. 100kph on motorways, highways and rural roads. If you can't drive to the conditions under these speed limits, then you shouldn't be driving at all. • I support lowering speed limits throughout except on the arterial roads/motorways/highways. Most expressways are safe to drive 100-110kph and motorways should be around 110-120kph. • Do not support a 40% drop in the speed limit in any area - especially trunk lines and main roads.

Feedback Theme	Main points
	<ul style="list-style-type: none"> Some smaller countryside roads do warrant speed reductions but all the main roads between main towns and routes to the motorways from rural towns should have been left at 100kph.
<p>Concerns/disagree with speed limit reduction around schools</p> <p><i>Mentions: 12</i></p>	<ul style="list-style-type: none"> Roads in town centres and near schools already have traffic slowing measures. 30kph around schools cripples main roads: most modern cars don't naturally idle at that speed, and it adds to congestion in high pedestrian areas, adds to distractions i.e. watching speed not hazards. 40kph is an accepted balance. Use better techniques (than 30kph speed limit): make some roads one way; close key roads during school drop off/pick up (if safety is the real reason, parents should deal with that). Schools should have entry/exit designs so that cars aren't massed uncontrolled around them. There are already sufficient safety measures around schools and other risk areas where there are children: traffic calming/variable speeds/lower speed limits/signage advising "reduce your speed" /pedestrian crossings/walking school bus/decent signage alerting drivers to the school zone. Schools have the ability now to reduce speeds around their crossings in the 30 minutes in the morning and 30 minutes in the afternoon when this is useful. Does not need blanket speed limits. Dropping speed limits around many of these schools outside school times is only going to lead to the deadly combination of aggressive driving and false sense of pedestrian security. Vehicle drop offs to school by parents must be reduced to lessen the congestion impact around these schools though. Schools have a responsibility to police this effectively rather than the burden shifting onto the wider residential area. Speed limit of 30kph around schools is unreasonable. No one will obey the limit. We are just training drivers to ignore the rules. Congestion around the school slows traffic due to high volumes - lowering the speed limit has little benefit, and no benefit outside school hours. Including roads further out from the school will only frustrate drivers and they will be less likely to slow down around the school. The general drag net put out around some schools and not others clearly point to this not legitimately being about safety: either the immediate streets around every school gets it, or this strategy is hypocritical and does not make sense. Other parking/traffic issues are not addressed in this proposal. These impact on car movement and travel in and around the schools. There are safe speeds around Hillsborough Primary but in my experience the biggest issue are the parents and their need to block and turn in dangerous places. My children feel safe, as do I under the current set of rules which govern traffic safety around schools. There should be blanket rule that all roads within a certain distance to a school and without separated cycleways should be limited to 30kph. While this is a good improvement it is too piecemeal and will cause confusion. Due to the extremely high number of cars around schools while children are being dropped off and collected there is absolutely no possibility of anyone being able to speed in these areas during these times – changing speed limits around schools is purely academic. Don't agree with your obvious intention to scrap the variable speed limits around schools which has worked so well for the past 10 years.

Feedback Theme	Main points
	<ul style="list-style-type: none"><li data-bbox="481 225 2116 282">• I love the light signs for school zones during school arrival and exit times and would support those all going to 30kph during those times (arrival and exiting).

General locations where speed limit reductions are supported

Note: It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Māngere-Ōtāhuhu Local Board area, just themes.

Feedback Theme	Main points
<p>Lower speed limits around schools are required/important</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • People tend to exceed the speed limit at least a little, particularly around schools and school buses: a lower limit will help. • All streets around schools should be 30kph/10kph or under. • Agree people should slow down around schools but 40kph is sufficient. • There need to be permanent speed reductions around ALL primary schools, irrespective of location. • Safe speeds and parking are a huge issue around schools and local kindergartens. • All Kindergartens should be included in the proposal as these age children don't have much road safety awareness. • Schools have been ignored in many areas.
<p>Lower speed limits in residential areas are required/important</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • Current speed limits in residential areas are too high. • All residential areas should be 40kph and include some residential 'safe street' spaces. • Treat rural as rural (low traffic, driveways, pedestrians), and urban as urban (high volumes, low speeds). • Lowering speed limits in residential areas will ensure greater safety and accessibility for all: children, cyclists, pedestrians, disabled people, and elderly as well as motor vehicle users. • All residential streets/ suburban roads/ urban areas should have their speed limited to 30kph. • New Zealanders drive far too fast on suburban streets that are not designed well enough to accommodate today's vehicles.
<p>ONLY implement speed limit reductions around schools/town centres</p> <p><i>Mentions: 11</i></p>	<ul style="list-style-type: none"> • Should be 40kph blanket speed for residential streets, and only 30kph in town centre and outside schools. • Lower limits should only apply to the streets directly around schools (nowhere else). • People should slow down around schools, but 40kph is sufficient - reducing speeds on open roads risks dangerous driving. • I accept that schools should have reduced speed limits right around them (not miles away). • Having 40kph speed limit around schools and school times is sufficient. No need to permanently decrease the limit. • Perhaps some of the main thoroughfares could be reduced around school hours to protect the little ones and still give residents their freedoms. • Areas around schools within each slow zone are too large and have wider impacts on the suburb (should only apply to streets schools are on). • The only places where speed limits are needed are close to schools. Within 200 metres.

Feedback Theme	Main points
	<ul style="list-style-type: none">• Lower speeds should apply to only school areas/town centres/shopping centres. Leave the rest alone.• Programme should be tailored for schools and hours and sections of roads as needed for the peak drop-off and pick-up hours.

Other speed limit/physical improvement suggestions

Note: It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Māngere-Ōtāhuhu Local Board area, just themes.

Feedback Theme	Main points
<p>Other suggestions for reduced vehicle speeds</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Instead, we need enforcement or traffic calming that stops people from exceeding the posted speed limit (not lower limits). • There are streets where just one or two humps would be sufficient to slow traffic. • Speed humps don't need to be so big that people are encouraged to drive big cars that can get over the bumps. • Raised crossings/speed bumps/judder bars/'stop' signs are more effective/will be better than lower speed limits. • Traffic calming around schools is a good thing. • Speed bumps/traffic calming alongside lower limits would help people stick to the limit. • Strongly disagree with these rough speed bumps everywhere, instead of just a speed camera. • Highly reconsider traffic calming strategies instead of a blanket 30kph speed limit which hardly anyone is going to follow anyway. Designs like at Hobsonville Point is what I was expecting. • Better spend the money on traffic calming within built up areas/villages/towns so we can enjoy our local streets safely (without cars speeding around causing noise and pollution). • Way too many speed humps. • On the roads where the speed is dropped to 30kph or 40kph I assume all the road humps and raised crossings will be removed because the vehicles will be driving slow enough. • HATE the raised platforms on otherwise perfectly safe roads – vehicles have to slow down and/or stop for pedestrian crossings anyway: Prefer normal pedestrian crossings with the round flashing orange pedestrian crossing lights (not full traffic lights systems), are all that is needed. • Sticking new road signs up is different from designing the roads to encourage slower driving. Placement of barriers, narrowing roads, raised platforms and other traffic calming measures are needed. • Lower speeds should be part of a whole package which include road quality (median barriers, surface quality, camber etc) and control improvements (signage, crossing, rumble strips, lights etc). • Too many roads in Auckland have speed bumps. For those of us with back injuries, these are very uncomfortable to drive over, and I have also been told they are not good for vehicles. • Should not have physical traffic calming (speed bumps) in areas that don't have accidents.

<p>Improve pedestrian infrastructure <i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Consider needs to pedestrians as road users. • Particularly consider pedestrian routes where there are no footpaths. • Consider poorly designed road junctions where pedestrians have no safe options to cross the road. • Wooden (and frequently sloping) footpaths that are slippery and dangerous especially when wet. • Stop people parking on verges and footpaths that greatly reduce visibility of pedestrians. • Rubbish bins totally blocking the footpath. • Cyclists and scooters using footpaths are a hazard for pedestrians. • Instead of making people drive slower, invest in better roads and developing under- and overpasses for pedestrians. • Need to instead focus on superior construction of safe zones/barriers for cycleways and footpaths. • Raised pedestrian crossings are more effective than lowered speed limits. • Improve visibility around crossings and bike lanes. • Need footpaths/more pedestrian access. • Zone areas to safely separate walkers, cyclists, and vehicles. • All main arterials with higher speed limits should have protected cycle lanes, pedestrian only footpaths and frequent pedestrian crossings. • What happened to the diamonds painted on the road before a pedestrian crossing? • Some places don't have any walkways at all - start there and consider speed limits when road condition/walkways are ample and safe. • There should be traffic lights for safe crossings (not reduced speeds). • HATE the raised platforms on otherwise perfectly safe roads – vehicles have to slow down and/or stop for pedestrian crossings anyway: Normal pedestrian crossings with the round flashing orange pedestrian crossing lights – NOT full traffic lights systems, are all that is needed. • Lower speeds should be part of a whole package which include road quality (median barriers, surface quality, camber etc) and control improvements (signage, crossing, rumble strips, lights etc). • A better option would be to include more pedestrian crossings near schools. • Where possible, pedestrian crossings should split into two halves with an effective steel safety cage in the middle. It must be pushchair, stroller, shopping trolley, wheelchair, scooter, bicycle, oversize load, etc friendly. The benefits include pedestrians not stopping cars in both directions, pedestrians being more likely to make eye contact with drivers on the half of the road they are crossing. The obvious strength of the barrier giving a clear sense of the dangers of crossing roads.
---	--

<p>Improve public transport <i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • Reducing speed limits is not the answer - improve driving skills, roads, public transport options, and affordability of new/safe cars. • Public transport needs to be improved before it is an option (extend bus routes, more passenger capacity at peak times, better reliability). • Resources should go into improving public transport instead of speed limits. • Need more/better access to public transport. • Public transport is too slow/expensive/inconvenient/infrequent. • For public transport to catch on, the large, road-and-environment damaging diesel buses that spew fumes over pedestrians need to be replaced with smaller buses/shuttles/electric/trams/bullet trains/raised trams. • Prefer to see work done to disincentivise people from bringing cars into the city (say tolls) and use that money to fund better public transport. • Build better public transport links with a reasonable frequency of buses/trains/trams (one bus an hour isn't enough). • Stop building developments/malls on the outskirts with big carparks, this promotes car use not public transport use. • AT needs to be concentrating more on developing public transport systems to get more people off the roads and reduce congestion. • A high-volume mass transit system is need in East/South Auckland. What ever happened to the Botany-Manukau Transit link planned for Ti Irirangi Drive? • Advocate for people to use public transport if they cannot go the speed limit and extend the routes of buses etc to more rural areas. • Bus stops are often put in bad places that cause congestion and are dangerous.
<p>Physical improvements suggested <i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • More signage (not just for new speed limits) is needed to remind people what the speed limit is, especially with many different ones in an area. • Review traffic light phasing to improve traffic flow. • The issue isn't speed - it's poor road layouts which lower limits won't help (Transit Lanes turned into Bus lanes but buses are empty; poorly designed merging lanes). Design safer roads and improve existing infrastructure instead of lowering limits. • Residential roads with high crash rates should have reduced speeds or more yellow lines to prevent parked cars causing blind corners. • Fix parking and bike lane access/focus on superior construction of safe zones/barriers for cycleways and footpaths. • Roads need to be made wider to accommodate modern/bigger vehicles. • Need more centre barriers to separate traffic. • Feeder roads need to be widened to allow better traffic flow. • Install light-controlled crossings (instead of lowering speed limits) if the concern is pedestrian safety. • Change off-street parking regulations to clear cars from parking along streets, both sides, and therefore improve road safety through clearer roads. • The better way to reduce accidents is to improve the road and remove roadside obstructions (overgrown trees, narrow bridges, blind bends, potholes). • Rural roads need to be better maintained, and for passing lanes to be installed.

- Improve visibility around crossings and bike lanes.
- Stop people parking on verges and footpaths that greatly reduce visibility of pedestrians.
- This will have a low return (i.e. harm reduction) for the investment compared to other safety initiatives e.g. changing dangerous intersections, improving pedestrian crossings etc.
- Install slow vehicle bays on the roads you wish to slow down. That way people can pass safely and not put others at risk.
- Provide better places for people to park their cars. More generations are living under one roof due to the cost of housing: find a way to reduce the berms so that with cars parked on roads the road isn't narrow then you won't have as many issues as what you have.
- Safe speeds and parking are a huge issue around schools and local kindergartens.
- The most dangerous driving around schools tends to be red light runners or people driving through orange when could clearly stop, likely due to short or badly phased light changes and lack of clarity or education about not queuing through intersections. Red light cameras and more sensor-driven lights would help.
- If you want to make the road safer, install road barriers (instead of lowering speed limits).
- Traffic light phasing needs to be synched better for a 30kph limit (see Auckland City where lights turn orange as a driver crosses the line and is red before the driver reaches the other side). This can be especially hazardous to pedestrians and bikers and results in risky stopping or speeding manoeuvres and much confusion.
- Start adding street lights and more reflector posts, anything that make rural roads more visible at night. No matter what the speed limit is, there will be accidents if you can't see what's ahead of you.
- Invest in rail to remove the growing volumes of road haulage in New Zealand.
- Need safer/more pick up zones for parents around schools.
- To achieve actual speed reductions on roads whose design encourages travel at higher speed, a lower speed limit needs to be paired with either design changes to slow cars down or enforcement.
- Invest this money into red light camera and drunk driving checks.
- Roads with no road markings should have these in place instead of lowering speed limits.
- Remove more on-street car parking, add cycle lanes, and consider turning some roads into one way for cars. What has been done on part of Hurstmere Road should be done elsewhere.
- Once safer (lower) speed limits are in place, existing physical traffic calming (speed humps, artificial street narrowing 'sticks, etc) should be reviewed and, where no longer necessary, removed. These can be distracting, impede traffic flow, damage vehicles, and makes driving in Auckland less pleasant in general. Safety comes first, but if they are not required, should be removed.
- Use the correct roading materials, put centre lines in, stop narrowing roads, work with the Council to ensure new builds have car parks to remove parked cars from the roadside. Put flashing lights on pedestrian crossings when people are crossing.
- AT needs to hurry up and put in the motorway bi-pass from West Gate to Waimauku.

- Speed is only one factor. There is insufficient infrastructure in no footpaths, insufficient lighting, no passing bays or parking bays on narrow roads, high volumes of traffic on gravel roads.
- Reduce berms to widen streets to allow for off street parking. As more infill housing is built it's safer to have cars further to the side of roads to allow any emergency vehicle down any street in AKL and increasing visibility to navigate all roads.
- If road safety is problem the council needs to consider ensuring all houses have two off-street car parks to reduce the number of cars being parked on the road. The safety of drivers, pedestrians, and cyclists will be improved. Too many cars are parked on the road.
- All main roads should have no parking on them if they do not have separate cycle lanes. Parking should be available on side roads only to allow more room for cyclists/scooters etc.
- What if you had designated drop off and pick up areas for cars in high pedestrian areas (schools/marae/shopping malls) that were as far removed from main roads as possible. Make these drop off areas a mandatory part of designing carparks.
- Expenditure should be focused on accident black spots such as the Royal Oak roundabout which should be converted to a traffic light-controlled system.
- Any road in Auckland not wide enough for two cars to pass with parked vehicles on either side needs parking restrictions, with extensions to create a safety buffer when turning a corner.
- Ban parking on the berms.
- AT's approach using extensive applications of road furniture (speed humps, chicanes, etc) is flawed as it slows emergency service vehicles, thus the unintended consequences of a greater level of property/life loss will occur due to delayed attendance by emergency responders.
- Spend these funds on alternative safety measures like improved signage, road markings and barriers. For example, many lane merges in Auckland are not marked by a sign. Consider the use of colour for merge markers.
- Have pedestrian crossing lights synchronise with the traffic lights so that the green zone traffic will not be interrupted.

Other comments and concerns

Note: It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Māngere-Ōtāhuhu Local Board area, just themes.

Feedback Theme	Main points
<p>Concerns with the public engagement, and/or that AT won't listen to feedback</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • Expect Auckland Council/AT will not listen to or do what people want anyway. • AT acts arbitrarily and does not take taxpayers feedback into account. • I disagree with your strategy of sending out pamphlets asking for feedback with three days to respond and no direct link provided. • Have a look at the feedback you see on Facebook. It's frustrating to hear AT say that they will listen, but you do as they please anyway. • I feel that whoever proposed these changes have made a broad-brush approach without knowing the geography. This is further exemplified by having Upper Harbour, Oteha Valley and Albany Schools classed as West Auckland in this plan. • This change is not backed by detailed research on the roads involved as evidenced by the incorrect listing of posted speed limits on some of the roads listed. • I can't see what changes you are making on the map in this website. • Re Takapuna Town Centre: The brochure refers wrongly to Devonport, but the map is correct. • Online form doesn't have the correct roads in Henderson suburb. • The research (AP-R560-18), the proposals and the delivery of them come across as predetermined. I don't believe that AT will be influenced by the public opinion. I would rather see a reduction in AT power and procedures than our road speeds. • Because there is not enough consultation on the changes. Ask the people instead of assuming you have got it right. • We are under no illusion that AT will listen or cancel the approach, despite the public feedback opposed to the city centre speed limit changes, AT went ahead with those anyway. • There are too many roads to review at one time to provide an opinion on the whole safe speeds programme. • AT has no accountability - previous concerns/requests to AT have been brushed off with no explanation. • Materials are inconsistent and contradict themselves - traffic lights vs roundabout for safety, for example. • What is there to consult on when you have a Vision Zero policy, just do it. • Don't put your junk mail pamphlets in a letter box marked 'No Junk Mail'. • What is the point of consulting on this? Are we supposed to make the streets less safe because it would upset a driver or something? Hurry up and implement the changes already.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • It would be more informative if AT can also provide statistics on death/accidents by location. In that way we can better decide on a good speed for each of the areas specified. • Spend less money on reducing speeds and this consultation - invest in making the roads themselves safer instead (maintenance). • AT should not operate above the public; we deserve to make the decision on our roads. If consultation indicates a majority disagree with lowering speed limits, then DO NOT IGNORE THIS! This is a democracy and AT is in the public sector, majority rules. • You did not listen on phase 1 or 2 changes and were not prepared to publish feedback results as they obviously were against the changes in general. • It is patronizing to even suggest that you want feedback if you are blatantly ignoring the rights of law-abiding drivers. • Online survey is very hard to find. • QR code links to a wrong URL. • Some sections of the roads mentioned don't appear to exist. • If reducing the speed limits does not work, will you put the speeds back up again? Will you actually listen to what the public want because you do not have a good reputation for doing that? • Concerned most people are not able to have their say due to their personal circumstances. • Take a survey of the public's opinion on this and you'll find the overwhelming majority is against it. Tell us the names of people in Council who come up with these ideas so we can vote them out next election - democracy matters. • Note your map shows Hibiscus Drive incorrectly named as Eaves Bush Parade. • Under 'benefits of the proposed changes' in the Safe Speeds Programme pamphlet, an icon showing a child kicking a ball could be seen as a dangerous invitation to this activity.
<p>Zero deaths by 2050 is unrealistic/ impossible</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • Zero deaths is a fantasy - there will always be deaths if there are cars and roads. • The goal of no deaths or serious injuries is unrealistic. • The only way to achieve zero vehicle incidents is by removing all vehicles, and that is just not acceptable. • You may as well ban cars buses and bikes completely if your aim is zero deaths. • The only way we will see zero crashes is if all cars are autonomous and communicating to each other. • So long as there are people, there will never be zero deaths. • The 'zero deaths' goal is pie-in-the-sky ideology that is underpinning extreme and impractical changes and proposals, like this one.
<p>Suggestions for licensing/law changes</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • Licensing in NZ: all drivers should re-sit their licence every 5/10/15 years – there should be an ongoing review of driving ability. • Make licenses harder to get with a heavier focus on driver training.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • The age of 16 is too low to expect a child to handle a vehicle: the driver age is too low and too easy. • Lower speed limits do not make people drive safer - introduce a Hazard Awareness course as part of the driving test (for example). • Make the defensive driving course compulsory (not rewarding with lessened Restricted time) • Drivers should need to log 'x' hours with an instructor before receiving your licence. • Foreigners should have to pass a comprehensive New Zealand driving test to drive in this country/immigrants should have to do defensive driving courses even if they have full licences. • I propose a licence class system where an endorsement is required for new motorists who wish to drive on open roads. This can be done at the time of sitting the licence. Similar to heavy traffic, or motorcycle licenses, but it specifically addresses hazards on open roads. Teaching people how a vehicle's handling changes at speed, braking distances increase, to slow before corners and accelerate out of them, keeping left, rest breaks. • Make getting a full driver license compulsory after certain amount of time. • Make proper driving schools with instructors mandatory and include driver safety courses, how to merge and drive safely around corners/windy roads as a mandatory class as part of those. • Make road usage and driving mandatory in schools. • Traffic needs to speed up with better driving, not slow down: Make it illegal for heavy transport to be in the outside motorway lane, with harsh penalties for anyone caught under the posted speed limit on motorways. • Distracted drivers (texting, phone, etc) should have harsher penalties: lose license for 6 months/must do drivers' course/fine of \$1,000 and 35 demerit points/instant loss of licence for 3weeks (first offence), 6 months (2nd offence), and 12 months (3rd offence). • Double fines for those speeding in a school zone. • Increase fines/punishment/penalties for crossing the centreline/driving on the wrong side of the road/dangerous driving/. • Restrict the performance of cars for new drivers for at least the first year of holding a full driver's license. • Ban undertaking on all roads. • Fines for drivers sitting in outside/overtaking lane. • Make it compulsory that drivers can only use hands free and must not have physical access to their phones while driving/prevent phones from being able to send/receive texts in a moving car. • Car insurance/3rd party motor insurance should be mandatory in NZ for all drivers: Insurance companies identify the high risks and increase premiums accordingly which will remove higher risk drivers from our roads. Or if they are repeat offenders and do not care for the consequences of their actions, the police will have the power to prosecute and again remove them from our roads. • Speed limit changes won't change behaviour unless speed camera fines increase drastically to make people take them seriously. • Parking distance before and after speed humps must be increased and if they are not respected then the car owners need to be penalized.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • All cyclists should need to have a license, so they know the dangers of riding on the roads and what precautionary actions they need to take. • Electric scooters should have a speed limit to avoid any accidents with pedestrians and other forms of transport and if they are for one person, if two are using it, they can get ticketed as it is unsafe use.
<p>Other comments</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Roading network has not been improved despite petrol surcharge. • The state of the roads needs huge investment which our regional fuel tax should be going to. • Make new/near-new cars more affordable/available to raise the average safety of all cars on the road. • To maintain this programme would be to commit significant police resource that is instead needed to do real policing, and crime prevention. • Many of the proposed streets [Greenhithe] are near Upper Harbour Primary, but there is no road that connects Upper Harbour to Greenhithe - just a walkway. • I understand there is also a proposal to put 30cm cycle boundary on Upper Harbour Drive [Greenhithe]. Who has asked for this? Many cyclists are upset, as they will not be able to ride abreast or swerve to avoid walkers/runners. • I would like to know the update of the paper road from Traffic Road to Rahul Road: this was a well-used walkway that was planted over and was to be reinstated as a walkway with no progress. • It would be better to focus on suicide prevention as an example if the overall outcome is genuinely to reduce the deaths of New Zealanders, especially with the current pressures we are facing with the current pandemic. • Pressure the NZTA to lift the standard of cars coming into NZ to a mandatory 5-star rating. Get old and unsafe cars off the road. • 3-yearly warrants on new cars leave too much time between inspections - increase mandatory inspections to bi-annually and better driver training will reduce incidents on roads with current speed limits. • Road users should be disincentivised from having such large vehicles (SUVs, Utes, etc) with congestion charges – they block the view of the road ahead, and when parked obstruct visibility from side roads. • Road safety is a combination of factors - not just speed limit, but also road quality, and vehicle quality. We're ignoring two out of three factors. • Your 'Death/injury percentages' chart is contentious, with are other studies giving evidence to the contrary. Your policy is decidedly anti-private vehicle with the purpose to drive the public onto busses. This policy has been politicised. • What is the cost of implementing this programme? At a time when the cost of living is skyrocketing, and rates are increasing. • Perhaps AT should focus on some of the dangerous driving of their bus drivers. • ALL schools should be covered with reduced speed limits. AT should lobby the NZ Government to make a nationwide change, that does not rely on immediate individual speed signs to be erected. • The current system around schools works well, with lights flashing when the speed limit changes, drawing you attention to the reduced speed limit. Are you planning to run the lights for the time that reduced speed is in place?

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Modern vehicles have cruise control and active safety systems which only work above 40kph. • We are moving into the era of electric vehicles and auto pilot modes which automatically stops the vehicle when they see any objects in front, reducing the risk of accidents: it is a pointless waste of money to change a working system without considering the future way of transportation. • Prefer to see work done to disincentivise people from bringing cars into the city (say tolls) and use that money to fund better public transport. • Remove the filter lights on feeder roads to the motorway that simply add to the already growing frustration of drivers. • There are many proposed roads which have just had considerable investment in speed mitigation. If these speed mitigation solutions are not effective this money recently spent would have been better utilised elsewhere. • Consider congestion charge zones to reduce commuters from outside the central city suburbs from driving into these suburbs with exemptions for residents. • In your comms you cite a disproportionate number of Māori accidents at 16.7% but Māori make up more like 17% of the population so that statement is factually incorrect and would make them better drivers by comparison to all drivers. • You trust the public. I see in your postal brochure here (which brought this whole matter to my attention) that you state the financial benefits per death and injury. This is not just interesting, it is vital information to have: because that's taxpayer money, and you're making your stewardship of it transparent to the public. That is impressive, progressive, and the right way to go. • I would like exceptions to be made for emergency vehicles such as ambulance, fire fighters, and police. Currently we really feel the shortage in ambulances, but even during normal times there are areas in Auckland like Pukekohe that only has 2 ambulances in the area and currently another ambulance will take 25min. If speed limits are introduced, it may take an ambulance to take 40min to get to those areas. • Many of these roads do not fit within the "self-explaining roads" that comprise the majority of changes. • Are the changes likely to slow down the bus routes? Will there be changes to routes to accommodate changes? • AT is complicit in reducing productivity of the whole of Auckland by these measures, and by installing T2/T3/Bus lanes at busy times of day. • Need to reduce amount of foliage at intersections that obstruct visibility and consider this in future planning for planting. • More emphasis needs to be put on drug and alcohol testing, more rigorous policing of seat belt use and cell phone usage. • Visual pollution on every bend in the road (e.g. signage) is very obnoxious. • Where speed limit review is on an unmarked road, markings should be added first before speed limit is dropped. • Instant disqualification for 20kph (instead of 40kph) over limit and instant fine for running a stop sign would help reduce incentives to speed. • AT needs to show FULL transparency of costs to implement, fine revenue generated, and where this money gets reinvested; the cost to the ratepayer, who the contractors are, and if the revenue will this be put into the regions that the fines are generated from. • Spending \$700 million on something that frustrates every NZ road user - how much of that money is being spent on advertising to support your cause? • Submitter's manual car struggled to maintain 30kph - it put too much strain on the motor.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Get contractor's trucks to not park on these narrow streets overnight. Yellow lines on one side, to help stop parking on all streets, corners, and access to other main streets in this area widened • The public need to see the evidence justifying these changes, the cost of this list and consultation, and the hundreds of thousands to implement. • Will the names of councillors supporting these changes be published so I know who is responsible for this? • I do not see why Marae need special treatment. Surely community centres should also be considered. This response seems disproportionate to the statement that more Māori get killed on roads. If 16% of road deaths are Māori and 17% of the population identify as Māori it seems like these are equivalent and not out of line with total road deaths. • The current trend to move to bikes (electric or not)/electric scooters and other powered transportation, the majority can and easily exceed 30kph - will they be policed in the same manner as a car? • I propose the speed limit on the Harbour Bridge be reduced to 50kph to allow mopeds to access/exit the Harbour Bridge at this speed via ramps at Esmonde Road and Onewa Road and onramps Victoria Street and Cook Street, so moped drivers have access to the city from the North Shore (currently even the ferry doesn't allow mopeds). The newly proposed Northern Pathway also excludes moped riders and ironically the moped riders pay road users tax when cyclists do not. • The Auckland Council is aiming to free up the traffic flow and reduce the number of cars going into the city and reducing carbon emissions - encouraging mopeds would help ease this congestion and help transition to these goals much sooner which would also increase safety on the roads in general. • Get rid of the trucks clogging our highways and byways/trucks should have a 90kph limit. • All main Highways should be tolled as it is often overseas - users to pay. • Needs to be some quality control of tyres being brought into this country. Tyres should legally be required to meet a standard of grip in all conditions and banning the import of those that do not. It is the most important part of a car when it comes to control. • As a motorcycle license assessor, because of the frequent speed changes, I must change my NZTA Authorised Assessment Routes every year. • Promote using small cars (e.g. one to three persons private transportation device or vehicle) and make them available to be imported from overseas, especially the electric ones. • The law needs to be revised to ban private cars exceeding 110kph to be imported, or to have them modified to limit their speed to 110kph (of course, except special vehicles like police cars). Their overall weight also needs to be reduced. • Please retain the flexibility to keep fine tuning speed restrictions once they are initially implemented. It will be near impossible to even get most of them just right out of a full 1600 listed. In my opinion you will need to "let it play" for a while and then based on the awakening people of each area, and feedback, adjust to get it just right. • Please erect signs such as: "Be mindful of following traffic" and "Slower vehicles must allow traffic to flow at the speed limit where feasible" and "Slower vehicles must not accumulate more than 6 following cars for more than 2km". • Need to include some of the roads that AT intends or is currently sealing as part of the seal extension programme.