



Safe Speeds Programme

Public feedback on proposed speed
limit changes March/April 2022

Feedback related to Waitākere Ranges
Local Board area



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

During March and April 2022, 299 people from within the Waitākere 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 Waitākere 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 Waitākere 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	Aio Wira Road
Part of road	Full length
Proposal	Current 100kph: 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	Amreins Road
Part of road	between McEntee Road and 1440m north of McEntee Road
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 current speed limit on this road should be kept the same	3

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 speed limits will not make roads safer. Lowering speed limits will not stop people from speeding.
Reducing speed limits will create safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> As a Fire Brigade volunteer, travelling to the station at a lower speed and increasing the journey time will mean slower response times putting lives at risk. Increased journey times may preclude potential new Fire Brigade volunteers, who are difficult to recruit, from meeting the travel requirement times for getting to the station - a lack of crew members creates risk for people who need help. Lowering speed limits will aggravate people and make them speed more.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> This is a rural road with very little foot traffic. Lowering speed limits will not make roads safer. Lowering speed limits will not stop people from speeding. The current speed limit is safe for this section of road. Lowering speed limits is pushing an underlying agenda.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> As a Fire Brigade volunteer, travelling to the station at a lower speed and increasing the journey time will mean slower response times putting lives at risk.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> Increased journey times may preclude potential new Fire Brigade volunteers, who are difficult to recruit, from meeting the travel requirement times for getting to the station - a lack of crew members creates risk for people who need help.
<p>The low quality of the road is creating safety risks/needs fixing</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> This is a rural road with very little foot traffic. Lowering speed limits will not make roads safer. Lowering speed limits will not stop people from speeding. The current speed limit is safe for this section of road. Lowering speed limits is pushing an underlying agenda.
<p>Proposal is a waste of money</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> The Auckland Council is terrible - If you visit these roads, it's clear little is being done with the rates money gathered to improve them. Don't waste money on changing speed signs.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed

Road name	Anawhata Road
Part of road	Full length
Proposal	Current 100kph: 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 higher than what is proposed (but lower than the current speed limit)	2
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	4
I think the speed limit should be lower than what is proposed	5
I only support the reduced speed limit for a certain portion of the road	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 12</i>	<ul style="list-style-type: none"> • Situated in a rural area, this is a long, narrow, windy gravel road, with many bends. • This is a poor road with deep ditches. • This road has a low-friction surface. • This road connects multiple well used walking tracks. • This road is used by walkers, cyclists, and runners. • There are no footpaths for pedestrians - they have to walk on the road. • Road quality fluctuates here. • This road is narrow making it difficult for cars going in opposite directions to pass each other. • If you meet a truck coming the other way at 40kph on the corners it is very difficult to stop in time in good conditions. • Visibility is poor due to multiple tight bends and because of dust created by vehicles passing at speed. • Drivers unfamiliar with the road would assume that the proposed 40kph is a safe target speed which it is not - 30kph would be safer. • Have helped pull vehicles out of this stretch of road on tight corners. • The nature and condition of the road prevents travelling at 100kph safely.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> • It is almost impossible to travel 80kph on this road, but 30kph would make it significantly longer to transit. • In built up areas where there are pedestrians the speed limit should be 20kph. • A reduced speed of 40kph would be safer for this road. • The parking area needs to be lower than 40kph (map drop at #258 Anawhata). • The track entrance needs to be lower than 40kph (map drop at White Track entrance). • The area around the Anawhata farm has people walking on the road as well as cyclists - reduced speed here needs to be higher than 40kph (map drop at #240 Anawhata).
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> • The proposed speed reduction would significantly increase travel times.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Visibility is poor because of dust created by vehicles passing at speed.
The low quality of the road is creating safety risks/needs fixing <i>Mentions: 1</i>	<ul style="list-style-type: none"> • From driving this narrow gravel road every day, road quality fluctuates here. • Parts of the road are falling away down steep banks. • Often there are potholes and there is loose gravel on the road. • Road quality causes drivers to not keep left on its many blind corners.
Reduce the speed limit further than proposed for a section of the road <i>Mentions: 4</i>	<ul style="list-style-type: none"> • In built up areas where there are pedestrians the speed limit should be 20kph. • Further reduce the section through the 'village' to 30kph - i.e. where most of the houses are situated on the road. • The parking area needs to be lower than 40kph (map drop at #258 Anawhata). • The track entrance needs to be lower than 40kph (map drop at White Track entrance).
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Drivers unfamiliar with the road would assume that the proposed 40kph is a safe target speed which it is not - 30kph would be safer.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Drivers unfamiliar with the road would assume that the proposed 40kph is a safe target speed which it is not - 30kph would be safer.



AT recommended way forward

Implement safe and appropriate road speed limit as proposed

Road name	Anzac Valley Road
Part of road	between 170m south of Bethells Road and south end of Anzac Valley 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 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 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	1

**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 is narrow, with no footpath and no road markings. This road is hazardous for cyclists and pedestrians at the current speed.
Reducing speed limits will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> As a Fire Brigade volunteer, travelling to the station at a lower speed and increasing the journey time will mean slower response times putting lives at risk. Increased journey times may preclude potential new Fire Brigade volunteers, who are difficult to recruit, from meeting the travel requirement times for getting to the station - a lack of crew members creates risk for people who need help.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> As a Fire Brigade volunteer, travelling to the station at a lower speed and increasing the journey time will mean slower response times putting lives at risk. Increased journey times may preclude potential new Fire Brigade volunteers, who are difficult to recruit, from meeting the travel requirement times for getting to the station - a lack of crew members creates risk for people who need help.



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

Road name	Anzac Valley Road
Part of road	between 20m south of Bethells Road and 170m south of Bethells Road
Proposal	Current 70kph: 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

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	1

**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"> This road is narrow, with no footpath and no road markings. This road is hazardous for cyclists and pedestrians at the current speed. The new limits are meant to be less confusing and 50kph does not make sense for this small stretch of road - make the speed 60kph.
Reducing speed limits will not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Drivers who travel over the speed limit will not stop speeding because of a speed limit change.
Reducing speed limits will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> As a Fire Brigade volunteer, travelling to the station at a lower speed and increasing the journey time will mean slower response times putting lives at risk. Increased journey times may preclude potential new Fire Brigade volunteers, who are difficult to recruit, from meeting the travel requirement times for getting to the station - a lack of crew members creates risk for people who need help.

Why do you feel this way?	
Feedback Theme	Main points
<p>The reduced speed limit is unnecessary</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • I am not aware of any accidents resulting in injury on this road. • Suggest that people who have had accidents on this road were not adhering to the speed limit. • Drivers who travel over the speed limit will not stop speeding because of a speed limit change. • Don't change the speed limit to suit a minority of people and adversely affect the majority. • For pedestrian safety people need to learn to walk on the correct side of the road - i.e. facing oncoming traffic.
<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"> • As a Fire Brigade volunteer, travelling to the station at a lower speed and increasing the journey time will mean slower response times putting lives at risk. • Increased journey times may preclude potential new Fire Brigade volunteers, who are difficult to recruit, from meeting the travel requirement times for getting to the station - a lack of crew members creates risk for people who need help. •
<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 new limits are meant to be less confusing and 50kph does not make sense for this small stretch of road - make the speed 60kph.
<p>Other comments</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • A brochure received in the mail states "On roads where speed limits were changed on 30 June 2020, fatalities have reduced by 67%...". This is misleading and false. The main contributing factor to a reduction in fatalities was reduced traffic as a result of people confined to home and working from home due to Covid.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed



Road name	Arrowsmith Road
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
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
Reducing speed limits will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> As a Fire Brigade volunteer, travelling to the station at a lower speed and increasing the journey time will mean slower response times putting lives at risk. Increased journey times may preclude potential new Fire Brigade volunteers, who are difficult to recruit, from meeting the travel requirement times for getting to the station - a lack of crew members creates risk for people who need help.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> As a Fire Brigade volunteer, travelling to the station at a lower speed and increasing the journey time will mean slower response times putting lives at risk. Increased journey times may preclude potential new Fire Brigade volunteers, who are difficult to recruit, from meeting the travel requirement times for getting to the station - a lack of crew members creates risk for people who need help.

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



Road name	Atarua Gardens
Part of road	Full length
Proposal	Current 70kph: Proposed 40kph

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	Bendalls Lane
Part of road	Full length
Proposal	Current 70kph: 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	Bethells Road
Part of road	between Waitakere Road and 75m west of Waitakere 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 current speed limit on this road should be kept the same	2
I agree with the proposed speed limit change on this road	1
I think the speed limit should be lower than what is proposed	1

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)	2
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	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: 3</i>	<ul style="list-style-type: none"> The Waitakere School is on this road and a speed limit of 50kph will increase safety. I support Bethells Road being 60kph for its entire length.
Reducing speed limits will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> As a Fire Brigade volunteer, travelling to the station at a lower speed and increasing the journey time will mean slower response times putting lives at risk. Increased journey times may preclude potential new Fire Brigade volunteers, who are difficult to recruit, from meeting the travel requirement times for getting to the station - a lack of crew members creates risk for people who need help.

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> The current speed limit is fine as it is.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> As a Fire Brigade volunteer, travelling to the station at a lower speed and increasing the journey time will mean slower response times putting lives at risk. Increased journey times may preclude potential new Fire Brigade volunteers, who are difficult to recruit, from meeting the travel requirement times for getting to the station - a lack of crew members creates risk for people who need help.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> Bethells Road from Waitakere Road to 75m along Bethells Road is 50kph currently, and not 70kph as suggested.

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

Road name	Bethells Road
Part of road	between 85m east of Wairere Road and 360m east of Tasman View Road
Proposal	Current 100kph: 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 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	4
I agree with the proposed speed limit change on this road	6
I think the speed limit should be lower than what is proposed	1
I only support the reduced speed limit for a certain portion of the 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 higher than what is proposed (but lower than the current speed limit)	2
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	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
<p>Reduced speed limit will be safer</p> <p><i>Mentions: 13</i></p>	<ul style="list-style-type: none"> • This road is narrow, winding, has large drains, overgrown verges, bumps, potholes, and missing chunks. • This road is full of blind corners and blind hills. • This road has never been suitable to be an open road – it is clearly inappropriate as you cannot drive any part of this road safely at 100kph. • A reduced speed would be safer for visitors, recreational cyclists, and tourists who use this road. • It is too dangerous to walk along the side of the road. • Entering and exiting driveways is difficult. • As residents for over 20 years, the number of cars driving at speed has greatly increased on this road. • A significant number of accidents caused by speed occur on this road. • The road is very noisy and dangerous with "beach hoons" and "boy racers" and motor bikes speeding for fun. • It is not uncommon on a blind corner to meet a truck bus, horse float or film truck coming towards you whilst struggling to stay the correct side of the white line. • Some drivers cross the central line into oncoming traffic due to going too fast. • If locals defend the higher speed limit citing the impatience of drivers overtaking slower vehicles leading to more crashes, this is an illogical argument. • As far as the speed limit goes, I would like to see the road broken into further sections. • There are a couple of places along this road where it is safe to travel at 80kph, but the time saving of doing so would be negligible. • The risks associated with advising visitors that this road is safe to travel on at 80kph would be much greater than any small travel time savings gained at a higher speed limit. • If a change has to be made, 80kph would suffice - but 60kph is too slow. • Much of the road can be driven at 80kph - the speed limit should be reduced to 80kph from where Bethells Road leaves Waitakere township to about 100m before the western end of Te Aute Ridge Road. • From the western end of Te Aute Ridge Road to the beach the speed limit should be reduced to 60kph as this section is very twisty. • This road is not safe to drive at 100kph – it should be 60kph. • I support Bethells Road being 60kph for its entire length. • The road speed needs to be as slow as possible along here.
<p>Reducing speed limits will not reduce safety issues</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • The changes to the speed limits made so far have not improved the road toll at all.

Why do you feel this way?	
Feedback Theme	Main points
<p>Reducing speed limits will create safety issues</p> <p><i>Mentions: 7</i></p>	<ul style="list-style-type: none"> • For volunteer fire staff, travelling to the station at a lower speed and increasing the journey time will mean slower response times putting lives at risk - and seconds can make a difference. • Increased journey times may preclude potential new volunteers, who are difficult to recruit, from meeting the travel requirement times for getting to the station - a lack of crew members creates risk for people who need help. • If the speed limit is lowered, drivers will become frustrated resulting in increased dangerous passing and more accidents. • 60kph in some parts of the road may encourage drivers to take risks attempting overtaking manoeuvres.
<p>The reduced speed limit is unnecessary</p> <p><i>Mentions: 10</i></p>	<ul style="list-style-type: none"> • This is a semi-rural road, and road condition is good and well maintained. • This road has few intersections or pedestrians. • People manage their speed when necessary. • A reduced speed limit will increase travel times for locals who are used to this road. • The changes to the speed limits made so far have not improved the road toll at all. • Lowering the speed limit will only increase driver frustration leading to more accidents. • Increased journey times may preclude potential new volunteers, who are difficult to recruit, from meeting the travel requirement times for getting to the station - a lack of crew members creates risk for people who need help. • Stop putting the handbrake on Auckland - no one wants obstacle courses or diesel buses. • 60kph is excessively slow for this type of road – the current speed limit is safe. • Lowering the speed limit from 100kph to 60kph is a silly idea. • 60kph is like a residential street - this is not a residential street. • A speed reduction on the entire Bethells road to 60kph is not the right approach to keeping the community and other road users safe. • 80kph is a preferred speed for this road. • Much of this road can be driven at 80kph – the speed limit should be reduced to 80kph from where Bethells road leaves Waitakere township to about 100m before the western end of Te Aute Ridge Road. • This will be a revenue collection exercise.
<p>Reduced speed is not good as it will increase journey times</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • For volunteer fire staff, travelling to the station at a lower speed and increasing the journey time will mean slower response times putting lives at risk. • Increased journey times may preclude potential new volunteers, who are difficult to recruit, from meeting the travel requirement times for getting to the station - a lack of crew members creates risk for people who need help. • Reduced speed limits will increase journey times for locals who are used to this road and used to driving 100kph here.

Why do you feel this way?	
Feedback Theme	Main points
Driver behaviour is causing safety risks <i>Mentions: 5</i>	<ul style="list-style-type: none"> As resident for over 20 years, the number of cars driving at speed has greatly increased on this road. The road is very noisy and dangerous with the "beach hoons" and "boy racers" and motor bikes speeding for fun. A significant number of accidents caused by speed occur on this road. It is not uncommon on a blind corner to meet a truck bus, horse float or film truck coming towards you whilst struggling to stay the correct side of the white line. Some drivers cross the central line into oncoming traffic due to going too fast.
Generally, road design needs upgrading/improving <i>Mentions: 1</i>	<ul style="list-style-type: none"> Ideally it would be great to install some passing bays here. Build locations for slow drivers and large vehicles to pull over and let traffic past (not overtaking lanes) – e.g. on the straight by #122 would be a good location.
Reduce the speed limit further than proposed for a section of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Not sure of the best place to do this, but the beach zone, from 360m east of Tasman Road needs to be looked at – it could be lowered from 50kph to either 40kph or 30kph.
Extend the reduced speed limit to cover more of the road <i>Mentions: 3</i>	<ul style="list-style-type: none"> Support Bethells Road being 60kph for its entire length - extend the proposed new speed limit to cover the remainder of Bethells Road. The beach zone, from 360m east of Tasman View Road should be lowered from 50kph to 40kph, or even 30kph. From the western end of Te Aute Ridge Road to the beach the speed limit should be reduced to 60kph as this section is very twisty - (but the speed limit should only be reduced to 80kph from where Bethells Road leaves Waitakere township to about 100m before the western end of Te Aute Ridge Road).
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> The double yellow lines need to be extended all the way to the 50kph zone, except for perhaps the one straight part of the road by #122 Bethells Road. Signs could be installed asking drivers to "stay left and stay in their lane". Other signs could warn drivers about the school bus hours, as buses cannot stay in their lane and stop often. As a resident of 25 years, installing chevron signage before the two sharp right-hand bends coming from the beach has had a significant effect on reducing accidents. If a traffic engineer were to look at the hazards on this road and install warning signs where appropriate, this could have a bigger effect on the accident rate than a blanket speed reduction. Adding warning signs would not significantly inconvenience or endanger the community.

Why do you feel this way?	
Feedback Theme	Main points
Other comments <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Stop putting the handbrake on Auckland - no one wants diesel buses or obstacle courses. • I am tired of Auckland Transport lining its own pockets with my rates. • Having attended multiple accidents on this road as a volunteer fireman I would be happy to share my knowledge of the dangerous spots and what could be done to reduce the risk. Please feel free to contact me Peter Stott 027 274 4048. Note that this submission is my own opinion only.

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

Road name	Brabant 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 speed limit should be lower than what is proposed	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"> The speed limit should be 60kph on this road.
Reducing speed limits will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Travelling at 60kph would probably cause an accident or death of a pet or child on this road.
The proposed speed limit reductions lack local knowledge <i>Mentions: 2</i>	<ul style="list-style-type: none"> If someone had bothered to visit Brabant Road they would know that it is a single lane gravel road with poor visibility. To drive along this road at 60kph would probably cause an accident. Have the people who devised this plan actually ever been to this street? This road is more like a "driveway" than a road and it is difficult to drive at 60kph let alone 100kph.
The reduced speed limit is unsuitable for this road <i>Mentions: 3</i>	<ul style="list-style-type: none"> Travelling at 60kph would probably cause an accident or death of a pet or child on this road. This single lane gravel road is less than 100m long and is more like a driveway than a road. It is difficult to drive at 60kph let alone 100kph on this road.

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



Road name	Bush Road
Part of road	Full length
Proposal	Current 70kph: 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	Candia Road
Part of road	between 20m north of the northern end of Coulter Road and Urban Traffic Area Boundary (Auckland Isthmus)
Proposal	Current 70kph: 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 current speed limit on this road should be kept the same	2

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"> • People use this road to avoid congestion - a reduced speed limit will just increase congestion in another area.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> • It is the people that drive at 50kph that create the accidents on this road. • Maybe the people that can't drive should use the main roads. • People use this road to avoid congestion - a reduced speed limit will just increase congestion in another area. • The issue on this road is the absence of provision for pedestrians. • The road is a reasonable width and quality for traffic to travel safely at 70kph. • The speed limit on this road is fine.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Maybe the people that can't drive should use the main roads. • It is the people that drive at 50kph that create the accidents on this road.
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Provision for pedestrians is required. • Put in a foot path.



AT recommended way forward

Implement safe and appropriate road speed limit as proposed

Road name	Candia Road
Part of road	between Urban Traffic Area Boundary (Auckland Isthmus) and Henderson Valley Road
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 portion of the road	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	2
Other	3

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> Road is too narrow to go faster than the proposed speed limit. Accidents and near misses are plentiful. Many drivers with poor control for the situation.
The reduced speed limit is unsuitable for this road <i>Mentions: 3</i>	<ul style="list-style-type: none"> You need to get up to 70kph to get over the hill. The current speed limit is suitable for this road.
The reduced speed limit is unnecessary <i>Mentions: 7</i>	<ul style="list-style-type: none"> There has never been an accident on this road. There is no increased traffic flow as no ability for development. Numbers at the local school have fallen, reducing the risk. The road is a sufficient width and quality for the current speed limit. The issue is not speed limit, rather the absence of pedestrian provision. Current limit is safe. This road is wholly suitable for 80kph in good conditions. Drivers already drive to the conditions as responsible drivers.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> The argument that 'average speeds are below the limit' is illogical or dishonest. Saying most drivers already travel below the speed limit here is a blatant lie - there would not be a safety camera here if that was the case. Speed limit is already too slow.
The proposed speed limit reductions lack local knowledge <i>Mentions: 1</i>	<ul style="list-style-type: none"> This community chose to maintain a rural aspect.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> New speed limit signs were only just put here, seems like a waste of money.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 2</i>	<ul style="list-style-type: none"> 80kph speed limit would be perfect. Cars already travel above speed limit.
Only support the proposed speed limit for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Only support speed limit reduction between Vineyard Road and Henderson Valley Road.
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> The road is narrow, and a footpath is needed.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> AT is currently contravening the local area plan by encouraging traffic along this route. AT should be looking to improve flow through other routes such as Swanson Road and Pooks Road.

AT recommended way forward

Implement safe and appropriate speed limit as proposed

Road name	Carter Road
Part of road	Full length
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	3
I agree with the proposed speed limit change on this road	2
I think the speed limit should be lower than what is proposed	4

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"> • Current speed limit is too fast and unsafe. • The road is dangerous at current speed limit (narrow, poor visibility, tight bends, hidden exits/driveways, etc.). • Crashes have been occurring due to speed. • Road does not have a footpath, so pedestrians use road. • Traffic volumes have increased on the road due to developments in the area. • The current speed limit is too fast/dangerous given the large volume of traffic and a mix of users (cars, trucks, cyclists, pedestrians, school buses) on this road. • No cycling shoulder. • Reduced speed limit will make it a more liveable environment.
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Current speed limit is already safe. • Not a busy road. • Drivers watch for pedestrians.
The low quality of the road is creating safety risks/needs fixing <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Improvements to the road condition are required in addition to the reduced speed limit. • Lack of appropriate infrastructure on this road to ensure users safety (including vehicles, pedestrians, and cyclists).

Why do you feel this way?	
Feedback Theme	Main points
Generally, road design needs upgrading/improving <i>Mentions: 2</i>	<ul style="list-style-type: none"> The road is poorly maintained. Lack of appropriate infrastructure on this road to ensure users safety (including vehicles, pedestrians, and cyclists).
Reduce the speed limit further than proposed for a section of the road <i>Mentions: 2</i>	<ul style="list-style-type: none"> Reduce to 50kph in narrow windy stretches at either end.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Improvements are required to make the road safe for all users (including cyclists and pedestrians). Improve pedestrian walkways and crossings.

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



Road name	Cascade Avenue
Part of road	Full length
Proposal	Current 70kph: 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	Caton Road
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
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	5

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"> • This road is unsealed and is narrow in some parts. • The slip area has limited space and vehicles travel fast around here. • Traffic does not slow and throws up gravel for people mowing lawn frontages. • Trucks and other vehicles speed down this road – some service vehicles travel at 100kph. • Traffic does not slow down for children who walk to and from the school bus on this road every school day. • This road has been the scene of many accidents. • A lower speed would cause less dust nuisance to property and person. • 80kph is far too fast and 30kph or 20kph would be safer for this road. • This road is not up to standard for speeds higher than 30kph. • The speed limit should be reduced to 30kph.
Reducing speed limits will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> • As a Fire Brigade volunteer, travelling to the station at a lower speed and increasing the journey time will mean slower response times putting lives at risk. • Increased journey times may preclude potential new Fire Brigade volunteers, who are difficult to recruit, from meeting the travel requirement times for getting to the station - a lack of crew members creates risk for people who need help.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> • As a Fire Brigade volunteer, travelling to the station at a lower speed and increasing the journey time will mean slower response times putting lives at risk.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> Increased journey times may preclude potential new Fire Brigade volunteers, who are difficult to recruit, from meeting the travel requirement times for getting to the station - a lack of crew members creates risk for people who need help.
Driver behaviour is causing safety risks <i>Mentions: 4</i>	<ul style="list-style-type: none"> The slip area has limited space and vehicles travel fast around here. Traffic does not slow and throws up gravel for people mowing lawn frontages. Trucks and other vehicles speed down this road – some service vehicles travel at 100kph. Traffic does not slow down for children who walk to and from the school bus on this road. This road has been the scene of many accidents. The council never hears about accidents on this road because locals pull uninsured drivers out of the bush.
Generally, road design needs upgrading/improving <i>Mentions: 1</i>	<ul style="list-style-type: none"> If safety is a priority, unsealed roads need to be sealed.
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> Install a sign on this road that indicates children walking - near where the bus stops and by the slip where space is limited.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed



Road name	Cochran Road
Part of road	Full length
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	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 no exit.• Road is narrow.• Road has no shoulder.

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

Road name	Cornwallis Road
Part of road	between 990m south of Huia Road and the southern end of the 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 current speed limit on this road should be kept the same	1
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"> This stretch of road is hilly and very windy. People drive up and down from the wharf with boats and large 4-wheel-drive vehicles taking up a lot of the road. People drive at speed and don't manage the corners well ending up on the wrong side of the road - which is dangerous for drivers and pedestrians.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> This is not a major urban area. This is an easy to drive road with no schools, shops, or bus stops. There are no cars on the sides of the road, good visibility in most points, and plenty of road signs. There have never been any problems with the current speed limit here. 100kph too high but 60kph too slow for the ups and downs of this road - suggest 80kph. Dropping to 40kph is a silly idea.

Why do you feel this way?	
Feedback Theme	Main points
<p>The proposed speed limit reductions lack local knowledge</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Did anyone actually drive or cycle down here first before making a decision to lower the speed limit? • Was this choice made to differentiate from the proposed 60kph zone (which should absolutely not be changed from 100kph) and 50kph - seems like not enough of a difference?
<p>Driver behaviour is causing safety risks</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • People drive up and down from the wharf with boats and large 4-wheel-drive vehicles taking up a lot of the road. • People drive at speed and don't manage the corners well ending up on the wrong side of the road - which is dangerous for drivers and pedestrians.

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

Road name	Cornwallis Road
Part of road	between Huia Road and 990m south of Huia Road
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 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: 2</i>	<ul style="list-style-type: none"> This stretch of road has some bends on it and people with wide boats drive up and down here. People drive at speed and don't manage the corners well ending up on the wrong side of the road - which is dangerous for drivers and pedestrians. 80kph is a suitable alternative to the current speed limit. 60kph is a good speed limit for this road - it should definitely not be 100kph.
Reducing speed limits will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> A reduced speed of 60kph would cause more driver irritation.
The reduced speed limit is unnecessary <i>Mentions: 5</i>	<ul style="list-style-type: none"> This is not a major urban area, and there are no schools, shops, public transport, or bus stops on this road. This road is easy to drive. There are no cars on the sides of the road, good visibility in most points, and plenty of road signs. Pedestrians do not use this road.

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"> • People drive at speed and don't manage the corners well ending up on the wrong side of the road - which is dangerous for drivers and pedestrians.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Do not waste money changing any signs - the current "open road" sign works well letting people know to drive to the conditions.

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

Road name	Coulter 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 agree with the proposed speed limit change on this road	1
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> This is a residential, rural area. Pedestrians, bike and horse riders and dog walkers use this road. Increased traffic volumes and significant vehicle speeds here.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> We need traffic and people to keep moving.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Cars drive here at excessive speeds.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> People won't stick to the new limit.

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

Road name	Crows Road
Part of road	between 545m southwest of Birdwood Road and Sunnyvale 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	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"> • This road is windy with sharp corners. • This road has 2 near blind corners, one with steep drop offs. • There are no road markings or footpaths on this road. • There are no signs on sharp corners of the road to say slow down. • Road usage has increased here since the addition of the new subdivision at the other end of the road. • Pedestrians and cyclists use this road. • Vehicles travel too fast on this road - some motorists use it like a speed track. • Over a few years there have been many accidents on this road. • Have experienced several near misses on this road, both as a driver and as a pedestrian. • 50kph is more than fast enough for this road.
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Vehicles travel too fast on this road. • Some motorists use this road like a speed track with no consideration for other road users. • Have experienced several near misses on this road, both as a driver and as a pedestrian.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Put road markings on this road. • Install 'slow down' signs on sharp corners of the road.



AT recommended way forward

Implement safe and appropriate road speed limit as proposed



Road name	Drower Road
Part of road	Full length
Proposal	Current 100kph: 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	Duffy 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	4

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"> With a reduced speed limit, drivers and riders will still suit themselves at what speed they travel at.
Reducing speed limits will create safety issues <i>Mentions: 3</i>	<ul style="list-style-type: none"> As a Fire Brigade volunteer, travelling to the station at a lower speed and increasing the journey time will mean slower response times putting lives at risk. Increased journey times may preclude potential new Fire Brigade volunteers, who are difficult to recruit, from meeting the travel requirement times for getting to the station - a lack of crew members creates risk for people who need help. If large numbers of drivers in Auckland drive more slowly, when they drive elsewhere, they will not be well equipped to travel at higher speeds, and this will cause accidents.
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> If large numbers of drivers in Auckland drive more slowly, when they drive elsewhere, they will not be well equipped to travel at higher speeds, and this will cause accidents. With a reduced speed limit, drivers and riders will still suit themselves at what speed they travel at. Lower speed limits are not the answer – better roads and roadsides are. Lower speed limits are not the answer – quality education is - however licence tests are easier to pass and are no longer a test of skill, and more a test of restraint.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> As a Fire Brigade volunteer, travelling to the station at a lower speed and increasing the journey time will mean slower response times putting lives at risk. Increased journey times may preclude potential new Fire Brigade volunteers, who are difficult to recruit, from meeting the travel requirement times for getting to the station - a lack of crew members creates risk for people who need he

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"> Lower speed limits are not the answer – quality education is - however licence tests are easier to pass and are no longer a test of skill, and more a test of restraint.
Generally, road design needs upgrading/improving <i>Mentions: 2</i>	<ul style="list-style-type: none"> Lower speed limits are not the answer – better roads and roadsides are.

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



Road name	Falls Road
Part of road	between 970m south of Te Henga Road and the southern end of the road
Proposal	Current 70kph: Proposed 40kph

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	1

**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"> It would be unsafe to travel more than 40kph on this road as it has some treacherous turns.

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

Road name	Falls Road
Part of road	between Te Henga Road and 970m south of Te Henga Road
Proposal	Current 70kph: Proposed 40kph

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	1

**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"> It would be unsafe to travel more than 40kph on this road as it has some treacherous turns. No one travels 70kph here - 40kph doesn't suit but 50kph would be a good speed for this road.

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

Road name	Forest Hill Road
Part of road	between 35m south of Holdens Road and West Coast Road
Proposal	Current 70kph: 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 current speed limit on this road should be kept the same	3
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	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> The section of Forest Hill Road between West Coast Road and Old Forest Hill Road is narrow and windy and has blind corners. Buses and other large vehicles frequently cross the centre line here. Drivers of normal size vehicles often seem to have difficulty staying on their side of the road. Driving can be scary when encountering vehicles on blind corners.
Reducing speed limits will create safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> Lowering the speed limit will inconvenience conscientious road users. A 60kph limit would be too slow and would confuse people.
The reduced speed limit is unnecessary <i>Mentions: 5</i>	<ul style="list-style-type: none"> The old open road sign where you could drive variable speeds according to conditions worked well. Any issues are caused by people racing/speeding up this road, driving distracted or cutting the corners even at posted speeds. Solving dangerous driving behaviour should be the focus, not lowering the speed limit. Lowering the speed limit will inconvenience conscientious road users. The speed limit should be higher than it is currently. The speed limit should be at least 70kph which is a safe and appropriate limit for this road. A 60kph limit would be too slow and would confuse people.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> The current speed limit is fine.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Travel times will increase if the speed limit is lowered.
Driver behaviour is causing safety risks <i>Mentions: 3</i>	<ul style="list-style-type: none"> Drivers need to be taught how to drive better. Buses and other large vehicles frequently cross the centre line here. Drivers of normal size vehicles often seem to have difficulty staying on their side of the road. Driving can be scary when encountering vehicles on blind corners. Any issues are caused by people racing/speeding up this road, driving distracted or cutting the corners even at posted speeds.
The low quality of the road is creating safety risks/needs fixing <i>Mentions: 1</i>	<ul style="list-style-type: none"> Better road maintenance will make the roads safer.
Generally, road design needs upgrading/improving <i>Mentions: 1</i>	<ul style="list-style-type: none"> Need to build a better road, not slow down traffic.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed

Road name	Forest Hill Road
Part of road	between Pine Avenue and 35m south of Holdens Road
Proposal	Current 100kph: 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 unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> This is a rural road.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> No need to reduce from 100kph to 50kph – it is already a 50kph limit.
Other suggestions for speed limit increases <i>Mentions: 1</i>	<ul style="list-style-type: none"> Current speed limit is actually 50kph, 60kph would be more appropriate.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> Stop wasting our rates.
Generally, road design needs upgrading/improving <i>Mentions: 1</i>	<ul style="list-style-type: none"> Maintenance of the road needs improving.
Other comments <i>Mentions: 3</i>	<ul style="list-style-type: none"> Road is already 50kph, there is no 100kph zone on Forest Hill Road.

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

Road name	Grassmere 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
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"> • Most of the road is narrow and has no footpaths with blind corners. • The road is used by children, pets and sometimes horses.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Most people drive at slower speed anyway given first corner. • 50kph is right for the road.

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

Road name	Gregory Road
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
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	4

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> • This is a gravel road which is windy and very narrow in places. • Some parts of this road have limited visibility and there are many blind corners. • This road is used for dog walking. • Children use this road to catch the school bus at the end. • A lot of drivers speed here especially right at the end of the road - speeding drivers have been a problem for years. • Living on a corner section I often have to brake hard as vehicles swing around the corner. • Many fast motorbikes and racers use this road. • Over the years I have often had to ask drivers to slow down. • Traffic travelling at high speed causes a lot of dust which ends up in some property water tanks. • 80kph is too fast for this road - a reduction to 40kph is a great idea. • A lower speed limit is needed here. • *NOTE: +12 submissions (submission on behalf of 13 residents)
Reducing speed limits will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> • As a Fire Brigade volunteer, travelling to the station at a lower speed and increasing the journey time will mean slower response times putting lives at risk. • Increased journey times may preclude potential new Fire Brigade volunteers, who are difficult to recruit, from meeting the travel requirement times for getting to the station - a lack of crew members creates risk for people who need help.

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"> As a Fire Brigade volunteer, travelling to the station at a lower speed and increasing the journey time will mean slower response times putting lives at risk. Increased journey times may preclude potential new Fire Brigade volunteers, who are difficult to recruit, from meeting the travel requirement times for getting to the station - a lack of crew members creates risk for people who need help.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> A lot of drivers speed here especially right at the end of the road. Speeding drivers have been a problem for years. Living on a corner section I often have to brake hard as vehicles swing around the corner. Many fast motorbikes and racers use this road. Traffic travelling at high speed causes a lot of dust which ends up in some property water tanks. Over the years I have often had to ask drivers to slow down.
Generally, road design needs upgrading/improving <i>Mentions: 2</i>	<ul style="list-style-type: none"> This gravel road should be sealed. Before construction commences for planned subdivision, the road must be upgraded, and a speed limit imposed in keeping with a residential environment [on behalf of 13 residents].
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> This road should have a walking track next to it. Make the reduced speed limit signs visible all along the road. Developer of new subdivision should investigate alternative access from Hunter Road instead of Gregory Road - Hunter is already sealed and is straighter and wider than Gregory and exits onto Waitakere Road (instead of Wairere). [on behalf of 13 residents]

AT recommended way forward

Implement safe and appropriate road speed limit as proposed

Road name	Gum Road
Part of road	between 40m south of Henderson Valley Road and the southern end of the 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 current speed limit on this road should be kept the same	2

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> • There has never been an accident on this road. • There is no increased traffic flow as no ability for development. • Numbers at the local school have fallen, reducing the risk.
The proposed speed limit reductions lack local knowledge <i>Mentions:1</i>	<ul style="list-style-type: none"> • Gum Road is part of Waitakere Ranges where the community chose to maintain a rural aspect.

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



Road name	Gum Road
Part of road	between Henderson Valley Road and 40m south of Henderson Valley Road
Proposal	Current 70kph: 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 speed limit as proposed



Road name	Hayes Road
Part of road	Full length
Proposal	Current 70kph: 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 speed limit as proposed

Road name	Henderson Valley Road
Part of road	between 330m west of Gum Road and Opanuku 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	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	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 current speed limit on this road should be kept the same	1
I agree with the proposed speed limit change on this road	1
Other	2

**These pin drop sentiments could relate to any 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"> It is currently too dangerous to allow kids to walk and cycle to school. No street lights.
Reducing speed limits will not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> No matter what the speed limit, if there's no enforcement, there's lower compliance, never seen a cop here in 20 years.

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"> • The road is wide enough for drivers to cope. • It is not a very busy road. • Speed limits are already reduced at school times. • All other times should be 70kph. • There is no increased traffic flow as no ability for development. • This is a rural area, very few houses.
The low quality of the road is creating safety risks/needs fixing <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Fix the potholes to make driving safer. • Maintain the road, not lower speed limit.
Driver behaviour is creating safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> • People exceed the speed limit all the time. • People drive like it is a race track, sometimes on the wrong side of the road.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Don't want judder bars.

AT recommended way forward

Implement safe and appropriate speed limit as proposed

Road name	Henderson Valley Road
Part of road	between 710m west of Pine Avenue and the Urban Traffic Area Boundary (Auckland Isthmus)
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	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 current speed limit on this road should be kept the same	1
I agree with the proposed speed limit change on this road	1
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: 2</i>	<ul style="list-style-type: none"> Stop lowering speed limits.
The low quality of the road is creating safety risks/needs fixing <i>Mentions: 2</i>	<ul style="list-style-type: none"> Maintenance of the road needs improving. Road condition needs upgrading.
Reducing speed limits will not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Dropping the limits won't stop people speeding.

Why do you feel this way?

Feedback Theme	Main points
Proposal is a waste of money <i>Mentions: 2</i>	<ul style="list-style-type: none">• Stop wasting our rates.

AT recommended way forward

Implement safe and appropriate speed limit as proposed

Road name	Henderson Valley Road
Part of road	between 100m west of Candia Road and 330m west of Gum 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 current speed limit on this road should be kept the same	3
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	1
I agree with the proposed speed limit change on this road	1
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: 4</i>	<ul style="list-style-type: none"> • There is no increased traffic flow as no ability for development. • Numbers at the local school have fallen, reducing the risk. • This is a rural straight stretch of road with one house on it. • The school already has a 40kph limit during school drop off and pick up hours.
The low quality of the road is creating safety risks/needs fixing <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Maintenance of the road needs improving.

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> It is dangerous having a speed limit of 70kph, especially where turning into Candia Road.
Only support the proposed speed limit for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Should be 70kph (as current) except at intersection of Opanuku Road and Henderson Valley Road.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none"> Should be 80kph.

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

Road name	Henderson Valley Road
Part of road	between the Urban Traffic Area Boundary (Auckland Isthmus) and 100m west of Candia 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 current speed limit on this road should be kept the same	1
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	1
I agree with the proposed speed limit change on this road	1
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"> Lowering the speed limit will increase the safety of those turning right from Henderson Valley Road into Candia Road as that intersection is partially hidden.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> Would be safer if other routes had their flow improved.

Why do you feel this way?

Feedback Theme	Main points
The low quality of the road is creating safety risks/needs fixing <i>Mentions: 1</i>	<ul style="list-style-type: none"> Maintenance of the road needs improving.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none"> It should be 80kph.

AT recommended way forward

Implement safe and appropriate speed limit as proposed



Road name	Holdens Road
Part of road	Full length
Proposal	Current 100kph: Proposed 50kph

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
The proposed speed limit reductions lack local knowledge <i>Mentions: 1</i>	<ul style="list-style-type: none">• Road is already 50kph.• Was any research done prior to project?

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

Road name	Horsman Road
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
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: 3</i>	<ul style="list-style-type: none"> This is a narrow gravel road. This road has no footpath, and it is dangerous for pedestrians who use it to walk/ride horses etc. Many blind corners on the road increase the risk of head on collisions. A reduced speed limit would reduce the amount of dust created. 80kph is too fast and a reduced speed limit would be safer here.
Reducing speed limits will create safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> As a Fire Brigade volunteer, travelling to the station at a lower speed and increasing the journey time will mean slower response times putting lives at risk. Increased journey times may preclude potential new Fire Brigade volunteers, who are difficult to recruit, from meeting the travel requirement times for getting to the station - a lack of crew members creates risk for people who need help. Reducing the speed limit would lead to riskier driving as residents will become frustrated with the lowered speed and the increased commute time.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> This is a rural area under Council zoning. This area is remote - if cars speed here no one will show up to investigate. 40kph is a speed you should pass a school - it is not a logical speed for this road. The current speed limit of 80kph is fine for this road.
Reduced speed is not good as it will increase journey times <i>Mentions: 2</i>	<ul style="list-style-type: none"> As a Fire Brigade volunteer, travelling to the station at a lower speed and increasing the journey time will mean slower response times, putting lives at risk.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none">• Increased journey times may preclude potential new Fire Brigade volunteers, who are difficult to recruit, from meeting the travel requirement times for getting to the station - a lack of crew members creates risk for people who need help.• Reducing the speed limit would lead to riskier driving as residents will become frustrated with the lowered speed and the increased commute time.

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

Road name	Huia Road (Cornwallis)
Part of road	between 90m west of Shirley Road and 630m east of Foster Avenue
Proposal	Current 100kph: 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 what is proposed (but lower than the current speed limit)	4
I think the current speed limit on this road should be kept the same	30
I agree with the proposed speed limit change on this road	5
I only support the reduced speed limit for a certain portion of the road	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 12</i>	<ul style="list-style-type: none"> • Lots of visitors travel to Cornwallis, Huia and Whatipu on this road. • This road is narrow, twisty, hilly, and surprising for anyone who does not regularly drive on it. • This road is dangerous if anyone does lose control. • People speed on this road. • Some people speed up behind you if you are driving at a sensible speed, forcing you to pull over and let them past. • People drive unsafely here in the presence of cyclists and pedestrians. • Cyclists can easily be run off the road by visitors, people driving boats, and people not driving safely. • The current speed limit feels unsafe with the characteristics of the road. • 100kph is too fast for this road. • 90kph is a better speed for this road. • If there is a lowered limit it should be 80kph minimum. • If the speed limit is set higher than proposed – e.g. 70kph, there may be a better chance of getting buy-in from drivers. • A 60kph limit along all of Huia Road would be ideal. • Making the speed limit even lower here – e.g. 50kph would be good.

Why do you feel this way?	
Feedback Theme	Main points
Reducing speed limits will not reduce safety issues <i>Mentions: 3</i>	<ul style="list-style-type: none"> Lowering the speed limit to 60kph will not be enforceable - locals who do drive fast along this road will continue to do so. Lowering the speed limit will not change the road toll. Lowering the speed limit will not prevent "hoons" doing burnouts on the road. Lowering the speed limit will make no difference to whatever you are trying to achieve here.
Reducing speed limits will create safety issues <i>Mentions: 12</i>	<ul style="list-style-type: none"> Lowering the speed limit to 60kph will cause more accidents as people would become impatient and frustrated and make unsafe decisions and take unnecessary risks. Lowering the speed limit will cause traffic congestion and road rage. Lowering the speed limit will cause a huge amount of stress and affect the quality of life of the locals who use this road daily. Lowering the speed limit to 60kph will cause a great deal of non-compliance. Reducing this open road to 60kph is unsafe. Reducing the speed limit will do more harm than good to people who rely on using this road. Lowering the speed limit will end up creating deaths rather than preventing them. Many cars and trucks will struggle to get up the steeper inclines, reducing speed to 40kph or less, increasing driver frustration.
The reduced speed limit is unnecessary <i>Mentions: 33</i>	<ul style="list-style-type: none"> This is not a major urban area; it is unpopulated and has no housing or buildings - just bush land. There are no road lights, pedestrians, cyclists, shops, schools or bus stops on this road. This remote road is easy to drive, safe and open – it has no sharp turns or uneven surfaces. There are no footpaths and few intersections on this road. There are no cars on the sides of the road, good visibility in most points, and plenty of road signs. It is mostly locals who use this road, and they are capable of driving at 100kph (weekend traffic can be busier). Motorists can safely drive at the current speed limit if they drive to the conditions, as they do here. The proposed speed reduction is instead of an overhaul/road improvements, which are due for this road. There are very few, if any, accidents reported on this stretch of road, and accidents caused by speed on this road are rare. There have been no fatalities and only 6 serious crashes since 2013 on this road. The trend is going down in terms of all injuries caused by car accidents on this road. Need to lower the speeds at locations where deaths are occurring. Lowering the speed limit will not change the road toll.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> • Lowering the speed limit will not prevent "hoons" doing burnouts on the road. • Lowering the speed limit will make no difference to whatever you are trying to achieve here. • Lowering the speed limit will cause more accidents. • Lowering the speed limit will cause a lot of non-compliance. • Lowering the speed limit will cause traffic congestion and heightened frustration and road rage. • Lowering the speed limit will increase the commute times for people in the area. • Ambulances needing to respond to Huia or Cornwallis Beach residents would be limited to travelling at 90kph on this road – impacting on their arrival time. • Reducing this open road speed limit to 60kph is unreasonable, irresponsible, drastic, illogical, and unsafe. • 60kph won't make a difference if you are being run off the road - the issue is bad driving not the speed limit. • The speed limits on all of Huia Road are fine as they are. • Keep limit at 100kph or make it 90kph - but not 60kph which is too slow. • 100kph too high but 60kph too slow for the ups and downs of this road - suggest 80kph. • I have driven this road for 45 years at 80kph without incident. • Lowering the speed limit to 60kph will not be enforceable - locals who do drive fast along this road will continue to do so. • A speed limit higher than 60kph - e.g. 70kph, would have a better chance of getting buy-in from drivers. • Even as a slower driver I don't drive at 60kph on this road. • Reducing the speed limit will do more harm than good to people who rely on using this road. • It doesn't seem like research was completed for this proposed speed limit. • This is a revenue collecting exercise, so that speeding tickets can be issued.
<p>Reduced speed is not good as it will increase journey times</p> <p><i>Mentions: 6</i></p>	<ul style="list-style-type: none"> • This road is the only way for approximately 2000 residents of Huia and Cornwallis to access the rest of Auckland - reducing the speed limit will increase this trip from 15 to 25 minutes, twice a day. • The residents of Little Huia, Huia, Cornwallis, Parau and Laingholm deserve to be able to travel in and out of our communities at an acceptable speed – a lower speed will increase travel times. • Currently visitors drive 20kph to 40kph below the speed limit - a decreased speed limit will make them drive even slower and residents commute times will be affected.

Why do you feel this way?	
Feedback Theme	Main points
<p>The proposed speed limit reductions lack local knowledge</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • I am sure that the people who came up with this proposal have not been to or driven on this road - if they had at the proposed reduced speed they would struggle to get anywhere. • The person who thought of this idea has never been on Huia Road.
<p>Driver behaviour is causing safety risks</p> <p><i>Mentions: 8</i></p>	<ul style="list-style-type: none"> • People speed along this windy, hilly road, and it is frightening and dangerous. • People already get frustrated and take careless passing risks on many parts of the road. • As a slower driver almost every day I have to pull over to let angry people travelling close behind me pass. • The road is dangerous, and some people speed up behind you if you are driving at a sensible speed. • Very few drivers obey the new 70kph limit at Parau Hill, especially residents who use it to pass visitors. • The only accidents I've seen in 7 years were "hoons" doing burn outs. • People driving too slowly on this road cause more issues than speed. • Currently visitors drive 20kph to 40kph below the speed limit - a decreased speed limit will make them drive even slower. • Locals who drive fast along this road will continue to do so, regardless of a speed limit change. • This area is dangerous for cyclists who can easily be run off the road by visitors, people driving boats, and people not driving safely. • The way people drive here with the presence of cyclists and pedestrians is scary. • The issue is bad driving, not the speed limit. • Changing the road speed doesn't solve the problem that driving skills are generally poor in NZ.
<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"> • The proposed speed reduction is instead of an overhaul/road improvements, which are due for this road. • Authorities want people to visit parks and beaches in the area but are not interested in actually bringing the road up to a good standard. • As a local of 10 years this road has seen basic repairs (filled in potholes) and in December 2020 a large section was re-sealed over the top, without improvements to some problem areas which are re-surfacing now. • Instead of reducing the speed limit, the road should be properly repaired and maintained. • The quality of the construction of roads is a much bigger issue than speed limits. • If safety was the reasoning behind this proposal, then there are other things that could be done instead - e.g. road maintenance. • If the idea of this change was truly for safety, then road repairs and tree maintenance would be happening instead of limit changes.

Why do you feel this way?	
Feedback Theme	Main points
<p>Only support the proposed speed limit for a portion of the road</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • It is a silly idea to almost halve the speed limit along the open road straights from Mill Bay to Kaitarakihi Bay beach. • Some speed restrictions should only be added near the residential areas.
<p>Extend the reduced speed limit to cover more of the road</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • A 60kph limit along all of Huia Road would be ideal.
<p>The reduced speed limit is unsuitable for this road</p> <p><i>Mentions:</i></p>	<ul style="list-style-type: none"> • Lower speeds will work the hills a lot harder. • I have used this road for 30 years and changing the road to 60kph is unfit for its steep inclines.
<p>Alternative speed limit suggested (instead of as proposed)</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • If limit is to be reduced, 80kph limit would be more suitable.
<p>Other comments</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • The proposed change in speed limit should not have been put forward in the first place. • I would like the location of the speed change to 50kph moved from 630m east of Foster Avenue in Huia Road, to before Huia Point Lookout (approximately 930m east of Foster Avenue). This road has residential properties on it, and there are no footpaths for the many walkers and dogs who use this road daily to go to the lookout. 50kph matches the speed limits in other residential areas of Huia. • Typically, accidents occur on Huia Rd within Laingholm/Woodlands Park township which is a 50kph speed limit.

AT recommended way forward

Based upon consultation feedback received and further technical assessment, the speed limit recommendation has been updated from 60km/h to 80km/h. Refer to Attachment 8 for further details.

Road name	Huia Road (Huia)
Part of road	between 70m south of Huia Dam Road and 1260m south of Huia Dam 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 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	15
I agree with the proposed speed limit change on this road	2
I think the speed limit should be lower than what is proposed	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

**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: 8</i>	<ul style="list-style-type: none"> • Many cars, including those with boats, speed along this windy, hilly road - it is frightening and dangerous. • There are no public footpaths, so traffic needs to be slower here. • Many pedestrians including tourists and school children use this road. • This road has multiple entrances to public facilities, and there is a school bus stop on this road. • Huia is more populated now and a lower speed limit would be safer for everyone. • 50kph would be safer for residents with children and pets who live along here. • Even 50kph is fast for this road but not as bad as 70kph. • This section should be the same speed as the rest of Huia where there are houses - 50kph.

Why do you feel this way?	
Feedback Theme	Main points
Reducing speed limits will create safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> • A reduced speed limit will create more danger on this road. • A reduced speed limit will cause immense stress for the residents who use this road daily.
The reduced speed limit is unnecessary <i>Mentions: 16</i>	<ul style="list-style-type: none"> • This is a large, open, country road with few sharp corners. • There are no houses or streetlights on this road. • A poorly maintained road is not a reason to reduce speed limits. • The road condition requires more focus than drivers using the road. • If the entire road was maintained correctly by Auckland Transport, driving it would be more pleasant. • Fix the road if it is unsafe. • Large parts of this road can be easily driven at a good speed. • Modern vehicles can easily negotiate this road. • Most people can determine when and where a maximum speed limit can be reached and when it can't. • Drivers don't just blindly travel around all the corners at 100kph - any who do bear the consequences. • The current speed limit allows for reasonable safe travel here. • A 60kph limit for this road makes no sense. • Stop reducing speeds to accommodate the worst drivers. • Having lived here for years, this road is safe if people drive to the conditions. • A speed reduction will increase travel times. • 70kph is a safe and appropriate speed for this section of road.
Reduced speed is not good as it will increase journey times <i>Mentions: 2</i>	<ul style="list-style-type: none"> • A speed reduction will increase travel times.
Driver behaviour is causing safety risks <i>Mentions: 4</i>	<ul style="list-style-type: none"> • People speed along this windy, hilly road and it is frightening and dangerous. • Many cars, including those with boats, currently speed past this area putting residents at risk. • Cars driving on this section of road often drive more than the current 70kph limit.

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"> Huia Road from Huia Dam Road to the Huia Hall should be 50kph.
The low quality of the road is creating safety risks/needs fixing <i>Mentions: 4</i>	<ul style="list-style-type: none"> If this entire road was maintained correctly by Auckland Transport, it would make driving it more pleasant. Repairs and upgrades should be considered for this section of road. The road condition requires more focus than drivers using the road.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> The inefficient use of taxpayers' dollars to try and achieve the impossible is such a waste - nothing will achieve zero road toll.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Change the open road sign to a 100kph sign so that people unaware of its meaning don't end up driving 50kph in a 100kph zone preventing others from passing them.
Other comments <i>Mentions: 2</i>	<ul style="list-style-type: none"> The survey doesn't allow me to pick several areas or roads at a time – it is frustrating to have to comment on each part of each road separately. 50kph was introduced recently from Titirangi to around Exhibition Drive and it has made a huge difference and is much safer especially when crossing the road.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed

Road name	Huia Road (Huia)
Part of road	between 1260m south of Huia Dam Road and Whatipu Road
Proposal	Current 70kph: 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 higher than what is proposed (but lower than the current speed limit)	2
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	2
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 speed limit should be higher than what is proposed (but lower than the current speed limit)	1

**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"> • This is a very windy, narrow, and hilly road and more care is needed here. • Drivers with boats and tractors use this road. • People get distracted by the views on this road. • Beaches and high speeds do not mix.
Reducing speed limits will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> • In relation to the other proposed speed limit changes on this stretch of road, 40kph is far too slow and will lead to dangerous overtaking manoeuvres.

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"> • A poorly maintained road is not a reason to reduce the speed limit. • A speed reduction will increase travel times. • This is an open road with no need for reduced speed if it is kept in good condition. • The proposed 40kph zone should start from the current "open road" black strike sign on Whatipu road to reduce confusion. • The speed limit should be 60kph to fit in with the other proposed speed limit changes on the same stretch of road. • 40kph is far too slow and will lead to dangerous overtaking manoeuvres.
Reduced speed is not good as it will increase journey times <i>Mentions: 2</i>	<ul style="list-style-type: none"> • A speed reduction will increase travel times.
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> • People get distracted by the views on this road.
The low quality of the road is creating safety risks/needs fixing <i>Mentions: 1</i>	<ul style="list-style-type: none"> • A poorly maintained road is not a reason to reduce the speed limit.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Road would be safer at 50kph which is still fast but is better than 70kph. • The speed limit should be 60kph to fit in with the other proposed speed limit changes on the same stretch of road.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed

Road name	Huia Road (Nihotupu)
Part of road	between 425m west of Victory Road and 1020m north of Staley Road
Proposal	Current 70kph: 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	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"> This road is windy and dangerous. Some drivers speed up behind you if you are driving at a sensible speed. The reverse curves at the entrance to the village catch a lot of people out; a slower entrance speed would be safer. The current speed limit feels unsafe with the characteristics of this road. Lowering the speed limit to 60kph or 50kph is a good idea.
Reducing speed limits will create safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> Reducing the speed limit will cause accidents as cars with smaller engines struggle to get up this steep incline at 60kph without the run up that 70kph gives you. A 60kph limit will lead to dangerous overtaking on blind bends. A speed slower than 70kph would be unsafe on this road.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> The speed limit here was changed from 100kph to 70kph a long time ago. A speed slower than 70kph is unnecessary and would be unsafe. Residents should be able to travel in and out of our communities at an acceptable speed.
The proposed speed limit reductions lack local knowledge <i>Mentions: 1</i>	<ul style="list-style-type: none"> Please actually drive the road before changing the speed limit on it.

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"> • Some drivers speed up behind you if you are driving at a sensible speed. • It is common to see people travel at high speeds on this road, especially travelling westbound.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Cars with smaller engines will struggle to get up this steep incline at 60kph without the run up that 70kph gives you.

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

Road name	Jonkers Road
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
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
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"> • This is a narrow gravel road with many blind bends. • Children catch the school bus at the end of Jonkers Road and walk home along here. • This road leads up to a working farm that often hosts events. • There are often large farm trucks and high volumes of traffic on this road. • This road is often driven by people unfamiliar with the road who think that the 80kph speed limit is a minimum speed to achieve. • 40kph is a reasonable speed limit that suits this road and its conditions. • This road is not at a standard to deal with speeds more than 30kph and some vehicles travel well over that – the limit should be a maximum of 30kph. • It is only a matter of time before someone gets hurt.
Reducing speed limits will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> • As a Fire Brigade volunteer, travelling to the station at a lower speed and increasing the journey time will mean slower response times, putting lives at risk. • Increased journey times may preclude potential new Fire Brigade volunteers, who are difficult to recruit, from meeting the travel requirement times for getting to the station - a lack of crew members creates risk for people who need help.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> • As a Fire Brigade volunteer, travelling to the station at a lower speed and increasing the journey time will mean slower response times, putting lives at risk. • Increased journey times may preclude potential new Fire Brigade volunteers, who are difficult to recruit, from meeting the travel requirement times for getting to the station - a lack of crew members creates risk for people who need help.

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"> • This road is often driven by people unfamiliar with the road who think that the 80kph speed limit is a minimum speed to achieve. • This gravel road is not up to standard to deal with speeds more than 30kph - and some vehicles travel well over 30kph on this road.

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

Road name	Karekare Road
Part of road	between Piha Road and 880m north of Watchmans Road
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	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 current speed limit on this road should be kept the same	4
I agree with the proposed speed limit change on this road	1

**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"> • See comments included in the attached submission. • Support a reduced speed limit of 40kph for the full length of Karekare Road.
Reducing speed limits will create safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Reducing the speed limit will only annoy drivers as they head down the road and back up again. • A speed limit of 40kph would create more of a safety hazard on this road.
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Motorcyclists who use this favoured route ride as a form of therapy - a reduced speed limit will upset them. • Have not heard of any accidents happening here. • Reducing the speed limit will only annoy drivers as they head down the road and back up again. • 40kph would create more of a safety hazard on this road. • Leave the speed limit at 100kph.



AT recommended way forward

Implement safe and appropriate road speed limit as proposed

Road name	Karekare Road
Part of road	between 880m north of Watchmans Road and Lone Kauri Road
Proposal	Current 50kph: 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 current speed limit on this road should be kept the same	4
I agree with the proposed speed limit change on this road	1

**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"> Support a reduced speed limit of 40kph for the full length of Karekare Road.

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

Road name	Kauri Loop Road
Part of road	Full length
Proposal	Current 70kph: 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

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"> • Current speed limit is too fast and unsafe. • The road is dangerous at current speed limit (narrow, poor visibility, tight bends, hidden exits/driveways, etc.). • The current speed limit is too fast/dangerous given the large volume of traffic and a mix of users (cars, trucks, cyclists, pedestrians, school buses) on this road.

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

Road name	Kay 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
I think the speed limit should be lower than what is proposed	8

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"> This is a very narrow and twisty road, with many corners with concealed driveways. Have been many near misses and losses of control (unreported). More cars are using this road as a shortcut. The wide intersection with Waitakere Road is used by drivers doing burn outs and “boy racers”. The intersection with Waitakere Road has poor visibility for turning right as people speed around the corner. The top section north of the bale fill is narrow with poor visibility and should be 20kph-30kph. As a daily road user, a 40kph limit would be reasonable above the bale fill gates. The lower portion of this road is wide with good visibility – leave it at 80kph. South of the Balefill, 50kph or 60kph is an appropriate speed for the road characteristics and settlement conditions. The lower road section has been widened and is better suited to a maximum of 50kph. Driving here at 60kph (the proposed new speed) would be extremely dangerous. 60kph would suit only some of this road and a slower, consistent speed e.g. 30kph on the whole road is preferred. This road is frightening to drive on and the speed limit should be closer to 30kph.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> The lower portion of this road is wide and has reasonably good visibility so could be left at 80kph.

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"> • Multiple drivers spin out of control on this road. • This road has many near misses which never get reported. • The wide intersection with Waitakere Road is used by drivers doing burn outs and “boy racers”. • The intersection with Waitakere Road has poor visibility for turning right as people speed around the corner. • People driving too fast at the intersection often misjudge the corner and spin out into Kay Road, one recently taking out a post box. • The road is frequently used by “boy racers”.
Generally, road design needs upgrading/improving <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Large trucks should be banned from the top section north of the bale fill or consider making it one way only. • Consider making Kay Road between the old Balefill site and the intersection with Sunnyvale Road one-way to reduce traffic conflicts.
Reduce the speed limit further than proposed for a section of the road <i>Mentions: 5</i>	<ul style="list-style-type: none"> • The top section north of the bale fill is narrow with poor visibility and should be 20kph-30kph. • The lower road section has been widened and is better suited to a maximum of 50kph. • As a daily road user, a 40kph limit would be reasonable above the bale fill gates - most people would not travel much faster here anyway. • South of the Balefill, 50kph is an appropriate speed. • Kay Road between the old Balefill site and the intersection with Sunnyvale Road is narrow and windy with sharp curves and poor visibility - 30kph would be most appropriate here, and this corresponds to the typical speed of traffic on this road.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed

Road name	Kellys Road
Part of road	Full length
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

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"> This is a narrow, windy, dark road with several blind bends where the road is not wide enough for two cars to pass comfortably. The speed limit should be at most 50kph, 30kph would be safer.

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



Road name	Kokako Grove
Part of road	Full length
Proposal	Current 100kph: 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 higher than the existing speed limit	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	La Trobe Track
Part of road	Full length
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

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">Support a speed limit reduction to 40kph for this road.

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

Road name	Lone Kauri Road
Part of road	between Piha Road and 390m south of Watchmans Road
Proposal	Current 100kph: Proposed 40kph

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)	2
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

**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"> • This road is very narrow. • Being one car wide in places it's easy to turn corners and come face to face with oncoming traffic. • Pedestrians walk to the beach and hiking trails along this road. • This road is popular for cycling. • Support reducing the speed limit on this road. • 40kph is too slow - make it 50kph instead which is a safer limit.
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> • This is a rural road where people drive as fast as they feel comfortable with. • Motorcyclists who use this favoured route ride as a form of therapy - a reduced speed limit will upset them.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none">• Drivers need to drive to the circumstances and conditions, and not be handheld by Auckland Transport.• Leave the speed limit at 100kph.• 40kph does not make sense for this entire stretch of road.• 40kph is too slow - make it 50kph instead which is a safer limit.• Stop trying to control the road speeds.

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

Road name	Lone Kauri Road
Part of road	between 390m south of Watchmans Road and Karekare Road
Proposal	Current 50kph: Proposed 40kph

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)	2
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

**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"> • This road is very narrow. • Being one car wide in places it's easy to turn corners and come face to face with oncoming traffic. • Pedestrians walk to the beach and hiking trails along this road. • This road is popular for cycling. • Support reducing the speed limit on this road.

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



Road name	Long Road
Part of road	between Bethells Road and the southern end of Long 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	Mcentee Road
Part of road	between 140m east of Amreins Road and Kay 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	3
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"> Recreational cyclists often use this road. Many cars have crossed the centre line and nearly had a head on collision here. The current speed limit is too fast for this windy road. A speed reduction will hopefully slow drivers who speed on the rest of Mcentee Road.
Reducing speed limits will create safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> As a Fire Brigade volunteer, travelling to the station at a lower speed and increasing the journey time will mean slower response times, putting lives at risk. Increased journey times may preclude potential new Fire Brigade volunteers, who are difficult to recruit, from meeting the travel requirement times for getting to the station - a lack of crew members creates risk for people who need help. People will struggle to adhere to a lower speed limit, and it will lead to frustrated drivers.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> This is a rural road. This road has zero foot traffic. People will struggle to adhere to a lower speed limit, and it will lead to frustrated drivers. The current speed limit on this road is safe.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Many cars have crossed the centre line and nearly had a head on collision here. Drivers also speed on the rest of Mcentee Road.

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"> As a Fire Brigade volunteer, travelling to the station at a lower speed and increasing the journey time will mean slower response times putting lives at risk. Increased journey times may preclude potential new Fire Brigade volunteers, who are difficult to recruit, from meeting the travel requirement times for getting to the station - a lack of crew members creates risk for people who need help.

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

Road name	Mildon Road
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
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
Reducing speed limits will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> As a Fire Brigade volunteer, travelling to the station at a lower speed and increasing the journey time will mean slower response times, putting lives at risk. Increased journey times may preclude potential new Fire Brigade volunteers, who are difficult to recruit, from meeting the travel requirement times for getting to the station - a lack of crew members creates risk for people who need help.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> As a Fire Brigade volunteer, travelling to the station at a lower speed and increasing the journey time will mean slower response times, putting lives at risk. Increased journey times may preclude potential new Fire Brigade volunteers, who are difficult to recruit, from meeting the travel requirement times for getting to the station - a lack of crew members creates risk for people who need help.

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



Road name	Mount Donald McLean Road
Part of road	Full length
Proposal	Current 100kph: Proposed 40kph

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: 2</i>	<ul style="list-style-type: none">• 100kph is a safe and appropriate speed for this road.• 40kph is extremely slow for this road.

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

Road name	Mountain Road
Part of road	between 325m east of Turanga Road and 1860m east of Turanga Road
Proposal	Current 100kph: 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
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"> • Most of the road is narrow and has no footpaths with blind corners. • The road is used by children, pets and sometimes horses.
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"> • Make it 50kph for the whole road.
Need to better enforce speed limit <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Existing speed limits are not enforced well by police. • It's not policed now, why would that change.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Make it 50kph for the whole road.

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



Road name	Mountain Road
Part of road	between 1860m east of Turanga Road and 920m west of Hayes 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 speed limit as proposed



Road name	Mountain Road
Part of road	between 50m east of Scenic Drive and 325m east of Turanga Road
Proposal	Current 70kph: Proposed 40kph

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 low quality of the road is creating safety risks/needs fixing <i>Mentions: 1</i>	<ul style="list-style-type: none">The poor maintenance of roads is creating safety issues, not the speed limit.

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

Road name	Mountain Road
Part of road	between 920m west of Hayes Road and Opanuku 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 current speed limit on this road should be kept the same	3
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 too narrow to go faster than the proposed speed limit.
The reduced speed limit is unsuitable for this road <i>Mentions: 3</i>	<ul style="list-style-type: none"> These are rural roads, speed limits under 70kph are unnecessary.
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> People exceed the speed limit all the time. Changing the speed limit will not change bad behaviour.
Reducing speed limits will not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Changing the speed limit will not change bad behaviour.
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"> Make it 50kph for the whole road.

Why do you feel this way?	
Feedback Theme	Main points
The low quality of the road is creating safety risks/needs fixing <i>Mentions: 1</i>	<ul style="list-style-type: none"> Maintenance of the road needs improving.
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.
Driver behaviour is creating safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> People exceed the speed limit all the time.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none"> Make it 50kph for the whole road.

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



Road name	Mountain Road
Part of road	between Scenic Drive and 50m east of Scenic Drive
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 speed limit as proposed

Road name	Napuka 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
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"> • Most of the road is narrow and has no footpaths with blind corners. • The road is used by children, pets and sometimes horses.

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



Road name	Nola Road
Part of road	Full length
Proposal	Current 70kph: 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	North Way
Part of road	Full length
Proposal	Current 70kph: 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	Northfield Road
Part of road	between Waitakere Road and 35m north of Waitakere 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	1

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"> As a Fire Brigade volunteer, travelling to the station at a lower speed and increasing the journey time will mean slower response times, putting lives at risk. Increased journey times may preclude potential new Fire Brigade volunteers, who are difficult to recruit, from meeting the travel requirement times for getting to the station - a lack of crew members creates risk for people who need help.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> As a Fire Brigade volunteer, travelling to the station at a lower speed and increasing the journey time will mean slower response times, putting lives at risk. Increased journey times may preclude potential new Fire Brigade volunteers, who are difficult to recruit, from meeting the travel requirement times for getting to the station - a lack of crew members creates risk for people who need help.

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



Road name	Old Forest Hill 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	Opanuku Road
Part of road	between 2420m south of Grassmere Road and the southern end of the road
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

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">• The road is very windy, some of it unsealed and has no footpath.• Families with young children and their dogs often walk for leisure/fitness in the centre of the road.

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



Road name	Opanuku Road
Part of road	between Mountain Road and 90m south of Mountain Road
Proposal	Current 70kph: 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 speed limit as proposed



Road name	Opanuku Road
Part of road	between 90m south of Mountain Road and 550m south of Grassmere Road
Proposal	Current 50kph: Proposed 40kph

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

Why do you feel this way?	
Feedback Theme	Main points
Only support the proposed speed limit for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none">Speed limit reduction at intersection of Opanuku and Henderson Valley is valid due to children and families crossing, elsewhere should be 50kph from 100m south of intersection.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none">Speed limit reduction at intersection of Opanuku and Henderson Valley is valid due to children and families crossing, elsewhere should be 50kph from 100m south of intersection.

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



Road name	Opanuku Road
Part of road	Between 550m south of Grassmere Road and 2420m south of Grassmere Road
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

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"> Narrow road, no footpaths, lots of kids around. Safer for pedestrians, which include children and pets, sometimes horses. The worst offenders on this no-exit road are residents. The whole road must be 40kph otherwise drivers will not reduce their speed.
Driver behaviour is creating safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> People exceed the speed limit all the time.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Need speed bumps here.

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

Road name	Parker Road
Part of road	Full length
Proposal	Current 70kph: 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
I think the speed limit should be lower than what is proposed	6

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"> • Current speed limit is too fast and unsafe – crashes have been occurring due to speed. • The road is dangerous at current speed limit (narrow, poor visibility, tight bends, hidden exits/driveways, etc.). • Traffic volumes have been increasing on the road due to developments in the area. • The current speed limit is too fast/dangerous given the large volume of traffic and a mix of users (cars, trucks, cyclists, pedestrians, school buses). • Road has no footpath and lots of foot and cycle traffic sharing road with cars. • Support a limit reduction to 50kph.
The low quality of the road is creating safety risks/needs fixing <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Improvements to the road condition are required in addition to the reduced speed limit. • Lack of appropriate infrastructure on this road to ensure users safety (including vehicles, pedestrians, and cyclists).
Generally, road design needs upgrading/improving <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Lack of appropriate infrastructure on this road to ensure users safety (including vehicles, pedestrians, and cyclists).
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Improvements are required to make the road safe for all users (including cyclists and pedestrians). • Improve pedestrian walkways and crossings. • Road has no broken centre line marked.



AT recommended way forward

Implement safe and appropriate road speed limit as proposed



Road name	Perris Road
Part of road	Full length
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

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 near misses as people drive too fast and drift across the centre line.
Driver behaviour is creating safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none">People exceed the speed limit all the time and cross the centre line.

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

Road name	Piha Road (Waiatarua)
Part of road	between Quinns Road and 300m west of Quinns 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 current speed limit on this road should be kept the same	1
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	13
I agree with the proposed speed limit change on this road	4
Other	1

**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"> Support a reduced speed limit of 60kph.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> This road is long and very wide with long bends, and it has no side roads or driveways. From Anawhata Road east, the Piha Road is an open road for good reason. Lowering sections of Piha Road seems counterproductive as there is no real determinable difference between sections. The current speed limit is safe on this road. Lowering the speed limit doesn't make sense and is unwarranted.



AT recommended way forward

Implement safe and appropriate road speed limit as proposed

Road name	Piha Road (Waiatarua)
Part of road	between 300m west of Quinns Road and 50m east of Anawhata 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 current speed limit on this road should be kept the same	3
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	13
I agree with the proposed speed limit change on this road	4
Other	1

**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"> • Entering and exiting driveways and carparks would be safer at a reduced speed. • A reduced speed would be safer for all users of this road, including pedestrians and cyclists. • A reduced speed will only slightly increase journey times. • 100kph is way too fast for this road. • Piha Road is not a motorway - reduce the limit to a safer speed of 80kph.
Reducing speed limits will not reduce safety issues <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Lowering the speed limit will not protect cyclists. • A few “boys racers” drive here and whatever the speed limit is, they won’t obey it. • Cannot see how a reduced speed limit here will have any positive effect on the reduction of serious harm crashes in the area.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> Lowering the speed limit will not likely fix the issue when drivers want to pass someone going below the speed limit.
Reducing speed limits will create safety issues <i>Mentions: 7</i>	<ul style="list-style-type: none"> Many crashes are caused by frustrated drivers overtaking slow drivers not using the slow vehicle bays. Lowering the speed limit will cause more traffic congestion and more accidents. Lowering the speed limit for everyone will frustrate residents who are confident driving here. Lowering the speed limit may make those travelling on their work commute consider speeding. Lowering the speed limit will increase both driver frustration and dangerous overtaking manoeuvres. As speed enforcement is difficult here, it is likely that reduced speed limits will be ignored by many locals, which will create further frustration and dangerous overtaking.
The reduced speed limit is unnecessary <i>Mentions: 18</i>	<ul style="list-style-type: none"> This road is used as a main thoroughfare and is the only access road for residents of Karekare, Piha and Anawhata. This road has several long wide straights which would reasonably be expected to be open road speeds, consistent with the rest of the country. This is a wide, long, unpopulated rural road with long bends and few intersections. This is a great road to drive with a good surface and smooth corners and shoulders wide enough in most places for cars to easily pass cyclists. Although few, this road does have places for passing. There is good visibility for big sections of this road. There are no residential driveways here. There are no schools nearby. The windier sections of this road have speed reduction recommendations where appropriate. The blind corners with no shoulders are the issue on this road. Please listen to motorists rather than cyclists regarding this road – it was not built with cyclists in mind, and cyclists should lobby for a cycle lane. To pass safely and quickly it is better to travel closer to 100kph in areas suitable for passing. There have been no serious or fatal accidents on Piha Road in the past 10 years. Have never had or observed any issues of any kind on this road. Cannot see how a reduced speed limit here will have any positive affect on the reduction of serious harm crashes in the area. This road does not have issues with people speeding. A few “boys racers” drive here and whatever the speed limit is, they won’t obey it. Lowering the speed limit will not protect cyclists.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> • Lowering the speed limit will not likely fix the issue when drivers want to pass someone going beneath the speed limit. • Lowering the speed limit will impact negatively on locals with increased travel times. • Lowering the speed for everyone will frustrate locals. • Lowering the speed limit will increase both driver frustration and dangerous overtaking manoeuvres. • Don't lower the speed limit and make those travelling on their work commute consider speeding. • Rather than imposing a speed limit that doesn't apply to all, more passing bays or a double speed lane would be better options. • Don't change the speed limit to cater to slower speeds on this road caused by driving to adverse conditions - as this penalises all drivers when conditions are dry and sunny. • It is poor logic to reduce the speed due to drivers already going slower due to road humps and twists. • Motorcyclists who use this favoured route ride as a form of therapy - a reduced speed limit will upset them. • Drivers who travel slowly due to being uncomfortable on open roads should avoid them or take lessons to increase confidence. • Speed monitoring on Piha Road is almost impossible - it is likely that reduced speed limits will be ignored by many locals, which will create further frustration and dangerous overtaking. • This speed reduction along with the other proposals will have a big impact on locals. • A cycle lane would avoid dangerous overtaking. • To fix the passing issue: rename 'Slow vehicle bays' to 'Pull over lanes' and add a sign saying 'Traffic behind? Please let it pass' - this has been done in other parts of the country and works well. • The proposed speed reduction would be ok if it were a recommendation and not an enforceable limit. • Work commuters and locals are used to driving this road all year long and can safely drive 70kph -100kph. • 100kph is the speed limit - not the speed goal throughout. • 100kph east of Anawhata up to Scenic Drive is acceptable as the road is in good condition and straight in most parts. • For those with good cars who know the road, and for motorcycles, traveling 80kph to 100kph on most of this section of road is safe. • Most people travel at 90kph on this road. • A speed reduction to 80kph is a silly idea. • Motorists drive safely at the current speed limit which is adequate.
Reduced speed is not good as it will increase journey times <i>Mentions: 2</i>	<ul style="list-style-type: none"> • The majority of local drivers would view a speed reduction negatively due to increased travel times. • A reduced speed limit on Piha Road will slow down travel times to Piha and Karekare.

Why do you feel this way?	
Feedback Theme	Main points
Driver behaviour is causing safety risks <i>Mentions: 3</i>	<ul style="list-style-type: none"> Crashes are caused by frustrated drivers overtaking slow drivers not using the slow vehicle bays. Tourists and visitors generally drive a lot slower as they are not used to the road. Drivers who travel slowly due to being uncomfortable on open roads should avoid them or take lessons to increase confidence. Not everyone has the experience to drive on this type of winding road. A few “boys racers” drive here and whatever the speed limit is, they won’t obey it.
The low quality of the road is creating safety risks/needs fixing <i>Mentions: 1</i>	<ul style="list-style-type: none"> Many crashes are from lack of vision and slippery surfaces caused by untrimmed trees.
Generally, road design needs upgrading/improving <i>Mentions: 3</i>	<ul style="list-style-type: none"> The blind corners with no shoulders are the issue on this road. Rather than imposing a speed limit that doesn’t apply to all, more passing bays or a double speed lane would be better options.
Other physical improvements suggested <i>Mentions: 4</i>	<ul style="list-style-type: none"> A cycle lane would prevent dangerous overtaking. Cyclists should lobby for a cycle lane. Make a wide shoulder for cyclists so that it is safer for traffic to pass. To fix the passing issue: rename 'Slow vehicle bays' to 'Pull over lanes' and add a sign saying 'Traffic behind? Please let it past' - this has been done in other parts of the country and works well.
Other comments <i>Mentions: 2</i>	<ul style="list-style-type: none"> Why is safety even "consulted" on - if public roads were under Work Safe the speed limits would have been reviewed a long time ago. If funds for signage were restricted this road could be kept at current speed limit to save money.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed

Road name	Piha Road (Piha)
Part of road	between 50m east of Anawhata Road and 450m west of Karekare 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 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	35
I agree with the proposed speed limit change on this road	8
I think the speed limit should be lower than what is proposed	2
I think the speed limit should be higher than the existing speed limit	2
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 8</i>	<ul style="list-style-type: none"> As a cyclist, Piha Road is frightening. A reduced speed limit would be safer for cyclists on this road. People don't pass nicely, and don't wait for safe gaps. Sometimes drivers abuse cyclists and don't share the road considerately. 60kph would support improved safety and is an adequate speed for this section of the road. See comments included in the attached submission.
Reducing speed limits will not reduce safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> A reduced speed limit will not stop drivers overtaking dangerously. Reducing the speed limit will not change the behaviour of day trippers who drive 30kph below the speed limit and don't use slow vehicle bays. Reducing the speed limit will not change the behaviour of boy racers.
Reducing speed limits will create safety issues	<ul style="list-style-type: none"> A speed reduction will cause more accidents due to frustrated drivers and dangerous overtaking. The biggest risk to drivers is fatigue, and a decreased speed limit would increase journey times, increase driver fatigue, and heighten the crash risk.

Why do you feel this way?	
Feedback Theme	Main points
<p><i>Mentions: 14</i></p>	<ul style="list-style-type: none"> • There will be more accidents if drivers are forced to drive slowly on a higher grade road. • Visitors and tourists who visit Piha daily already drive below the speed limit on this road - a reduced limit will make them drive even more slowly. • Currently no one is breaking the law - lowering the speed limit will make some people break the law. • Lowering the speed limit without addressing the number and use of vehicle bays and appropriate signage will only cause more issues. • A reduced speed limit will negatively impact on Piha and Karekare residents who use the road most, and who routinely safely drive at higher speeds due to their knowledge of the road.
<p>The reduced speed limit is unnecessary</p> <p><i>Mentions: 33</i></p>	<ul style="list-style-type: none"> • This road is the only way in and out of this area. • The area is rural, the road is wide, and the condition of the road is good. • There are no area specific factors that any other road in the country doesn't have. • There are no commercial premises so no vehicles using driveways and only a small number of residential driveways here. • There are no pedestrians on this road. • This road does not have issues with people speeding - motorists drive safely here at the current speed limit. • Lowering the speed limit will not alter the behaviour of drivers who don't use slow vehicle bays. • Lowering the speed limit will not change the behaviour of the few "boy racers" who drive here. • Lowering the speed limit without addressing the number and use of vehicle bays will only cause more frustration and more risks being taken. • Lowering the speed limit is not likely to fix issues on this road when drivers want to pass someone travelling under the speed limit. • With a speed reduction, those traveling half the current speed limit still will not be fined for doing so. • A reduced speed will limit the enjoyment of driving this road. • Locals who drive this road daily are experienced in driving close to 100kph, as it was prior to the last speed decrease. • Locals who drive to the conditions here should not be forced to drive more slowly because of tourists who can't drive. • Lowering the speed for everyone will frustrate the locals who know how to use the road safely. • As it stands no one is breaking the law - lowering the speed limit will make some people break the law. • No serious crashes that have been purely speed related have occurred here, and there are not an excessive number of accidents on this road. • Known crashes in this area were caused by reckless driving and speeding, not because the speed limit is too high. • Locals will advise that the most dangerous situations are caused by frustrated drivers stuck behind drivers who impede the flow of traffic, causing them to overtake in dangerous situations – a reduced limit may make this worse.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> • An excessive number of drivers, including visitors and tourists, drive below the speed limit here even on straight stretches - a reduced limit will make them drive even more slowly. • The biggest risk to drivers is fatigue, and a decreased speed limit would increase journey times and increase driver fatigue. • A decreased speed limit will cause dangerous overtaking and frustration and heighten the crash risk. • This small section of road is the only place that you can pass slow drivers who do not pull over. • The current speed limit suits the characteristics of the road which is less narrow and winding than roads closer to Piha. • A reduced speed is only required on this road during/after stormy weather, when drivers should drive to the conditions. • Suggest making this section 80kph so that it is more consistent with the rest of Piha Road. • The speed limit has already been lowered by 30km from 100kph. • 70kph is already lower than the 100kph limit from the beginning of Piha Road. • Only tourists, the elderly, incompetent unlicensed drivers, and those with unsafe cars need to drive this road slower than 70kph. • The speed limit is already relatively slow on this section of road – it is a silly idea to travel too slowly here when there is no reason to. • 60kph is far too low for most of Piha Road, and 80kph is a better limit for the majority of this road. • Having driven this road for 26 years, 80kph is a good speed - this road used to be 100kph. • This road is fine at 80kph in good conditions. • The current speed limit for this section of road is fine - it is a speed limit (maximum), not a goal. • The proposed speed reduction would be ok if it were a recommendation and not an enforceable limit. • Instead of reducing the speed limit, install larger slow vehicle bay signs in multiple languages. • Instead of imposing a speed limit that doesn't apply to all, more passing bays or a double speed lane would be a better option and install a cycle lane to avoid dangerous overtaking. • Drivers should take responsibility to drive to the conditions, not just obey arbitrary signage. • Maybe the Council is trying to gain revenue from fines once these rules are implemented.
Reduced speed is not good as it will increase journey times <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Piha and Karekare residents have to drive between 35 minutes to over an hour to and from home - a lower speed limit would increase travel times. • A reduced speed limit would make visitors who drive to their own comfort levels drive even more slowly - this would increase travel times on this road which are long enough already.
Driver behaviour is causing safety risks <i>Mentions: 12</i>	<ul style="list-style-type: none"> • The most dangerous situations are caused by frustrated drivers stuck behind drivers who impede the flow of traffic, causing dangerous overtaking and sometimes accidents.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> • A very slow speed limit will cause accidents as drivers overtake - this is already happening. • Many drivers, including visitors, tourists, and day trippers, already drive below the speed limit on this road - a reduced speed limit will make them drive even more slowly. • Not everyone has the experience to drive on this type of winding road. • Known crashes in this area were caused by reckless driving and speeding, not because the speed limit is too high. • "Boy racers" use this road. • As a cyclist, Piha Road is frightening - people don't pass nicely, and don't wait for safe gaps. • Sometimes drivers abuse cyclists and don't share the road considerately. • Slow weekend drivers cause road rage. • People do not use the slow vehicle bays correctly, if at all. • Lack of proper "pulling over" signage causes people to overtake dangerously.
<p>The low quality of the road is creating safety risks/needs fixing</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • The biggest road safety issue in the Karekare/Piha area is the road surface and verge quality. • The roads down into Karekare and Piha are dangerous - the road surface is cracked and bumpy, and the sides of the road are falling away.
<p>Generally, road design needs upgrading/improving</p> <p><i>Mentions: 7</i></p>	<ul style="list-style-type: none"> • Spend money on making the roads better and safer. • Being a single lane road there are not enough pull over / slow vehicle bays for slow drivers - need to create more. • Create a double speed lane.
<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"> • The speed limit should be reduced from 50kph to 40kph from 168 Piha Road to 132 Piha Road: drivers speed and overtake dangerously at this residential area where there are 3 bus stops, many pedestrians, vehicles exiting driveways, and increased heavy transport use.
<p>Extend the reduced speed limit to cover more of the road</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Extend the Piha Road speed reduction area to include 500m east of Karekare Road.
<p>Proposal is a waste of money</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Money is being wasted and spent on speed signs and pointless resurfacing instead of making the roads better and safer.

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"> • Currently no one observes the 50kph sign outside #160 Piha Road, so there needs to be a speed hump here. • If the speed limit cannot be reduced from 50kph to 40kph between 168 Piha Road and 132 Piha Road, please look at ways to reduce the current speed and dangerous driving along this stretch - e.g. add more 50kph signs or use other traffic slowing measures.
Other physical improvements suggested <i>Mentions: 10</i>	<ul style="list-style-type: none"> • To fix the issue when drivers want to pass someone going under the speed limit: rename 'Slow vehicle bays' to 'Pull over lanes' and add a sign saying 'Traffic behind? Please let it past'. (This has been done in other parts of the country and works well). • Install larger slow vehicle bay signs in multiple languages, as the current signs are too small and often covered by branches. • Install clear "pulling over" and speed signs on this road. • A cycle lane would avoid dangerous overtaking. • If the speed limit cannot be reduced from 50kph to 40kph between 168 Piha Road and 132 Piha Road, please look at ways to reduce the current speed and dangerous driving along this stretch - e.g. add more 50kph signs or use other traffic slowing measures. • Consider shifting the 50kph sign to a position east of Karekare Road, due to visual restrictions when approaching the Karekare/Piha roads junction.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> • This survey is not providing the option to comment on all sections of Piha Road affected by the proposed speed changes - see comments included in attached submission.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed



Road name	Quinns Road
Part of road	Full length
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	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">• Most other no exit roads in this suburb have a 40kph limit and Quinns Road should be the same.• This is a narrow, winding road with poor visibility - 40kph is preferred to the proposed 60kph.

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



Road name	Raroa Terrace
Part of road	Full length
Proposal	Current 70kph: 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	Red Hills Road
Part of road	between 665m east of Sunnyvale Road and Sunnyvale 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	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"> This section of road is unsafe - uneven surface, narrow lanes, and poor visibility. It connects to proposed 60kph zones so should also be 60kph.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Reducing the limit would serve no practical purpose and given the road environment would encourage non-compliance. The current limit is fine - a lower speed limit will offer no benefit to safety only revenue generation.
The low quality of the road is creating safety risks/needs fixing <i>Mentions: 1</i>	<ul style="list-style-type: none"> Maintenance of the road needs improving.
Driver behaviour is creating safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> People exceed the speed limit all the time.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> There is no need for the proposal, it is a waste of money.
Other suggestions for speed limit increases <i>Mentions: 1</i>	<ul style="list-style-type: none"> Support leaving the speed limit 80kph or raising to 100kph to ensure we protect our ability to travel safely and efficiently through the region.



AT recommended way forward

Implement safe and appropriate road speed limit as proposed

Road name	Red Hills Road
Part of road	between 375m west of Don Buck Road and 665m east of Sunnyvale 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	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: 2</i>	<ul style="list-style-type: none"> The intersection of Red Hills Road and Burswood Road is very busy. The housing development will increase traffic volumes.
Reducing speed limits will not reduce safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> People do not obey current limit, why would they obey a lower one. No benefit to safety.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> Peak flows on this road are limited in duration. No benefit to safety.
The low quality of the road is creating safety risks/needs fixing <i>Mentions: 1</i>	<ul style="list-style-type: none"> The poor maintenance of roads is creating safety issues, not the speed limit.
Reduce the speed limit further than proposed for a section of the road <i>Mentions: 2</i>	<ul style="list-style-type: none"> The speed limit between Don Buck Road and the entry points to the Cardinal West development should be 50kph - traffic patterns in this area are likely to increase in the near future as it becomes more urban.

Why do you feel this way?	
Feedback Theme	Main points
Extend the reduced speed limit to cover more of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Extend the proposed new speed limit to cover all of Red Hills Road right up to Nelson Road.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none"> Should be raised to a safer and more appropriate speed limit of 80kph or 100kph.
Other comments <i>Mentions: 2</i>	<ul style="list-style-type: none"> Totally disagree with the calculations of the "traffic engineer to the development", who manages to come up with figures such as 3000vpd etc, as calculations on 400 additional dwellings using verified systems indicate additional volumes of around 850vpd and an additional 47vph. Reduced speed limits have no benefit to safety, just revenue collection.

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



Road name	Rimu Road
Part of road	Full length
Proposal	Current 70kph: 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	Scenic Drive
Part of road	between 70m west of North Way and 165m east of West Coast Road
Proposal	Current 70kph: 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
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"> • There are no footpaths or separated bike lanes here for residents or others to use - If putting footpaths here is not possible then a reduced speed limit is a way to increase safety. • Residents often find cars going off the road and lots of near misses occur - these won't show in accident statistics. • Scenic Drive is often used by inexperienced drivers rushing to get to beaches. • This section of road is a challenging drive. • The whole of Scenic Drive should be 60kph.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> • As of recent times there have been no serious accidents along this section of road. • Drivers exiting the Arataki Visitor Centre have good visibility of the road in both directions. • Motorists drive to the conditions on this road. • 70kph is a safe limit for this section of road.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Reducing the speed limit will significantly slow travel times to Piha and other locations.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Residents often find cars going off the road and lots of near misses occur - these won't show in accident statistics. • Scenic Drive is often used by inexperienced drivers rushing to get to beaches.

Why do you feel this way?	
Feedback Theme	Main points
Extend the reduced speed limit to cover more of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> The whole of Scenic Drive should be 60kph.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Footpaths should be made alongside the road for people to walk on - eg connecting upper Scenic with Rangemore track, Arataki and Exhibition Drive.

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

Road name	Scenic Drive
Part of road	between 60m west of Tawini Road and 70m west of North Way
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	1
I agree with the proposed speed limit change on this road	1
I think the speed limit should be lower than what is proposed	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 4</i>	<ul style="list-style-type: none"> • A lot of reckless driving occurs along the whole of Scenic Drive. • Drivers overtake on blind corners, use the road as a race track and burn out tyres at the corner of Konini Road and Scenic Drive. • Overtaking cars pass cyclists too closely and sometimes run them off the road and abuse them. • The speed limit needs to be consistent along all parts of this road and should be reduced to at least 50kph. • The whole of Scenic Drive should be 60kph. • The speed limit could be lower at the end of Scenic Drive west of Tawini Road. • The speed limit could be lower from the visitor centre to Titirangi. • Agree with the proposed speed limit reduction.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> • The current speed limit should be kept as it is.
Driver behaviour is causing safety risks <i>Mentions: 3</i>	<ul style="list-style-type: none"> • A lot of reckless driving occurs along the whole of Scenic Drive. • Drivers overtake on blind corners, use the road as a race track and burn out tyres at the corner of Konini Road and Scenic Drive. • Overtaking cars pass cyclists too closely and sometimes run them off the road and abuse them.

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"> The speed limit could be lower at the end of Scenic Drive west of Tawini Road. The speed limit could be lower from the visitor centre to Titirangi.
Extend the reduced speed limit to cover more of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> The whole of Scenic Drive should be 60kph.

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

Road name	Scenic Drive
Part of road	between 120m west of Quinns Road and 70m north of Brabant Road
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 agree with the proposed speed limit change on this road	1
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	1

**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"> • There are no footpaths on this road which puts pedestrians at risk. • This road has poor visibility, and the roadside is not trimmed of vegetation. • 100kph is unsafe and mostly unachievable on this section of road - a speed reduction to 60kph is a safe speed for most of this section of road. • The whole of Scenic Drive should be 60kph.
The low quality of the road is creating safety risks/needs fixing <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Visibility is poor and the roadside needs to be maintained and trimmed of vegetation. • These roads are simply falling apart, and speed limits are not going to change how dangerous they are.

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"> The speed limit should be 50kph on this road (lower than the proposed 60kph).
Extend the reduced speed limit to cover more of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> The whole of Scenic Drive should be 60kph.

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

Road name	Scenic Drive
Part of road	between 165m east of West Coast Road to 120m west of Quinns Road
Proposal	Current 70kph: 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
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	1

**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"> • This is not a wide, open road. • There are no footpaths on this road which puts pedestrians at risk. • This road has bush lined corners and low visibility. • When exiting West Coast Road and turning right, visibility is reduced. • The road camber is badly aligned. • Many people live in this area now. • Speeding drivers discourage pedestrians from walking or cycling on this road. • The whole of Scenic Drive should be 60kph.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Residents are greatly disturbed by speeding drivers. • Speeding drivers discourage pedestrians from walking or cycling on this road.

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"> • Visibility is poor and the roadside needs to be maintained and trimmed of vegetation. • These roads are simply falling apart, and speed limits are not going to change how dangerous they are.
Generally, road design needs upgrading/improving <i>Mentions: 1</i>	<ul style="list-style-type: none"> • The road camber is badly aligned.
Extend the reduced speed limit to cover more of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> • The whole of Scenic Drive should be 60kph.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> • There needs to be speed enforcement on this road.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none"> • The speed limit should be 50kph on this road (lower than the proposed 60kph).

AT recommended way forward

Implement safe and appropriate road speed limit as proposed

Road name	Scenic Drive
Part of road	between 70m north of Brabant Road and 3645m southeast of Tawari Road
Proposal	Current 70kph: 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	1

**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"> The Scenic Drive/Piha Road intersection is life threatening. The whole of Scenic Drive should be 60kph.
Reducing speed limits will not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Money will be spent on signs and on the weekends the noisy bikes and cars will still speed on the road.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> On the weekends noisy bikes and cars race on the road.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> If speed limits are reduced, who is going to monitor the speeds?

Why do you feel this way?	
Feedback Theme	Main points
<p>The low quality of the road is creating safety risks/needs fixing</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Visibility is poor and the roadside needs to be maintained and trimmed of vegetation. • These roads are simply falling apart, and speed limits are not going to change how dangerous they are.
<p>Extend the reduced speed limit to cover more of the road</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • The whole of Scenic Drive should be 60kph.
<p>Proposal is a waste of money</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • The Scenic Drive/Piha Road intersection is life threatening - and despite messages to the council and transport people nothing has happened here.
<p>Other comments</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • The Scenic Drive/Piha Road intersection is life threatening - and despite messages to the council and transport people nothing has happened here.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed

Road name	Scenic Drive
Part of road	between 3210m south of Te Henga Road and Te Henga Road
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	7
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: 3</i>	<ul style="list-style-type: none"> • The whole of Scenic Drive should be 60kph. • Many cyclists use this road, and a lower speed limit will help to keep them safe. • Cars do not slow down on the many twists and turns on this road. • Cars routinely touch the centre line and cross the centre line and hope for the best. • If drivers adjust their speed appropriately then a reduced speed limit will be safer.
Reducing speed limits will not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Lowering speed limits will not make roads safer. • Lowering speed limits will not stop people speeding.
Reducing speed limits will create safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Lowering speed limits will aggravate people and make them speed more. • Reduced speeds will lead to more conflict on the roads.
The reduced speed limit is unnecessary <i>Mentions: 8</i>	<ul style="list-style-type: none"> • This road has few pedestrians. • This road is well maintained. • Please keep the same speed limit here. • This is a long stretch of rural road with low traffic - especially at night. • There is minimal housing here.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> • It is mostly locals who use this road. • This road needs general maintenance to be kept safe. • Lowering speed limits will not make roads safer. • Lowering speed limits will not stop people speeding. • A reduced speed limit would spoil the enjoyment for recreational motorcyclists and car drivers. • Responsible drivers drive to the conditions. • The proposed limit of 60kph is far too slow. • The current speed limit is fine as it is. • Lowering speed limits is pushing an underlying agenda.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Residents use this road every day and a lower speed would make this a long, boring drive.
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Cars do not slow down on the many twists and turns on this road. • Cars routinely touch the centre line and cross the centre line and hope for the best. • Motorists need to be taught how to drive better.
The low quality of the road is creating safety risks/needs fixing <i>Mentions: 4</i>	<ul style="list-style-type: none"> • These roads are simply falling apart, and speed limits are not going to change how dangerous they are. • Roads need better general maintenance to keep them safe to use. • All the roads in West Auckland are poor and repairs do not last long.
Extend the reduced speed limit to cover more of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> • The whole of Scenic Drive should be 60kph.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> • The Auckland Council is terrible - If you visit these roads, it's clear little is being done with the rates money gathered to improve them. • Don't waste money on changing speed signs.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed

Road name	Scenic Drive
Part of road	between 3645m southeast of Tawari Road and 465m north of Mountain 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	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: 1</i>	<ul style="list-style-type: none"> The whole of Scenic Drive should be 60kph.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> This is a rural arterial route.
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> Recreational cyclists, motorcyclists and drivers have been using this road for years without accident. 60kph is far too slow and no-one will obey it. Current speed limit is great and safe. Reducing speeds excessively harms the motorcycle community that uses riding as a form of therapy.

Why do you feel this way?	
Feedback Theme	Main points
<p>The low quality of the road is creating safety risks/needs fixing</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> Fix our roads - this is a lazy “solution” in an attempt to reduce crashes and accidents.
<p>Reduced speed limit is not good as it will increase journey times</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> The drive in and out will become very long for residents.
<p>Extend the reduced speed limit to cover more of the road</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> The whole of Scenic Drive should be 60kph.

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

Road name	Scenic Drive
Part of road	between 465m north of Mountain Road and 3210m south of Te Henga Road
Proposal	Current 70kph: 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	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: 1</i>	<ul style="list-style-type: none"> The whole of Scenic Drive should be 60kph.
Extend the reduced speed limit to cover more of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> The whole of Scenic Drive should be 60kph.

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

Road name	Scenic Drive North
Part of road	between Te Henga Road and 120m east of Te Henga Road
Proposal	Current 100kph: 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

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 speed limit should be lower than what is proposed	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"> • Even the police consider this road a race track. • Some cars that travel at speed fail to take bends and end up in a ditch or in a resident's garden. • Reduce the speed limit on this road before someone gets killed.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Even the police consider this road a race track. • Some cars that travel at speed fail to take bends and end up in a ditch or in a resident's garden.

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

Road name	Scenic Drive North
Part of road	between 400m east of Awhiorangi Promenade and Waitakere 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	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	2
I think the speed limit should be lower than what is proposed	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"> This road has substantial cycle traffic and often has cyclists going slowly uphill. By lowering the speed limit, the speed difference between types of road users is reduced, which increases safety. Vehicles turning out from Waitakere Road routinely misjudge the speed of vehicles on Scenic Drive and sometimes ignore the stop sign. A 50kph speed limit would improve cyclist safety and reduce traffic disruption caused by cyclists. This still leaves a short section between Waitakere Road and 300m east of Awhiorangi Promenade at 80kph which makes no sense. The 80kph limit on the short space between the 50kph limit of Swanson Road and the 50kph limit of Scenic Drive is pointless. Instead of surrounding this short high-speed section of Scenic Drive between two 50kph zones, it would be safer and more appropriate for this section to be 50kph.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> This road is not unsafe. People need to learn how to drive confidently and safely. Stop lowering speed limits to accommodate the minority of the population.

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"> • People need to learn how to drive confidently and safely. • Vehicles turning out from Waitakere Road routinely misjudge the speed of vehicles on Scenic Drive and sometimes ignore the stop sign.
Extend the reduced speed limit to cover more of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Extend the reduced speed limit to cover the short section between Waitakere Road and 300m east of Awhiorangi Promenade.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	

Road name	Seibel Road
Part of road	Full length
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	3

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions:3</i>	<ul style="list-style-type: none"> Road is too narrow to go faster than the proposed speed limit. Current speed limit is too fast and unsafe. Current speed limit is unsafe for children, cyclists, horse riders, dog walkers.
Driver behaviour is creating safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> People exceed the speed limit all the time.

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

Road name	Shaw Road (Oratia)
Part of road	between 375m south of West Coast Road and Scenic Drive
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	2
I think the speed limit should be lower than what is proposed	2
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: 2</i>	<ul style="list-style-type: none"> • Current speed limit is too fast and unsafe. • The road is dangerous at current speed limit (narrow, poor visibility, tight bends, hidden exits/driveways, etc.). • Crashes have been occurring due to speed. • Traffic volumes have increased on the road due to developments in the area. • The current speed limit is too fast/dangerous given the large volume of traffic and a mix of users (cars, trucks, cyclists, pedestrians, school buses) on this road.
Reducing speed limits will not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Won't stop people speeding. • Reducing speed is not the answer to road dangers in this area, road maintenance and repairs are.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Current speed limit is already safe.
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Lots of drivers speed on this road. • Road is used as a rat-run.

Why do you feel this way?	
Feedback Theme	Main points
<p>The low quality of the road is creating safety risks/needs fixing</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> Rural roads have little pedestrian infrastructure, are narrow, poorly maintained and have deep ditches on both sides, tight curves, and poor visibility. They should be all 50 km. Lack of appropriate infrastructure on this road to ensure users safety (including vehicles, pedestrians, and cyclists). Patches are not fixed properly, and holes reoccur in a matter of weeks.
<p>Generally, road design needs upgrading/improving</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> Rural roads have little pedestrian infrastructure, are narrow, poorly maintained and have deep ditches on both sides, tight curves, and poor visibility. They should be all 50 km. All West Auckland Roads need work.
<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"> Poorly maintained with little pedestrian infrastructure, should be 50kph.
<p>Proposal is a waste of money</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> Money better spent on road repairs than new speed limit signs. Rates are not being spent fairly in this suburb.
<p>Other physical improvements suggested</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> Improvements are required to make the road safe for all users (including cyclists and pedestrians). Improve pedestrian walkways and crossings.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed

Road name	Shaw Road (Titirangi)
Part of road	between Scenic Drive and the south-eastern end of the road
Proposal	Current 100kph: 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 what is proposed (but lower than the current speed limit)	1
I agree with the proposed speed limit change on this road	1
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> • This is a relatively densely populated road. • This road is very narrow. • This road has no provision for pedestrians. • There is a school bus stop at the junction of Shaw Road and Scenic Drive. • School children walk and cross the road in this area. • Drivers speed along Scenic Drive and visibility is poor due to vegetation and a curve in the road. • 60kph is good for the narrow windy half of Shaw Road but make the speed limit 80kph along the straight up to the school zone. • This road is unsafe to navigate at 100kph. • A reduced speed limit is a good idea here.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> • The speed limit along the straight up to the school zone should be 80kph, not 60kph.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Drivers speed along Scenic Drive (which intersects with Shaw Road), and visibility is poor due to vegetation and a curve in the road.

Why do you feel this way?	
Feedback Theme	Main points
Only support the proposed speed limit for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> 60kph is good for the narrow windy half of Shaw Road but make the speed limit 80kph along the straight up to the school zone.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Install signs here to warn of school children crossing.

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

Road name	Simpson Road
Part of road	between Urban Traffic Area Boundary (Auckland Isthmus) [90m south of Tasman Avenue] and Candia 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 current speed limit on this road should be kept the same	2
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> There is poor visibility, no footpath, and no shoulder.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> 70kph is fine here. The current speed limit is appropriate.

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

Road name	Steam Hauler Track
Part of road	Full length
Proposal	Current 100kph: Proposed 40kph

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
Reducing speed limits will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> As a Fire Brigade volunteer, travelling to the station at a lower speed and increasing the journey time will mean slower response times, putting lives at risk. Increased journey times may preclude potential new Fire Brigade volunteers, who are difficult to recruit, from meeting the travel requirement times for getting to the station - a lack of crew members creates risk for people who need help.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> As a Fire Brigade volunteer, travelling to the station at a lower speed and increasing the journey time will mean slower response times, putting lives at risk. Increased journey times may preclude potential new Fire Brigade volunteers, who are difficult to recruit, from meeting the travel requirement times for getting to the station - a lack of crew members creates risk for people who need help.

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

Road name	Steed Road
Part of road	Full length
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	1

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"> A reduced speed limit will cause a lot of driver frustration.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> 60kph is like a residential road - this is not a residential road. 60kph is too slow for this semi-rural road. A reduced speed limit will cause a lot of driver frustration. This will be a revenue collection exercise.

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

Road name	Stoney Creek Drive
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

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"> As a Fire Brigade volunteer, travelling to the station at a lower speed and increasing the journey time will mean slower response times putting lives at risk. Increased journey times may preclude potential new Fire Brigade volunteers, who are difficult to recruit, from meeting the travel requirement times for getting to the station - a lack of crew members creates risk for people who need help.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> As a Fire Brigade volunteer, travelling to the station at a lower speed and increasing the journey time will mean slower response times putting lives at risk. Increased journey times may preclude potential new Fire Brigade volunteers, who are difficult to recruit, from meeting the travel requirement times for getting to the station - a lack of crew members creates risk for people who need help.

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

Road name	Sturges Road
Part of road	between 595m east of Candia Road and Candia Road
Proposal	Current 70kph: 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"> • Many near misses as people drive too fast and drift across centre line. • Lowering the speed limit will remove inconsistency.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> • People always drive a safe limit here. • The current speed limit is appropriate.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Not worth spending money changing signs.

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

Road name	Sturges Road
Part of road	between Urban Traffic Area Boundary (Auckland Isthmus) and 595m east of Candia Road
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 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 near misses as people drive too fast and drift across centre line. Lowering the speed limit will remove inconsistency.

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

Road name	Sunnyvale Road
Part of road	between Kay Road and 907m south of Red Hills 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

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"> • There have been over 40 accidents and 2 deaths on this road over the last 30 years. • This road cannot be safely driven at 80kph. • Agree with a 60kph limit for this road.
Reducing speed limits will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Will create more accidents due to risky overtaking.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Operates well at 70kph or 80kph - a reduction to 60kph is unnecessary.

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

Road name	Sunnyvale Road
Part of road	between Red Hills Road and 907m south of Red Hills 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 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: 3</i>	<ul style="list-style-type: none"> • Many serious accidents have occurred here due to speed. • This is a heavily populated road. • This is a windy road.
Driver behaviour is creating safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> • People exceed the speed limit all the time.

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

Road name	Swanson Road
Part of road	between 45m west of Parklands Avenue and Waitakere 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	1
I agree with the proposed speed limit change on this road	2
I think the speed limit should be lower than what is proposed	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> Swanson Road/Scenic Drive/Waitakere Road is a dangerous intersection. Drivers speed on the existing 50kph segment heading into Swanson. Vehicles cross the middle line, pass on the median, and speed through the intersection down Scenic Drive. The western end of Swanson Road should be 50kph as it is within the urban traffic area and has similar character to the 50kph area immediately to the east.
The reduced speed limit is unnecessary <i>Mentions: 5</i>	<ul style="list-style-type: none"> There is no significant evidence that reducing the speed limit here will impact on safety. Has there ever been any accident on this section of road?
Driver behaviour is causing safety risks <i>Mentions: 3</i>	<ul style="list-style-type: none"> Vehicles cross the middle line, pass on the median, and speed through the intersection down Scenic Drive. Drivers speed on the 50kph segment heading into Swanson.

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



Road name	Tawari Road
Part of road	Full length
Proposal	Current 100kph: 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 speed limit as proposed

Road name	Te Aute Ridge Road (Bethells Beach)
Part of road	between the western intersection with Bethells Road and 510m south of the western intersection with Bethells Road
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	2

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"> If speed limits are artificially low it can cause frustrated drivers to take unnecessary risks, increasing danger.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> This is a country road in a rural setting. Artificially low speed limits can create issues with frustrated drivers taking unnecessary risks.

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



Road name	Te Aute Ridge Road (Waitakere)
Part of road	between 2965m south of the western intersection with Bethells Road and the eastern intersection with Bethells 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	Te Aute Ridge Road (Waitakere)
Part of road	between 510m south of the western intersection with Bethells Road and 2965m south of the western intersection with Bethells Road
Proposal	Current 100kph: 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	Te Henga Road
Part of road	between Scenic Drive and 260m west of Unity Road
Proposal	Current 100kph: 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

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	1
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	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"> Recreational cyclists often use this road. The current speed limit is too fast for this road.
The low quality of the road is creating safety risks/needs fixing <i>Mentions: 1</i>	<ul style="list-style-type: none"> These roads are simply falling apart, and speed limits are not going to change how dangerous they are.
The reduced speed limit is unsuitable for this road <i>Mentions: 2</i>	<ul style="list-style-type: none"> 80kph is a preferred speed for this rural road - the proposed 60kph is too low.



AT recommended way forward

Implement safe and appropriate road speed limit as proposed

Road name	Te Henga Road
Part of road	between 330m north of Falls Road and Bethells Road
Proposal	Current 100kph: 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

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	1
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	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: 2</i>	<ul style="list-style-type: none"> Recreational cyclists often use this road. This section often has cars parked on the side by the quarry.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> People adjust their speed to suit the conditions/any hazards present. A 100kph speed limit is fine for this road.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 2</i>	<ul style="list-style-type: none"> If a change must be made, make it 80kph as 60kph is too slow.

Why do you feel this way?	
Feedback Theme	Main points
<p>The low quality of the road is creating safety risks/needs fixing</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • These roads are simply falling apart, and speed limits are not going to change how dangerous they are.
<p>The reduced speed limit is unsuitable for this road</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • 80kph is a preferred speed for this rural road - the proposed 60kph is too low.

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

Road name	Te Henga Road
Part of road	between 260m west of Unity Road and 330m north of Falls Road
Proposal	Current 70kph: 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

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	1
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	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"> Recreational cyclists often use this road. The current speed limit is too fast for this road.
The low quality of the road is creating safety risks/needs fixing <i>Mentions: 1</i>	<ul style="list-style-type: none"> These roads are simply falling apart, and speed limits are not going to change how dangerous they are.

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

Road name	Township Road
Part of road	between Waitakere Road and 30m north of Waitakere Road
Proposal	Current 70kph: 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
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"> Don't spend money signposting this small stretch of road when you could just make it 60kph.
Reducing speed limits will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> As a Fire Brigade volunteer, travelling to the station at a lower speed and increasing the journey time will mean slower response times, putting lives at risk. Increased journey times may preclude potential new Fire Brigade volunteers, who are difficult to recruit, from meeting the travel requirement times for getting to the station - a lack of crew members creates risk for people who need help.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> As a Fire Brigade volunteer, travelling to the station at a lower speed and increasing the journey time will mean slower response times, putting lives at risk. Increased journey times may preclude potential new Fire Brigade volunteers, who are difficult to recruit, from meeting the travel requirement times for getting to the station - a lack of crew members creates risk for people who need help.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> Don't spend money signposting this small stretch of road when you could just make it 60kph.

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



Road name	Tui Crescent
Part of road	Full length
Proposal	Current 70kph: 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	Turanga Road
Part of road	Full length
Proposal	Current 70kph: 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	4
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
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> • 30-40kph is too slow. • This road is used by local walkers and children. • There are areas with very little visibility, 30kph would be more sensible. • This is a narrow road with many blind bends.
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Road is too narrow to go faster than the proposed speed limit. • This road has no footpaths and several blind corners. • Many children and pets walk on this road.

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



Road name	Tyndel 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	Unity Road
Part of road	Full length
Proposal	Current 100kph: 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	Vineyard Road
Part of road	Full length
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	3
I only support the reduced speed limit for a certain period of the day	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: 5</i>	<ul style="list-style-type: none"> • Road is too narrow to go faster than the proposed speed limit. • The road is windy and needs to be 60kph. • Current speed limit is too fast and unsafe. • There is no footpath. • Current speed limit is unsafe for children, cyclists, horse riders, dogwalkers. • Reduced speed limit will make it safer to drive horse floats in and out of obscure driveways.
Driver behaviour is creating safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> • People exceed the speed limit all the time.

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



Road name	Waikarekare Lane
Part of road	Full length
Proposal	Current 100kph: 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	Wairere 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	5
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	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"> • This road is windy, and it has blind corners. • There are no footpaths on this road and in many stretches, no berms. • Many pedestrians including dog walkers use this road, and walking here is dangerous, especially when vehicles speed. • It is dangerous to exit and enter driveways on this road as drivers speed downhill. • There are a lot of tight bends that cars and motorbikes speed around simply because they think they can go 80kph. • Many motorists speed up to 100kph or more along the straight part, and speedsters use one straight piece of road here as a race track. • I have made complaints before about the speed of traffic on this road. • You have to put your indicators on for a long time if turning off the straight stretch otherwise traffic will try and pass at great speed. • A reduced speed limit would suit parts of this quiet road - but the stretches should be left as is. • There seems to be a consensus that if the limit is 80kph you are allowed to do 90kph. • 80kph is an unsafe speed for this dangerous road. • The limit should definitely not be above 60kph. • If a big safe open road like Taupaki is reduced to 60kph then Wairere Road should definitely be reduced. • If the limit drops to 60kph those who speed will continue to do so.
Reducing speed limits will not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> • If the speed limit is lowered to 60kph people will still speed on this road.

Why do you feel this way?	
Feedback Theme	Main points
Reducing speed limits will create safety issues <i>Mentions: 4</i>	<ul style="list-style-type: none"> As a Fire Brigade volunteer, travelling to the station at a lower speed and increasing the journey time will mean slower response times, putting lives at risk. Increased journey times may preclude potential new Fire Brigade volunteers, who are difficult to recruit, from meeting the travel requirement times for getting to the station - a lack of crew members creates risk for people who need help. Reducing the speed limit will create more accidents as people will take more risks and overtake on dangerous bends. If large numbers of drivers in Auckland drive more slowly, when they drive elsewhere they will not be well equipped to travel at higher speeds, and this will cause accidents.
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> Reducing the speed limit will create more accidents as people will take more risks and overtake on dangerous bends. If large numbers of drivers in Auckland drive more slowly, when they drive elsewhere they will not be well equipped to travel at higher speeds, and this will cause accidents. It is people driving that creates accidents - not the speed limits. This road is sealed and safe for vehicles traveling at 80kph. This reduced speed limit is a silly idea. Reducing the speed limit to 60kph will unnecessarily impede rural communities from going about their normal business. Lower speed limits are not the answer – better roads and roadsides are. Lower speed limits are not the answer – quality education is. Use common sense and listen to feedback rather than going off on an agenda.
Reduced speed is not good as it will increase journey times <i>Mentions: 3</i>	<ul style="list-style-type: none"> As a Fire Brigade volunteer, travelling to the station at a lower speed and increasing the journey time will mean slower response times, putting lives at risk. Increased journey times may preclude potential new Fire Brigade volunteers, who are difficult to recruit, from meeting the travel requirement times for getting to the station - a lack of crew members creates risk for people who need help. A reduced speed will unnecessarily impede rural communities from going about their normal business.
Driver behaviour is causing safety risks <i>Mentions: 7</i>	<ul style="list-style-type: none"> It is dangerous to exit and enter driveways on this road as drivers speed downhill. Walking along this road is dangerous, especially when cars travel at high speed. There are blind corners on this road and cars speed here. Many motorists speed up to 100kph or more along the straight part, and speedsters use one straight piece of road here as a race track. There seems to be a consensus that if the limit is 80kph you are allowed to do 90kph. It is people driving that creates accidents - not the speed limits. You have to put your indicators on for a long time if turning off the straight stretch otherwise traffic will try and pass at great speed. Many motorists drive 80kph around the corners then speed up to 100kph or more along the straight.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> • There are a lot of tight bends that cars and motorbikes speed around simply because they think they can go 80kph. • I have made complaints before about the speed of traffic on this road. • Lower speed limits are not the answer – quality education is.
Generally, road design needs upgrading/improving <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Lower speed limits are not the answer – better roads and roadsides are.
Only support the proposed speed limit for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> • A reduced speed limit would suit parts of this quiet road - but the stretches should be left as is.
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Install a speed camera along this road. • The straight by Gregory Road would need to be monitored with a speed camera otherwise those who speed won't take any notice of a reduced speed limit.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> • A safe path on the side for pedestrians would help.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed

Road name	Waitakere Road
Part of road	between 190m north of Bethells Road and 220m south of Township 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 current speed limit on this road should be kept the same	4
I agree with the proposed speed limit change on this road	1
I think the speed limit should be lower than what is proposed	1

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	7
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	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: 4</i>	<ul style="list-style-type: none"> • Waitakere Road intersections with Township and Bethells Roads are very busy. • This is a very busy back road now due to surrounding subdivisions. • This is a dangerous piece of road with two significant intersections and a bridge. • The township is family orientated, and pedestrians and many school students use this road. • People exiting driveways on corners is dangerous here. • Many vehicles travel more than 80kph on this road. • The speed limit should be lower than 60kph. • Speed limit should be higher than 60kph - 80kph is good for rural roads.

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"> Reducing the speed limit will not stop bad drivers.
Reducing speed limits will create safety issues <i>Mentions: 3</i>	<ul style="list-style-type: none"> As a Fire Brigade volunteer, travelling to the station at a lower speed and increasing the journey time will mean slower response times putting lives at risk. Increased journey times may preclude potential new Fire Brigade volunteers, who are difficult to recruit, from meeting the travel requirement times for getting to the station - a lack of crew members creates risk for people who need help. Lowering the speed limit will cause more driver frustration.
The reduced speed limit is unnecessary <i>Mentions: 10</i>	<ul style="list-style-type: none"> This rural area does not need a lower speed limit - the current speed limit suits this road and is safe. This is a main road and a highway. Waitakere Road is a long country road with good sized lanes and few pavements. This road has relatively gentle curves and few access points. Lowering the speed limit will cause more driver frustration. Reducing the speed limit will not stop bad drivers. The speed limit has been fine on this road for many years. Serious accident statistics here are similar to other rural roads with similar speed limits but far less traffic. The locations of serious and fatal accidents here are on gentle curves. Significant roadworks would be required to make a 60kph speed limit self-apparent on this road. The average speed of traffic is currently much higher than 60ph. Better community buy-in would be achieved with road modification to improve safety, such as by adding/widening the hard shoulders and painting no-passing zones. Fix and maintain the road properly before dropping speed limits to suit an agenda. Some corners should be taken slower, but this section of road should remain at the current speed of 70kph. 60kph is too slow for this road. Taupaki Road has already been reduced to 60kph and it has long very good visibility sections which are now very frustrating to drive. Any lowering of the speed limit is just revenue gathering.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> As a Fire Brigade volunteer, travelling to the station at a lower speed and increasing the journey time will mean slower response times, putting lives at risk. Increased journey times may preclude potential new Fire Brigade volunteers, who are difficult to recruit, from meeting the travel requirement times for getting to the station - a lack of crew members creates risk for people who need help.

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"> Many vehicles travel more than 80kph. People exiting driveways on corners is dangerous here.
The low quality of the road is creating safety risks/needs fixing <i>Mentions: 1</i>	<ul style="list-style-type: none"> Fix and maintain the road properly before dropping speed limits to suit an agenda.
Generally, road design needs upgrading/improving <i>Mentions: 1</i>	<ul style="list-style-type: none"> Improve safety, such as by adding/widening the hard shoulders.
Extend the reduced speed limit to cover more of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Extend the 60kph area further north well past the 190m mark because the wrecker's yard has vehicles parked on the side of the road most of the day. Extend the 60kph area further north well past the 190m mark because the vehicle accessways to houses 90, 94 and 102 have been made significantly steeper in recent road works – the road has effectively become a bridge and driveways need to be navigated at a slower speed. Extend the 60kph area further north well past the 190m mark because the wider road shoulders that were planned in recent road works were not completed and the road is dangerous for pedestrians with a steep drop off at the road edge.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> Don't spend money on stupid areas.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none"> 80kph is great for rural roads, 60kph is just too low.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Paint no-passing zones on the road.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed

Road name	Waitakere Road
Part of road	between 220m south of Township Road and Swanson 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	11
I agree with the proposed speed limit change on this road	3
I think the speed limit should be lower than what is proposed	1

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	7
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	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: 5</i>	<ul style="list-style-type: none"> • The area from Swanson Road to just west of Kay Road has several sharp curves and intersections close together. • The area from Swanson Road to just west of Kay Road has many houses. • The speed limit on Waitakere Road from Swanson Road to just west of Kay Road (i.e. the segment within the urban traffic area) should be 50kph. • This stretch of road is not a highway or a motorway, but people treat it as such. • Towards the township there many properties with driveways. • The number of vehicles using this road has increased. • Many cyclists use this road. • It is silly that the speed goes up to 80kph right before a junction which is getting increasingly difficult and dangerous for pedestrians.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> • Further up Scenic Drive the speed reduces to 50kph within a few hundred metres anyway. • More vehicles exit Kay Road onto Waitakere Road, and visibility is limited here. • Traffic often queues on this road and a reduced speed would help mitigate the crash risk. • Speed and overtaking on this road is extremely dangerous. • Many drivers cross the white line coming around the corner opposite 28 Waitakere Road. • There has been a fatal crash on Waitakere Road due to cars pulling out. • Some drivers go too fast as they come off the Waitakere hill towards Swanson, causing regular near misses and cars going off the road. • Near misses here are getting worse as the area further develops. • Many animals get killed one after the other on this road. • Would support reducing the speed limit further than proposed - suggest 50kph.
Reducing speed limits will not reduce safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Drivers who travel over the speed limit will not stop speeding because of a speed limit change. • Without enforcement a lower speed limit will make no difference.
Reducing speed limits will create safety issues <i>Mentions: 4</i>	<ul style="list-style-type: none"> • As a Fire Brigade volunteer, travelling to the station at a lower speed and increasing the journey time will mean slower response times, putting lives at risk. • Increased journey times may preclude potential new Fire Brigade volunteers, who are difficult to recruit, from meeting the travel requirement times for getting to the station - a lack of crew members creates risk for people who need help. • Slowing drivers down will cause more frustration and more crashes. • A lower speed limit will cause more congestion.
The reduced speed limit is unnecessary <i>Mentions: 19</i>	<ul style="list-style-type: none"> • This is a wide, rural arterial road. • Waitakere Road is a long country road with good sized lanes, few pavements, and good seal. • Very few houses have been added in the last 20 years and back then the speed limit was 100kph. • This road is well maintained. • The hill is used as an arterial route. • The hill provides a natural limit of its own. • The speed limit is fine on this road and has been for many years. • Suggest that people who have had accidents on this road were not adhering to the speed limit. • Drivers who travel over the speed limit will not stop speeding because of a speed limit change. • Don't change the speed limit to suit a minority of people and adversely affect the majority.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> • For pedestrian safety people need to learn to walk on the correct side of the road - i.e. facing oncoming traffic. • A certain momentum of speed is required to climb the hill. • Having most of the road at 80kph and then decreasing to 60kph doesn't make sense. • Some corners should be taken slower, but this section of road should remain at the current speed of 80kph. • The current speed limit is not excessive - it suits this road and is safe. • The road or the speed limit has never been unsafe - the issue is unconfident and unsafe drivers who need to learn how to drive safely. • The problem is not the speed limit – it is the lack of enforcement of the current limit. • Changing the speed limit without enforcement will make no difference. • Having lived here for 20 years we rarely see any enforcement in this area, so everyone just drives at whatever speed they like. • Taupaki Road has already been reduced to 60kph and it has long very good visibility sections which are now very frustrating to drive. • Keep the limit the same - 80kph feels appropriate for this road. • 60kph is too slow for this road.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> • As a Fire Brigade volunteer, travelling to the station at a lower speed and increasing the journey time will mean slower response times, putting lives at risk. • Increased journey times may preclude potential new Fire Brigade volunteers, who are difficult to recruit, from meeting the travel requirement times for getting to the station - a lack of crew members creates risk for people who need help.
Driver behaviour is causing safety risks <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Unconfident and unsafe drivers need to learn how to drive safely. • Cars use Waitakere Road between Swanson Road and Township Road like a highway and constantly travel at 100kph. • Speed and overtaking on this road are extremely dangerous. • Many animals get killed one after the other on this road. • Many drivers cross the white line coming around the corner opposite 28 Waitakere Road. • Some drivers go too fast as they come off the Waitakere hill towards Swanson, causing regular near misses and cars off the road. • Near misses here are getting worse as the area further develops.
Reduce the speed limit further than proposed for a section of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> • The speed limit on Waitakere Road from Swanson Road to just west of Kay Road (i.e. the segment within the urban traffic area) should be 50kph.
Need to better enforce speed limits	<ul style="list-style-type: none"> • Have lived in the area for 20 years and enforcement is rarely seen. • Enforcement of the current speed limit would make a difference.

Why do you feel this way?	
Feedback Theme	Main points
<i>Mentions: 1</i>	
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none"> 80kph is great for rural roads, 60kph is just too low.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Install a speed camera on Waitakere Road between Swanson Road and Township Road.

AT recommended way forward

Based upon consultation feedback received and further technical assessment, the speed limit recommendation has been updated. Refer to Attachment 8 for further details.



Road name	Walker Road
Part of road	Full length
Proposal	Current 100kph: 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 speed limit as proposed



Road name	Watchmans 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
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">Support a speed limit reduction to 40kph for this road.

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

Road name	Wendy Road
Part of road	Full length
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	2

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"> As a Fire Brigade volunteer, travelling to the station at a lower speed and increasing the journey time will mean slower response times putting lives at risk. Increased journey times may preclude potential new Fire Brigade volunteers, who are difficult to recruit, from meeting the travel requirement times for getting to the station - a lack of crew members creates risk for people who need help.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> I am not aware of any accidents resulting in injury on this road. Don't change the speed limit to suit a minority of people and adversely affect the majority. For pedestrian safety people need to learn to walk on the correct side of the road - i.e. facing oncoming traffic.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> As a Fire Brigade volunteer, travelling to the station at a lower speed and increasing the journey time will mean slower response times putting lives at risk. Increased journey times may preclude potential new Fire Brigade volunteers, who are difficult to recruit, from meeting the travel requirement times for getting to the station - a lack of crew members creates risk for people who need help.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> A brochure received in the mail states "On roads where speed limits were changed on 30 June 2020, fatalities have reduced by 67%...". This is misleading and false. The main contributing factor to a reduction in fatalities was reduced traffic as a result of people confined to home and working from home due to Covid.

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

Road name	West Coast Road
Part of road	between 340m west of Shaw Road and Scenic Drive
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 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	4
I agree with the proposed speed limit change on this road	3
I think the speed limit should be lower than what is proposed	9
I only support the reduced speed limit for a certain portion of the road	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"> • Current speed limit is too fast and unsafe. • The road is dangerous at current speed limit (narrow, poor visibility, tight bends, hidden exits/driveways, etc.). • Poor visibility with tight bends makes the road dangerous for pedestrians and people exiting driveways. • Crashes have been occurring due to speed. • Traffic volumes have increased on the road due to developments in the area. • The current speed limit is too fast/dangerous given the large volume of traffic and a mix of users (cars, trucks, cyclists, pedestrians, school buses) on this road. • There is often trees, debris, and dead animals on the road. • Road has no footpath and lots of foot and cycle traffic sharing road with cars. • Rural housing is actually quite close together. • A lower speed limit will make it safer for all road users not just cars.
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> • The current speed limit is safe/appropriate for this road. • No need for this change.

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"> • People need to be taught to drive better. • People drive too fast for road design.
The low quality of the road is creating safety risks/needs fixing <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Improvements to the road condition are required in addition to the reduced speed limit. • Improvements are required to make the road safe for all users (including cyclists and pedestrians). • Lack of appropriate infrastructure on this road to ensure users safety (including vehicles, pedestrians, and cyclists). • Piha Road intersection is dangerous. • Bendalls Lane intersection is dangerous.
Generally, road design needs upgrading/improving <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Improvements are required to make the road safe for all users (including cyclists and pedestrians). • Lack of appropriate infrastructure on this road to ensure users safety (including vehicles, pedestrians, and cyclists). • Piha Road intersection is dangerous. • Bendalls Lane intersection is dangerous.
Only support the proposed speed limit for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Support between Kauri Loop Road and Bendalls Lane, rest of road is safe at current speed.
Reduce the speed limit further than proposed for a section of the road <i>Mentions: 5</i>	<ul style="list-style-type: none"> • Should be reduced to 50kph. • Winding section between the two ends of Kauri Loop Rd is a high crash area - needs to be 50kph.
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Improvements are required to make the road safe for all users (including cyclists and pedestrians). • Improve pedestrian walkways and crossings. • Create barriers to protect against cars crossing centre lines.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed

Road name	Whatipu Road
Part of road	between Huia Road and 950m west of Huia Road
Proposal	Current 70kph: Proposed 40kph

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

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	2
I agree with the proposed speed limit change on this road	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"> • This road is not sealed, and it has tight corners and drop-offs to the side. • Many big utes towing large boats to go out fishing try to travel as fast as the speed limit. • Many drivers see the speed signs as a target speed. • I have been run off the road, abused, told the speed limit is 70kph and had my ute guard kicked in. • Make it 50kph from Huia Point to Whatipu car park in Whatipu - it is unsafe to go any faster.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> • The current speed limit is reasonable for much of the road. • For the tighter bendy portions of road, drivers can just slow down as necessary and drive as the law requires (being able to stop in half the clearly visible distance.)
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Many big utes towing large boats to go out fishing try to travel as fast as the speed limit. • Many drivers see the speed signs as a target speed. • I have been run off the road, abused, told the speed limit is 70kph and had my ute guard kicked in.

Why do you feel this way?	
Feedback Theme	Main points
Extend the reduced speed limit to cover more of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Make it 50kph from Huia Point to Whatipu car park in Whatipu - it is unsafe to go any faster.

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

Road name	Whatipu Road
Part of road	between 950m west of Huia Road and the western end of the road
Proposal	Current 100kph: Proposed 40kph

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	2
I agree with the proposed speed limit change on this road	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"> This is a narrow, winding, gravel road - and some individual corners require slower speeds. A lower speed limit will make it safer for cyclists using this road. 40kph or 50kph is a safe speed for this road.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> The gravel surface naturally limits travel speed on this road. 40kph is excessively slow for this road. The current speed limit is fine on this road.

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 Waitākere 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	Cornwallis
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Feedback Theme	Main points
Other roads/suggestions for reduced speed limits <i>ALL SUBURB - Mentions: 3</i>	<ul style="list-style-type: none">• There is lots of unsafe driving at high speeds on Huia and Cornwallis Roads. I would like the speed limits reduced to send a strong message for people to slow down.• The residents of this area deserve to be able to travel in and out of our communities at an acceptable speed (do not lower speed limits).

Suburb	Glen Eden
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Feedback Theme	Main points
<p>Other roads/suggestions for reduced speed limits</p> <p><i>ALL SUBURB - Mentions: 5</i></p>	<ul style="list-style-type: none"> The proposals do not go far enough, nothing has been done to address the safety of town centres in the West (Glen Eden, Titirangi, New Lynn, Henderson Town Centre, Green Bay). Safer speeds must be included on Glenview Road, Kaurilands Road and Withers Road at the very least, as well as Glen Eden schools and surrounding areas. Reduce the speed in the Glen Eden Town Centre and surrounding streets to 30kph - traffic speed here has caused death and injuries. The speed reductions must happen ASAP to make streets safer for pedestrians and people on bikes. Please include Glen Eden in the speed reductions. Need to include Glen Eden in the speed reductions, particularly West Coast Road.

Suburb	Huia
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Feedback Theme	Main points
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Need more signage coming up to the Cornwallis Road turnoff from Huia (heading south-west), telling people to slow right down for the turnoff. • Need more signage heading out of Huia, the turn off to Cornwallis (on a blind hill) is extremely dangerous. You basically have to stop so that you can turn safely.
Other roads/suggestions for reduced speed limits <i>ALL SUBURB - Mentions: 2</i>	<ul style="list-style-type: none"> • There is lots of unsafe driving at high speeds on Huia and Cornwallis Roads. I would like the speed limits reduced to send a strong message for people to slow down. • The residents of this area deserve to be able to travel in and out of our communities at an acceptable speed (do not lower speed limits).



Suburb	Karekare
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Feedback Theme	Main points
Other roads/suggestions for reduced speed limits <i>ALL SUBURB - Mentions: 1</i>	<ul style="list-style-type: none">• Piha is unsafe with narrow roads, blind corners and no footpaths - need to lower speed limits in Piha, Piha Beach and Karekare.



Suburb	Laingholm
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Feedback Theme	Main points
The reduced speed limit is unnecessary <i>ALL SUBURB - Mentions: 1</i>	<ul style="list-style-type: none">• The residents of this area deserve to be able to travel in and out of our communities at an acceptable speed (do not lower speed limits).



Suburb	Little Huia
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Feedback Theme	Main points
The reduced speed limit is unnecessary <i>ALL SUBURB - Mentions: 1</i>	<ul style="list-style-type: none">• The residents of this area deserve to be able to travel in and out of our communities at an acceptable speed (do not lower speed limits).

Suburb

Oratia

Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>ALL SUBURB - Mentions: 1</i>	<ul style="list-style-type: none"> Many of the issues may be solved by better roads, traffic calming, 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>ALL SUBURB - Mentions: 1</i>	<ul style="list-style-type: none"> Many of the issues may be solved by better roads, traffic calming, 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.
Reduced speed limit will be safer <i>ALL SUBURB - Mentions: 1</i>	<ul style="list-style-type: none"> Speed reduction is justified for all rural roads in Oratia.



Suburb	Parau
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Feedback Theme	Main points
The reduced speed limit is unnecessary <i>ALL SUBURB - Mentions: 1</i>	<ul style="list-style-type: none">• The residents of this area deserve to be able to travel in and out of our communities at an acceptable speed (do not lower speed limits).

Suburb

Piha

Feedback Theme	Main points
Other roads/suggestions for reduced speed limits <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Piha Village needs a reduced speed limit starting 500m west of Karekare Road and include Karekare Road at 40kph. • Garden Road should be 30kph like Glen Esk Road: many people of all ages, horses, runners, cyclists etc use this road, and many vehicles exceed the speed limit regularly. • Marine Parade South should be lower than the current 50kph speed limit - it is a no end road without speed bumps, with many pedestrians and children right next to the beach who don't expect cars to be travelling right next to them at the current speed limit. • Glen Esk Road is heavily used by residents and tourists, and the current 50kph seems too fast for this road.
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Many of the vehicle accidents on Piha Road are the result of dangerous overtaking arising from frustration with slow drivers travelling at speeds well below the speed limit, or indeed below a "normal" safe speed. Please add "Traffic behind you? Let it pass" signage to the existing Slow Vehicle signs on Piha Road.
Other roads/suggestions for reduced speed limits <i>ALL SUBURB - Mentions: 1</i>	<ul style="list-style-type: none"> • Piha is unsafe with narrow roads, blind corners and no footpaths - need to lower speed limits in Piha, Piha Beach and Karekare.
Other roads/suggestions for reduced vehicle speeds <i>ALL SUBURB - Mentions: 1</i>	<ul style="list-style-type: none"> • There are roads in Piha that should be considered (and signposted, and traffic calmed) "shared roads" as there are no safe or useable footpaths: Piha Road from Karekare Road to Te Ahuahu Road is part of the Hillary Trail; Te Ahuahu Road; Log Race Road; Piha Road from Te Ahuahu Road to Seaview Road; Seaview Road; Pendrell Road; Glenesk Road; Beach Valley Road; Rayner Road; Sylvan Glade; Garden Road; Marine Parade South; Marine Parade North; North Piha Road. AT should meet with local community groups to discuss best placement and options.
Other physical improvements suggested <i>ALL SUBURB - Mentions: 1</i>	<ul style="list-style-type: none"> • There are roads in Piha that should be considered (and signposted, and traffic calmed) "shared roads" as there are no safe or useable footpaths: Piha Road from Karekare Road to Te Ahuahu Road is part of the Hillary Trail; Te Ahuahu Road; Log Race Road; Piha Road from Te Ahuahu Road to Seaview Road; Seaview Road; Pendrell Road; Glenesk Road; Beach Valley Road; Rayner Road; Sylvan Glade; Garden Road; Marine Parade South; Marine Parade North; North Piha Road. AT should meet with local community groups to discuss best placement and options.
The low quality of the road is creating safety risks/needs fixing <i>ALL SUBURB - Mentions: 1</i>	<ul style="list-style-type: none"> • The biggest road safety issue in the Piha area is the road surface and verge quality - the road surface is cracked and bumpy, and the sides of the road are falling away.

Suburb	Swanson
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Feedback Theme	Main points
Other roads/suggestions for reduced speed limits <i>Mentions: 2</i>	<ul style="list-style-type: none"> Extend the existing 50kph Swanson Road speed limit to the intersection with Scenic Drive, along to the Waitakere Road/Kay Road intersection, rather than having a new speed limit for a small stretch of road. Patrick Rice Drive has tight corners, small streets with many parked cars, and many families with young children – speed limit should be 30kph. Side roads here should be 30kph except for Crows Road which is ok at 50kph.
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> The section of Swanson Road between Christian Road and Parklands Avenue has had many crashes in the past few years yet there is no mention of anything being done about this.
The reduced speed limit is unnecessary <i>ALL SUBURB - Mentions: 1</i>	<ul style="list-style-type: none"> The roads or the speed limits have never been unsafe in these areas. People need to learn how to drive confidently and safely. Stop pandering to the minority of the population by lowering speed limits.

Suburb	Titirangi
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Feedback Theme	Main points
Other roads/suggestions for reduced speed limits <i>Mentions: 2</i>	<ul style="list-style-type: none"> Landing Road needs to be limited to 30kph due to high number of walkers and no footpath, including children and parents walking to the Rudolph Steiner School. The Grendon Road walkway encourages walkers to make use of the connected walking paths which Council have promoted in recent years and will be increasingly popular under the proposed 1b parks status change.
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> McEldowney Road has no centre lane, and tight corners - two cars can barely fit past each other and there have been many near misses here.
Other roads/suggestions for reduced vehicle speeds <i>ALL SUBURB - Mentions: 2</i>	<ul style="list-style-type: none"> The proposals do not go far enough, nothing has been done to address the safety of town centres in the West (Glen Eden, Titirangi, New Lynn, Henderson Town Centre, Green Bay).
The reduced speed limit is unnecessary <i>ALL SUBURB - Mentions: 2</i>	<ul style="list-style-type: none"> Titirangi Beach Road map drop - don't change any speed limits around this area - they are fine as they are. McEldowney Road - reducing the speed limit is a waste of money as most people drive to the conditions here.

Suburb	Waiatarua
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>ALL SUBURB - Mentions: 1</i>	<ul style="list-style-type: none"> Many of the issues may be solved by better roads, traffic calming, 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>ALL SUBURB - Mentions: 1</i>	<ul style="list-style-type: none"> Many of the issues may be solved by better roads, traffic calming, 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.

Suburb	Waitakere
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Feedback Theme	Main points
Other roads/suggestions for reduced speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Around Waitakere Hospital - reduce speed to 30kph on Woodford Avenue and Buscomb Avenue and small part left-over on Waiparera Avenue.
Other roads/suggestions for speed limit increases <i>Mentions: 10</i>	<ul style="list-style-type: none"> • Taupaki Road should never have been reduced - it is perfectly suitable for 100kph (except for around the school). • No reason Taupaki Road shouldn't go back to 80kph. • Taupaki Road: since it changed from 80 to 60 there have been more instances of tailgating and overtaking. In an area that gets so many road cyclists, I feel the impatience caused has become a bigger hazard.
Other roads/suggestions for speed limit increases <i>ALL SUBURB - Mentions: 2</i>	<ul style="list-style-type: none"> • Increase the speed limits on roads where limits have been dropped. • Taupaki Road has already been reduced to 60kph and it has long very good visibility sections which are now very frustrating to drive.
The reduced speed limit is unnecessary <i>ALL SUBURB - Mentions: 1</i>	<ul style="list-style-type: none"> • Don't reduce any of the speeds on any of the roads - it is unnecessary.
Reduced speed limit be safer <i>ALL SUBURB - Mentions: 1</i>	<ul style="list-style-type: none"> • As a Waitakere Township resident, I feel the majority of the speed reduction proposals are good.

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

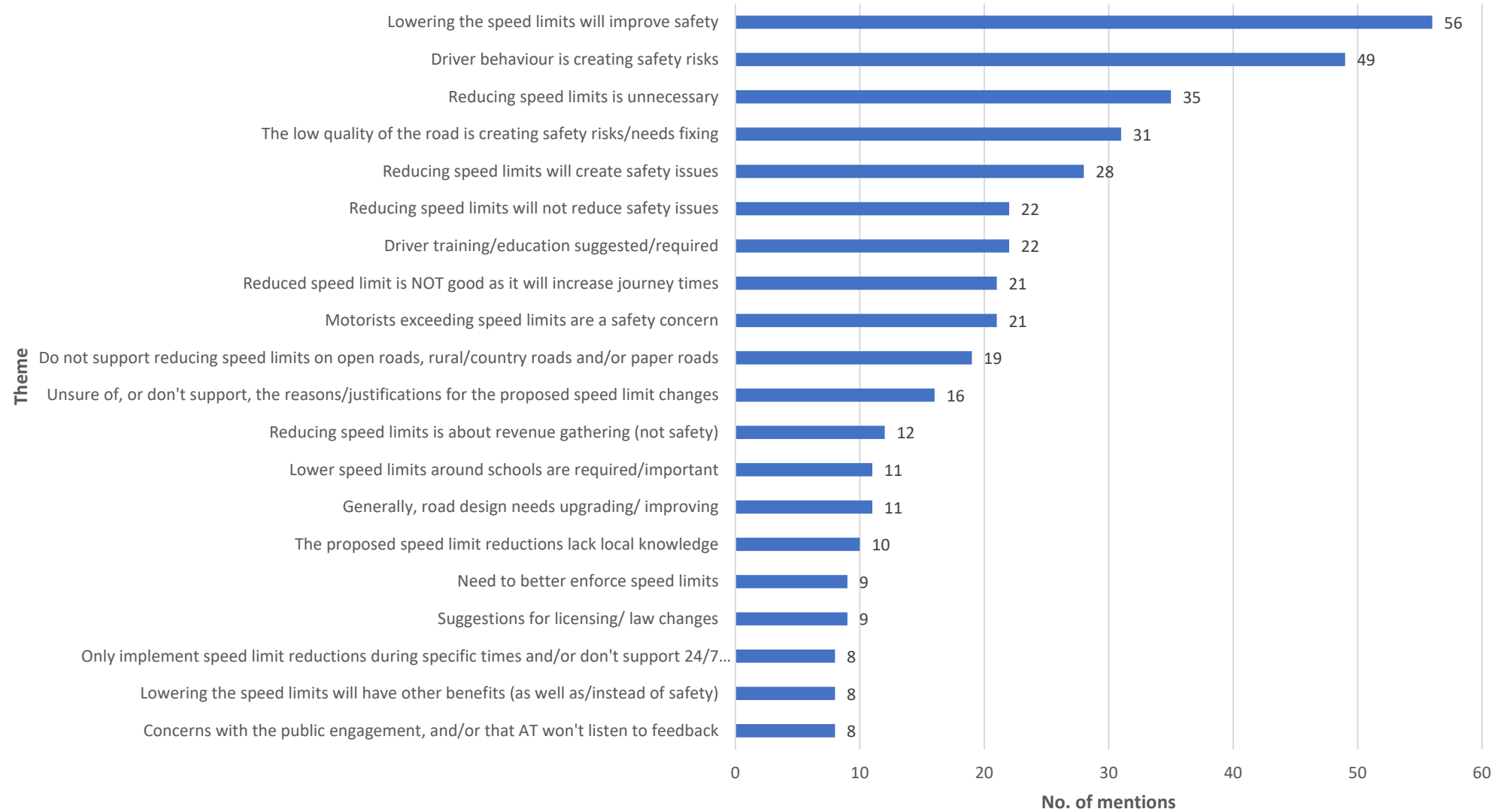
The feedback form also provided the opportunity for respondents to provide general comments on the Safe Speed Programme. Most this feedback was general in nature and could not be attributed to a particular road.

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 Waitākere 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 Waitākere 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 Waitākere Local Board area, just themes.

Top 20 general themes: Waitākere Ranges 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: 97</i></p>	<ul style="list-style-type: none"> • Lowering the speed limits will improve safety (54) • Driver behaviour is creating safety risks (13) • Lowering the speed limits will have other benefits (as well as/instead of safety) (8) • Motorists exceeding speed limits are a safety concern (6) • Lower speed limits around schools are required/important (4) • Lower speed limits on rural/unsealed/winding/narrow roads are required/important (4) • Generally, road design needs upgrading/ improving (3) • Do not support reducing speed limits on open roads, rural/country roads and/or paper roads (2) • Need to better enforce speed limits (2) • New speed limits need to be clearly signposted (2) • Driver training/education suggested/required (1) • Zero deaths by 2050 is unrealistic/impossible (1) • Motorists going SLOWER than the speed limit are a safety concern (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) • Please implement the speed limit reductions sooner/asap/no need for consultation (1)
<p>Generally, do NOT support the safe speeds programme</p> <p><i>Mentions: 99</i></p>	<ul style="list-style-type: none"> • Driver behaviour is creating safety risks (25) • The low quality of the road is creating safety risks/needs fixing (25) • Reducing speed limits is unnecessary (21) • Reducing speed limits will not reduce safety issues (21) • Driver training/education suggested/required (20) • Reducing speed limits will create safety issues (15) • Reduced speed limit is NOT good as it will increase journey times (15)

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 (10) • Motorists exceeding speed limits are a safety concern (9) • Do not support reducing speed limits on open roads, rural/country roads and/or paper roads (9) • Reducing speed limits is about revenue gathering (not safety) (8) • Concerns with the public engagement, and/or that AT won't listen to feedback (7) • The proposed speed limit reductions lack local knowledge (6) • Generally, road design needs upgrading/improving (5) • Suggestions for licensing/ law changes (5) • Zero deaths by 2050 is unrealistic/impossible (4) • Need to better enforce speed limits (3) • Motorists going SLOWER than the speed limit are a safety concern (3) • Pedestrian, e-scooter, and/or cyclist behaviour is causing safety risks (3) • General suggestions for speed limit increases (3) • 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) • Improve pedestrian infrastructure (2) • Lower speed limits around schools are required/important (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) • Lower speed limits in/around town/shopping centres are required/important (1) • Improve public transport (1) • Lowering speed limits will have a negative effect on climate change/environment (1) • Other comments (1)
<p>I support some proposals and do NOT support other proposals in the Safe Speed Programme</p> <p><i>Mentions: 75</i></p>	<ul style="list-style-type: none"> • Reducing speed limits is unnecessary (14) • Reducing speed limits will create safety issues (13) • Driver behaviour is creating safety risks (11) • Do not support reducing speed limits on open roads, rural/country roads and/or paper roads (8)

Feedback Theme	Main points
	<ul style="list-style-type: none"> • The low quality of the road is creating safety risks/needs fixing (6) • Reduced speed limit is NOT good as it will increase journey times (6) • Motorists exceeding speed limits are a safety concern (6) • Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes (6) • Lower speed limits around schools are required/important (6) • Only implement speed limit reductions during specific times and/or don't support 24/7 implementation (6) • Reducing speed limits is about revenue gathering (not safety) (4) • The proposed speed limit reductions lack local knowledge (4) • Need to better enforce speed limits (4) • Suggestions for licensing/law changes (4) • Generally, road design needs upgrading/improving (3) • Only implement speed limit reductions around schools/town centres (3) • Lowering the speed limits will improve safety (2) • Motorists going SLOWER than the speed limit are a safety concern (2) • Reducing speed limits will not reduce safety issues (1) • Driver training/education suggested/required (1) • Concerns with the public engagement, and/or that AT won't listen to feedback (1) • Zero deaths by 2050 is unrealistic/impossible (1) • Pedestrian, e-scooter, and/or cyclist behaviour is causing safety risks (1) • Improve pedestrian infrastructure (1) • Lower speed limits around marae/other high pedestrian areas are important (1) • Concerns/disagree with speed limit reduction around schools (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 Waitākere Local Board area, just themes.

Feedback Theme	Main points
<p>Lowering the speed limits will improve safety</p> <p><i>Mentions: 56</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: 8</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>Please implement the speed limit reductions sooner/ asap/ no need for consultation</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • I would like you to accelerate the application of safe and appropriate speeds across Tamaki Makaurau. • Please hurry up and do all streets in Auckland. • Hurry up and implement the changes already. • I feel that it should not need the level of consultation that it is being given. Just do it!

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 Waitākere Local Board area, just themes.

Feedback Theme	Main points
<p>Reducing speed limits will create safety issues <i>Mentions: 28</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: 22</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: 1</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: 16</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: 2</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: 21</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: 35</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: 12</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: 49</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: 6</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: 21</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: 22</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: 3</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: 9</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: 31</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: 11</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: 4</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 Mentions: 10</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 Waitākere 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: 8</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: 19</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.
Concerns/disagree with speed limit reduction around schools <i>Mentions: 1</i>	<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.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • 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

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 Waitākere Local Board area, just themes.

Feedback Theme	Main points
<p>Lower speed limits around schools are required/important</p> <p><i>Mentions: 11</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: 2</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: 4</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: 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. • 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: 2</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: 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. • 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 Waitākere Local Board area, just themes.

Feedback Theme	Main points
<p>Alternative speed limit suggested (instead of as proposed)</p> <p><i>Mentions: 2</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).

Feedback Theme	Main points
<p>Suggestions for speed limit increases</p> <p><i>Mentions: 3</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>Improve pedestrian infrastructure</p> <p><i>Mentions: 3</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.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • 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</p> <p><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.

Feedback Theme	Main points
<p>Physical improvements suggested</p> <p><i>Mentions: 3</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.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • 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.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • 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 Waitākere 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: 8</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: 6</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.
	<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
<p>Suggestions for licensing/law changes</p> <p><i>Mentions: 9</i></p>	<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.





Safe Speeds Programme

Public feedback on proposed speed limit changes March/April 2022

Feedback related to Waitematā
Local Board area



Contents

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

During March and April 2022, 237 people from within the Waitemata 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 Waitemata 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 Waitemata 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	Avon 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	Awatea 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	4

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> • This road is safe for the current speed limit - no need for this change. • Footpaths are good. • Reducing the speed limit will not achieve anything.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> • There is no need for the proposal, it is a waste of money.

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



Road name	Bridgewater 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	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none">• Sitting longer in traffic causes frustration.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none">• There is no justification for a change, this road is not close to a school, and school children do not regularly walk this path.

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

Road name	Brown 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 speed limit should be lower than what is proposed	2
I agree with the proposed speed limit change on this road	2
I think the current speed limit on this road should be kept the same	2

Why do you feel this way?	
Feedback Theme	Main points
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Need speed calming measures.
Reduced speed limit is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> • The speed limit will slow people down and increase journey times. • Slowing traffic will increase emissions.

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



Road name	Canterbury 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 lower than what is proposed	1
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
NO FEEDBACK PROVIDED	

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

Road name	Crescent 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	4

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"> Drop of and pick up times are no more than half an hour morning and afternoon. It is overkill to reduce speeds 24/7.
Only support the proposed speed limit for outside school <i>Mentions: 1</i>	<ul style="list-style-type: none"> Only support speed limit restrictions outside schools not all the side streets.
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> This is a normal suburban road. Dead end road. Speed limit reduction will achieve nothing. There has never been an accident involving children. 24/7 speed limit reduction is unnecessary when children only occupy the area before and after school on term weekdays. The current school zone speed limits accommodate this. There is no data to support this proposal.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> There is no need for the proposal, it is a waste of money.

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

Road name	Douglas 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 speed limit should be lower than what is proposed	3
I agree with the proposed speed limit change on this road	4
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> It's a narrow street with parking on both sides. Anyone driving over 30kph is not driving safely.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Increase safety by making it a one-way street, with access from Ponsonby Road blocked.

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

Road name	Fitzroy 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 speed limit should be lower than what is proposed	3
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> This is a small side street that could become a "woonerf" ('living street' concept in the Netherlands).

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

Road name	Glanville 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
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	8

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 support the reduced speed limit during school pick-up/drop-off times.
Only support the proposed speed limit for outside school <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Only support speed limit restrictions directly outside school boundaries.
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Traffic volumes are low. • There are stop signs preventing traffic entering road. • Limited number of children use this road. • There are good footpaths for children and the elderly. • The road is wide, and cars do not speed around here. • Residents of this area already drive defensively with care in this surrounding area.
Other comments	<ul style="list-style-type: none"> • No more expensive speed bumps.

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

Road name	Ian McKinnon Drive
Part of road	between 90m north Piwakawaka Street and Upper Queen 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	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"> You can't have cars doing 60kph next to unpredictable cycleways. This is a major cycle commuting route. This road is currently a terrifying place to walk and cycle. This is one of the most important access links into the city centre for cyclists and safety for all users should be the priority.
Change the speed limit asap/sooner than planned <i>Mentions: 7</i>	<ul style="list-style-type: none"> Implement the new speed limit asap.
The reduced speed limit is unnecessary <i>Mentions: 7</i>	<ul style="list-style-type: none"> Don't fix what isn't broken. This is a major thoroughfare, leave it at 60kph. Cyclists are safely separated, no need for lower limit. There are no driveways.
The reduced speed limit is unsuitable for this road <i>Mentions: 2</i>	<ul style="list-style-type: none"> This is a major thoroughfare. This is a main route with two lanes each way, it would be crazy to drop it below the current 60 kph.
Driver behaviour is creating safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Many people drive too fast coming off the motorway.

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"> • So close to the city, maybe just make this 30kph - lots of bikes here too.
Generally, road design needs upgrading/improving <i>Mentions: 1</i>	<ul style="list-style-type: none"> • The changes made to the top part of this road are less safe, particularly in wet weather - the demarking of the previous lanes has not been done very well, and it is confusing and dangerous.
Other physical improvements suggested <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Cycle lanes have been poorly separated from the vehicle lanes and they are never cleaned by the road cleaning trucks so debris that can puncture tyres litter the lane - many cyclists to have to ride in the car lanes on the slip roads. • Cyclists to have to use a pedestrian crossing near Piwakawaka Street. • Construct proper well designed cycle lanes and pedestrian pavements. • Lanes are poorly marked and traffic turning right from Upper Queen Street into Ian McKinnon Drive often enters opposing traffic lane. • Needs pedestrian crossing on north side of this intersection is missing one - the other 3 sides have them, and it is a very dangerous spot.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Proposal is a waste of tax dollars.

AT recommended way forward

Implement safe and appropriate speed limit as proposed.

For pedestrian crossings request, we will investigate it under another Auckland Transport Pedestrian Improvement Programme.



Road name	Judge 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	Judges 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 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	Kent 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 speed limit should be lower than what is proposed	2
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> This is a small side street that could become a "woonerf" ('living street' concept in the Netherlands).

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

Road name	Lichfield 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
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
Only support the reduced speed limit during school operation times <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Only support the reduced speed limit during school pick-up/drop-off times. • No point in 24/7 restrictions when schools only operate for a fraction of this time.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> • This road is safe for children and the elderly with good footpaths.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> • There is no need for the proposal, it is a waste of money.

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



Road name	Lincoln 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 speed limit should be lower than what is proposed	3
I agree with the proposed speed limit change on this road	4
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none">Narrow roads, with schools, ECE's, churches and commercial uses.

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



Road name	Logan 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
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">• Current speed limit works well.• There are good footpaths for children and the elderly.

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



Road name	Mira 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 speed limit should be lower than what is proposed	2
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none">This is a small side street that could become a "woonerf" ('living street' concept in the Netherlands).

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

Road name	Motions 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
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	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"> • Parks, schools, and zoo in the area. • Lower speed limit will make it safer for vulnerable road users. • Lots of families cross this road. • Many students and teachers walk and cycle this road every day. • Used as a rat run, putting Western Springs College students at risk.
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> • There are already speed bumps on this road. • Current speed limit works well. • 30kph is far too slow for such a wide corridor. • It's a wide straight road with good visibility.
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"> • Reducing the speed limit on one random street a different speed to the surrounding streets will confuse motorists.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Variable speed limit would be a better response.

AT recommended way forward

Implement safe and appropriate speed limit as proposed

Road name	Norfolk Street
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 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	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> This street is narrow, shared, and dangerous for non-vehicle users.
Reducing speed limits will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Looking at speedo instead of the road.
Other roads/suggestions for reduced speed limit <i>Mentions: 1</i>	<ul style="list-style-type: none"> Add more roads in this area, especially around the schools such as St Pauls College.



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">• Speed calming features, such as speed bumps (and reduced speed limit).

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

Road name	Old Mill Road (Western Springs)
Part of road	between Garnet Road and Motions Road
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
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	3
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"> • Plenty of near misses due to speeds and not enough space for cyclists and vehicles. • Intersection with Garnet Road is particularly dangerous for pedestrians and cyclists. • It will make it safer for the users of the school, sports ground, and zoo.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Should be pedestrians and cyclists only, closed to vehicles.
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Current speed limit is fine. • It is a steep hill, keeping to 30kph will not happen and Police will just collect fines. • Some cars will not make it up the hill at 30kph, not to mention trucks.

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

Road name	Old Mill Road (Westmere)
Part of road	between Garnet Road and Motions 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	6
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	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"> This is a major school route for walking and cycling. It will make it safer for the users of the school, sports ground, and zoo. Traffic is too fast for the number of children and cyclists using this area. This road is a popular exercise and recreational route and is used by large numbers of students attending several schools in the area. Steep hill section of the road is long and narrow with students crossing at different points.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> Current speed limit is fine. It is a steep hill, keeping to 30kph will not happen and Police will just collect fines. Some cars will not make it up the hill at 30kph, not to mention trucks.
Reduced speed limit is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Need to get Auckland moving, not clog it up.
Only support the reduced speed limit during school operation times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Only support the reduced speed limit during school pick-up/drop-off times.

Why do you feel this way?	
Feedback Theme	Main points
Driver behaviour is creating safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none">• People exceed the speed limit all the time.

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



Road name	Papahia 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

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">• Road has good footpaths.• Speed limit reduction will achieve nothing.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none">• There is no need for the proposal, it is a waste of money.

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

Road name	Rota 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 road is a long way from Parnell Primary.
Only support the proposed speed limit for outside school <i>Mentions: 1</i>	<ul style="list-style-type: none"> Only support the proposed speed limit outside the school.

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

Road name	Saint Stephens Avenue
Part of road	between Gladstone Road and the northern end of Saint Stephens Avenue
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 what is proposed (but lower than the current 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	8
I only support the reduced speed limit for a certain period of the day	3
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: 6</i>	<ul style="list-style-type: none"> The intersection of St Stephens Avenue/Gladstone Road/Takutai Street is dangerous especially for the nearby school children. This is a very busy road, with many school children walking/scootering/cycling to school - a reduced speed limit will make it safer. 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 Reduced speed limit will be safer for children. Reduced speed limits will be safer for the community. Saint Stephens Road connects Parnell District School, Holy Trinity Cathedral and the cafes/shops located on Parnell Rise and sees many children, dog walkers and others. It has poor visibility, and it is often near impossible to cross to the centre in time before the next vehicle approaches with speed.
Reduce the speed limit further than proposed for a section of the road <i>Mentions: 3</i>	<ul style="list-style-type: none"> The 24/7 speed limits need to be expanded to the section of Gladstone Road between Judges Bay Roads and St Stephens Avenue to properly secure the school's perimeter. Saint Stephens Road connects Parnell District School, Holy Trinity Cathedral and the cafes/shops located on Parnell Rise and sees many children, dog walkers and others. It has poor visibility, and it is often near impossible to cross to the centre in time before the next vehicle approaches with speed.

Why do you feel this way?	
Feedback Theme	Main points
Extend the reduced speed limit to cover more of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Include the rest of Saint Stephens Avenue, major thoroughfare with lots of pedestrians, few places to cross safely.
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Outside school times the road has good visibility. • Current speed limit works well. • There are wide footpaths for pedestrians.
Only support the reduced speed limit during school operation times <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Only support the reduced speed limit during school pick-up/drop-off times.
Only support the reduced speed limit for a certain time of day <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Should not change the speed limit 24/7.
Only support the proposed speed limit for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> • A reduced speed limit across the whole area is over the top.
Driver behaviour is creating safety risks <i>Mentions: 3</i>	<ul style="list-style-type: none"> • People exceed the speed limit all the time.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> • New speed limits are pointless without enforcement.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> • There is no need for the proposal, it is a waste of money.
Other Comments	<ul style="list-style-type: none"> • There needs to be longer no parking zones near pedestrian crossings, too many vehicles park on yellow lines for school pick up.

AT recommended way forward

Implement safe and appropriate speed limit as proposed

Road name	Savage 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	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"> • Traffic is too fast for the number of children and cyclists using this area. • Road is too narrow to go faster than the proposed speed limit. • Lots of walkers and joggers use this area.

AT recommended way forward

Implement safe and appropriate speed limit as proposed



Road name	Stuart 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 speed limit should be lower than what is proposed	1
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none">This is a small side street that could become a "woonerf" ('living street' concept in the Netherlands).

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



Road name	Takutai 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

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">• There are footpaths available.• The road is fine as it is.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none">• There is no need for the proposal, it is a waste of money.

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



Road name	Taurarua 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 speed limit as proposed



Road name	Vermont 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 speed limit should be lower than what is proposed	3
I agree with the proposed speed limit change on this road	8

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Two daycares and a park on this street. • This street has many community spaces, slowing cars will make it safer for the community including children and families. • Narrow street and a reduced speed limit will make it safer for vulnerable users. • Reduced speed limit will make it safer for the many people young and old who walk cycle or drive in the area. • Reduced speed limit will reduce serious injury accidents and near misses along a busy, popular residential street filled with many highly frequented community amenities.
Change the speed limit asap/sooner than planned <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Implement the new speed limit asap.
Driver behaviour is creating safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> • People exceed the speed limit all the time.

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



Road name	Waitoa 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
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none">• There is very little foot traffic on this road.• There are footpaths available for pedestrians.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none">• There is no need for the proposal, it is a waste of money.

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 Waitemata 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	Parnell
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Feedback Theme	Main points
<p>Other roads/suggestions for reduced speed limit – Gladstone Road</p> <p><i>Mentions: 18</i></p>	<ul style="list-style-type: none"> Gladstone Road should also be 30kph due to the school, rose gardens, shops, and playground. It is essential that Gladstone Rd is included in the 30kph zone. There have been high speed crashes outside the school - luckily during night-time. Gladstone Road is a busy road, with many school children travelling on foot/small wheels to/from school - a slower speed, esp. around school time would be safer. Gladstone Road should be 30kph: School, shops, lots of side streets, children and elderly pedestrians versus speeding cars and bikes, visibility obscured by excessive on-street parking. Gladstone Road: should also be 30kph as this is the main crossing for Parnell District School. It's also the main entrance to the school grounds and play equipment that are accessible to the community 24/7, and the school's Before and After School childcare facility. There is already a major problem with trucks using Gladstone Road and ignoring AT's bylaw that bans heavy vehicles which is creating a major pedestrian risk. AT has in part acknowledged the pedestrian safety issue on Gladstone Road by recently installing two raised crossings. Cars speed past Rosie's cafe which is extremely dangerous to not only school children but everyone. The 24/7 speed limits need to be expanded to the section of Gladstone Road between Judges Bay Roads and St Stephens Avenue Parnell to properly secure the school's perimeter. The section of Gladstone Road by the local shops and Rosie Cafe is particularly dangerous as it is busy with people and cars reversing out of parking spaces and cars zooming past.
<p>Other roads/suggestions for reduced speed limit</p> <p><i>Mentions: 8</i></p>	<ul style="list-style-type: none"> Gibraltar Crescent - lots of pedestrians and traffic is slow anyway. Brighton Road/Shore Road crossing - lots of pedestrians, low visibility, traffic moves too fast to cross safely. Brighton Road/Lee Street crossing - lots of pedestrians, poor visibility, traffic moves too fast to cross safely. Burrows Avenue - lots of pedestrians, poor visibility, traffic moves too fast to cross safely. Parnell Road - high pedestrian traffic, cars often don't stop at pedestrian crossings. Include Saint Georges Bay Road in speed limit reduction. It has a wide slip lane encouraging drivers to enter it too quickly from The Strand. George Street and Titoki Street - ACG Parnell School - should be included in lower speed limits. George Street and Titoki Street - needs a speed limit reduction from 50 to 30kph due to high volumes school children (during school hours). All schools should have reduced/safe speed zones, including George Street and Titoki Street in Parnell where there are 2 schools (ACG Parnell school and primary school). Laxon Terrace needs a reduction from 50 to 30kph as this street winds down a hill. There are speed deterrents, but it has blind corners and ends in a cul-de-sac with high foot traffic (walking dogs and people on the road) and cycling traffic. A lot of children cycle and play in the cul-de-sac and cars come speeding down the hill and around the blind corner.

Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Narrow the downhill lane of Brighton Road to slow traffic turning off Saint Stephens Avenue. • Cleveland Road would be well served by speed bumps due to excessive driver speed ('hoons') - it is right near the school, with many children and elderly people trying to cross the narrow road.
Other physical improvements suggested <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Brighton Road Junction needs a roundabout. • No more raised pedestrian crossings, they are a waste of money. • Brighton Road and Saint Stephens Avenue intersection very unsafe for pedestrians and heavily used by children. • Need a pedestrian crossing a short way down the hill from Brighton Road and Saint Stephens Avenue. • Need traffic lights and Gladstone Road intersection. • Make Parnell Road intersection safe by reducing crossing distances for pedestrians.
Other comments <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Long trailer vehicles park on the school side of Gladstone Road and considerably obstruct vision in the school immediate area by pedestrian crossing. • The Strand intersection is awful - impossible to turn right or left. • Parnell Road intersection works well - an extra lane is needed not more pedestrian crossings. • No-one speeds around Parnell Road, why waste money on this.
Other roads/suggestions for reduced speed limit <i>ALL SUBURB – Mentions: 2</i>	<ul style="list-style-type: none"> • Side streets should also be 30kph. • Suggest a general speed limit of 30kph to educate Auckland drivers and not confuse with too many different speeds (for the greater Auckland CBD as well as Ponsonby, Herne Bay, Grey Lynn, Parnell, Newmarket, Grafton, Newton). • All schools should have reduced/safe speed zones.
Reduced speed limits will be safer <i>ALL SUBURB – Mentions: 2</i>	<ul style="list-style-type: none"> • 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.

Suburb	Ponsonby
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Feedback Theme	Main points
<p>Other roads/suggestions for reduced speed limit</p> <p><i>Mentions: 11</i></p>	<ul style="list-style-type: none"> • Upgrade Bullock Track (too narrow and congested to function as access to the motorway) to reduce traffic on Old Mill Road. * Reduce the speed limit on Ponsonby Road from 40kph to 30kph. • Millais Street - vehicles drive up and down here at incredible speeds. • John Street - reduce the speed limit. It is a residential street with many children and between several schools and is used as a short-cut to the Harbour Bridge daily. • O'Neill Street, Summer Street and John Street should also be 30kph. All these roads are close to schools, are home to many families with young children, and have high foot traffic to and from Ponsonby Road. They all have heavy through traffic and the narrow nature of the streets means hazards are enhanced even at 50kph, as cars, pedestrians and residents navigate with limited visibility or room to move. • Curran Street should be reduced for Ponsonby Primary school, it's a dangerous road with vehicles often speeding down to access the motorway during school times. • Please include Ponsonby Intermediate school on the list - it badly needs safe speeds on the narrow streets around it and a pedestrian crossing to get the kids to school safely.
<p>Other roads/suggestions for speed limit increases</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Union Street, Wellington Street, Franklin Road, Beaumont Street, central Auckland changing speeds (from 30 to 50 to 40 back to 30 etc) - at least keep it one speed and 30 is ridiculously slow.
<p>Other roads/suggestions for reduced speed limit</p> <p><i>ALL SUBURB – Mentions: 4</i></p>	<ul style="list-style-type: none"> • Reduce speed limit on all roads to 30kph. • All of Ponsonby should be 30kph, not just a few streets with lower limits and traffic calming, as this increases rat-running (e.g. Anglesea Street). • Suggest a general speed limit of 30kph to educate Auckland drivers and not confuse with too many different speeds (for the greater Auckland CBD as well as Ponsonby, Herne Bay, Grey Lynn, Parnell, Newmarket, Grafton, Newton). • All suburb: I support all of Ponsonby being 30kph on residential streets, town centres and near schools. It will be safer for kids walking and cycling and make it easier for people to use cars less, which is important for climate change.

Suburb	Westmere
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Feedback Theme	Main points
Other roads/suggestions for reduced speed limit – Warnock Road <i>Mentions: 5</i>	<ul style="list-style-type: none"> Warnock Road needs speed limit reduction: it is more often being used as a 'rat run', has children crossing frequently, and is narrow due to residential parking.
Other roads/suggestions for reduced speed limit <i>Mentions: 1</i>	<ul style="list-style-type: none"> Livingstone Street should be included in safe speed programme: many children and animals live here and drivers 'rat-run' from Warnock (which connects to Garnet) to Richmond Road and drive at very high speeds. The surrounding streets have speed humps and Livingstone should have as well.
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 5</i>	<ul style="list-style-type: none"> Warnock Road needs speed bumps to manage traffic speed. Dorset Street needs speed calming. Livingstone Street should be included in safe speed programme: many children and animals live here and drivers 'rat-run' from Warnock (which connects to Garnet) to Richmond Road and drive at very high speeds. The surrounding streets have speed humps and Livingstone should have as well. Warnock Street needs traffic calming (like surrounding streets) to deter rat-running behaviour. In addition to lower speed limits, Westmere needs speed limiting features such as speed bumps and chicanes, particularly in Warnock Street, a notorious 'rat run', and streets running off it.
Other roads/suggestions for reduced speed limit <i>ALL SUBURB – Mentions: 1</i>	<ul style="list-style-type: none"> Include all of Grey Lynn and Westmere.

Suburb	Grey Lynn
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Feedback Theme	Main points
Other roads/suggestions for reduced speed limits <i>Mentions: 2</i>	<ul style="list-style-type: none"> Richmond Road should be 40kph: High density, lots of restaurants, bars, and shops with many in- and outgoing cars and pedestrians crossing the road. New North Road between Bond Street and Saint Lukes Road should be 40kph: High density, lots of restaurants, bars and shops with many in- and outgoing cars and pedestrians crossing the road. West Lynn area - suggest 30kph for Castle Street and Wilton Street (currently 50kph but is off the Richmond Road 30kph area) – many on-street parked cars makes it effectively one-way, and is residential with many children.
Other roads/suggestions for reduced speed limits <i>ALL SUBURB – Mentions: 4</i>	<ul style="list-style-type: none"> Suggest a general speed limit of 30kph to educate Auckland drivers and not confuse with too many different speeds (for the greater Auckland CBD as well as Ponsonby, Herne Bay, Grey Lynn, Parnell, Newmarket, Grafton, Newton). All of Grey Lynn and Westmere should be included. All suburb: would like to see 30kph limits on all residential streets, town centres and near schools in Grey Lynn. All side roads off the West Lynn reduced speed zone should be 30kph - this is the appropriate speed for these residential streets (narrowed by parked vehicles with many young families). Suggest a blanket 30kph limit for roads in the area: many roads in Grey Lynn are 50kph but due to cars parking on both sides of the road, often illegally, mean it is impossible to drive at the marked speed limit safely. The proposed speed limits should reflect the other chosen uses for the roads of these communities, such as excessive car ownership and inconsiderate/illegal parking on berms and footpaths. Cars parking on the berms or straddling gutters (see John Street, Grey Lynn) make footpaths unusable and pedestrians have to go onto the road - speeds should reflect this shared road use.



Suburb	Panmure
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Feedback Theme	Main points
Other comments	<ul style="list-style-type: none">Lagoon Drive Panmure - has been reduced to one lane in each direction but was told by AT at an open day that it would remain 2 lanes in each.

Suburb	Auckland CBD
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Pakenham Street East - needs bigger speed bumps (or made into resident-only access by car) due to large volumes of traffic and ‘boy racers’: very dangerous with numerous near misses, large volumes of pedestrians, illegal parking and blocking the road.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Pakenham Street East - needs to be made into resident-only access by car (or bigger speed bumps) due to large volumes of traffic and boy racers: very dangerous with numerous near misses, large volumes of pedestrians, illegal parking and blocking the road.
Other roads/suggestions for speed limit increases <i>ALL SUBURB – Mentions: 3</i>	<ul style="list-style-type: none"> • Auckland Central needs a blanket speed of 40kph for consistency and reduced frustration and congestion. • Union Street, Wellington Street, Franklin Road, Beaumont Street, central Auckland changing speeds (from 30 to 50 to 40 back to 30 etc) - at least keep it one speed and 30 is ridiculously slow.
Other roads/suggestions for reduced speed limits <i>ALL SUBURB – Mentions: 2</i>	<ul style="list-style-type: none"> • Suggest a general speed limit of 30kph to educate Auckland drivers and not confuse with too many different speeds (for the greater Auckland CBD as well as Ponsonby, Herne Bay, Grey Lynn, Parnell, Newmarket, Grafton, Newton). • Suggest a speed limit of 40 for the greater Auckland area, as it is done in major European cities - eg: Hamburg, Berlin, Freiburg
Other physical improvements suggested <i>ALL SUBURB – Mentions: 1</i>	<ul style="list-style-type: none"> • Change traffic light phasing to better accommodate new speed limits in Auckland Central (suggest 40kph) so drivers are not stuck at every red light for driving at legal speed.



Suburb	Freemans Bay
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none">• College Hill is very dangerous to cross as a pedestrian with cars flying down the road at high speed.

Suburb	Grafton
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Feedback Theme	Main points
Other roads/suggestions for reduced speed limits <i>ALL SUBURB – Mentions: 1</i>	<ul style="list-style-type: none">• Suggest a general speed limit of 30kph to educate Auckland drivers and not confuse with too many different speeds (for the greater Auckland CBD as well as Ponsonby, Herne Bay, Grey Lynn, Parnell, Newmarket, Grafton, Newton).



Suburb	Herne Bay
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Feedback Theme	Main points
Other roads/suggestions for reduced speed limits <i>ALL SUBURB – Mentions: 1</i>	<ul style="list-style-type: none">• Suggest a general speed limit of 30kph to educate Auckland drivers and not confuse with too many different speeds (for the greater Auckland CBD as well as Ponsonby, Herne Bay, Grey Lynn, Parnell, Newmarket, Grafton, Newton).

Suburb	Newmarket
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Feedback Theme	Main points
Other roads/suggestions for reduced speed limits <i>ALL SUBURB – Mentions: 1</i>	<ul style="list-style-type: none">• Suggest a general speed limit of 30kph to educate Auckland drivers and not confuse with too many different speeds (for the greater Auckland CBD as well as Ponsonby, Herne Bay, Grey Lynn, Parnell, Newmarket, Grafton, Newton).

Suburb	Newton
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Feedback Theme	Main points
<p>Other roads/suggestions for reduced speed limits</p> <p><i>ALL SUBURB – Mentions: 2</i></p>	<ul style="list-style-type: none"> Suggest a general speed limit of 30kph to educate Auckland drivers and not confuse with too many different speeds (for the greater Auckland CBD as well as Ponsonby, Herne Bay, Grey Lynn, Parnell, Newmarket, Grafton, Newton). Newton Central School and the surrounding area should be included in reduced speed limit proposal. Haslett Street needs a lower speed limit: it is a pedestrian thoroughfare for pupils and parents to walk to school but is very steep with narrow footpaths. It is also just off McKinnon Drive which has a 60kph limit, so cars travel too fast down it.



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

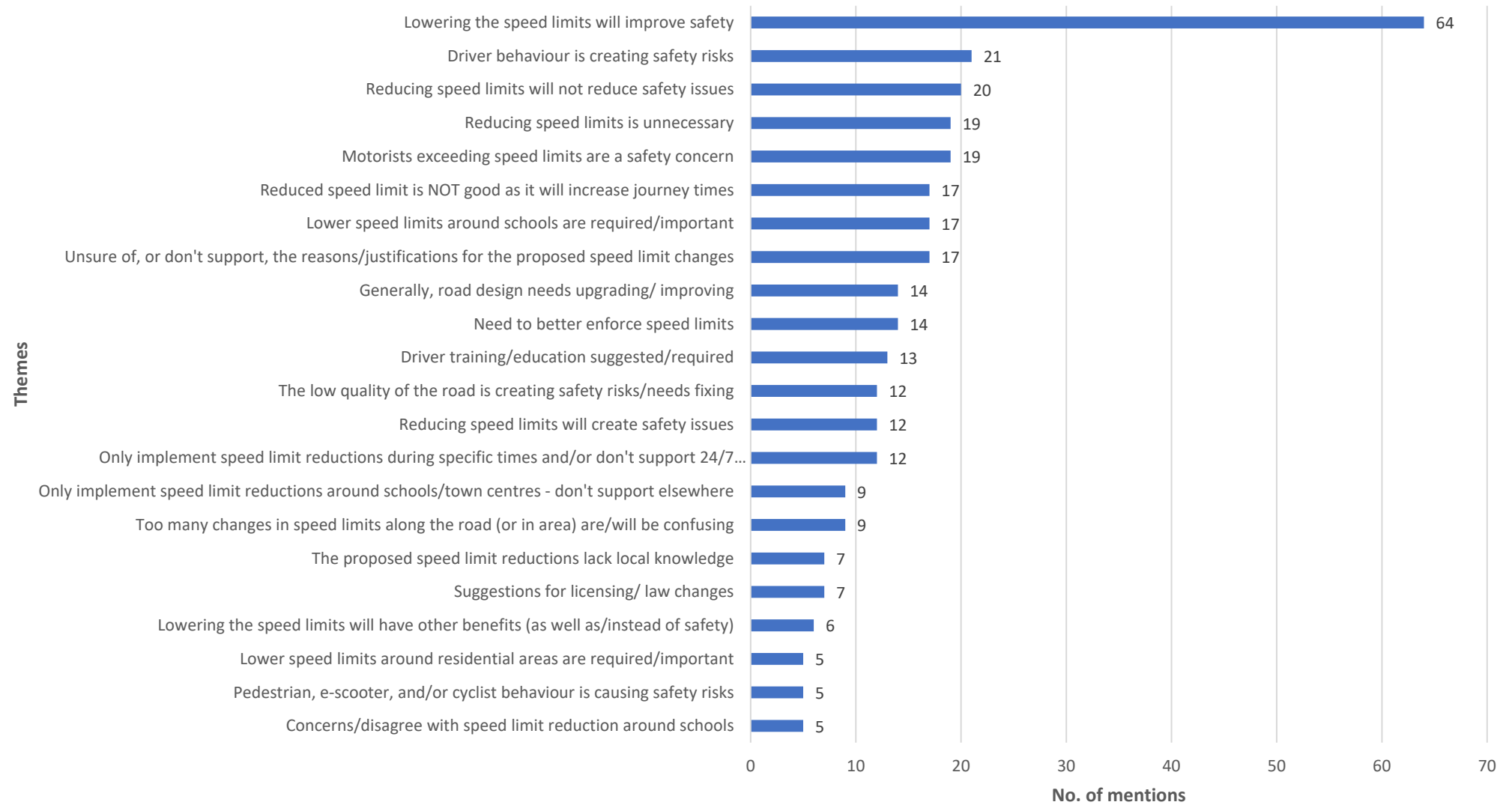
The feedback form also provided the opportunity for respondents to provide general comments on the Safe Speed Programme. Most this feedback was general in nature and could not be attributed to a particular road.

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

Please note:

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

Top 20 general themes: Waitematā 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: 94</i></p>	<ul style="list-style-type: none"> • Lowering the speed limits will improve safety (62) • Lower speed limits around schools are required/important (9) • Motorists exceeding speed limits are a safety concern (7) • Need to better enforce speed limits (6) • Lowering the speed limits will have other benefits (as well as/instead of safety) (6) • Lower speed limits around residential areas are required/important (5) • Lowering speed limits will have a positive effect on climate change (4) • Driver behaviour is creating safety risks (3) • Please implement the speed limit reductions sooner/asap/no need for consultation (3) • Too many changes in speed limits along the road (or in area) are/will be confusing (2) • Lower speed limits in/around town/shopping centres are required/important (2) • Driver training/education suggested/required (1) • Reduced speed limit is NOT good as it will increase journey times (1) • Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes (1) • Lower speed limits on rural/unsealed/winding/narrow roads are required/important (1) • Physical improvements suggested (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: 64</i></p>	<ul style="list-style-type: none"> • Reducing speed limits is unnecessary (15) • Reducing speed limits will not reduce safety issues (15) • Driver behaviour is creating safety risks (12) • Reduced speed limit is NOT good as it will increase journey times (12) • Generally, road design needs upgrading/ improving (11) • The low quality of the road is creating safety risks/needs fixing (9)

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Driver training/education suggested/required (8) • Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes (8) • Reducing speed limits will create safety issues (7) • Motorists exceeding speed limits are a safety concern (7) • Suggestions for licensing/ law changes (5) • Only implement speed limit reductions during specific times and/or don't support 24/7 implementation (5) • Concerns/disagree with speed limit reduction around schools (5) • The proposed speed limit reductions lack local knowledge (4) • Need to better enforce speed limits (4) • Zero deaths by 2050 is unrealistic/impossible (4) • Too many changes in speed limits along the road (or in area) are/will be confusing (4) • Lower speed limits around schools are required/important (3) • Concerns with the public engagement, and/or that AT won't listen to feedback (2) • Only implement speed limit reductions around schools/town centres (2) • Pedestrian, e-scooter, and/or cyclist behaviour is causing safety risks (2) • Reducing speed limits is about revenue gathering (not safety) (1) • Physical improvements suggested (1) • General suggestions for speed limit increases (1) • Improve public transport (1) • Lowering speed limits will have a negative effect on climate change/environment (1)
<p>I support some proposals and do NOT support other proposals in the Safe Speed Programme</p> <p><i>Mentions: 48</i></p>	<ul style="list-style-type: none"> • Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes (8) • Only implement speed limit reductions during specific times and/or don't support 24/7 implementation (7) • Only implement speed limit reductions around schools/town centres (7) • Driver behaviour is creating safety risks (6) • Reducing speed limits will create safety issues (5) • Reducing speed limits will not reduce safety issues (5) • Motorists exceeding speed limits are a safety concern (5)

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Lower speed limits around schools are required/important (5) • Reducing speed limits is unnecessary (4) • Driver training/education suggested/required (4) • Reduced speed limit is NOT good as it will increase journey times (4) • Need to better enforce speed limits (4) • The low quality of the road is creating safety risks/needs fixing (3) • Generally, road design needs upgrading/ improving (3) • The proposed speed limit reductions lack local knowledge (3) • Pedestrian, e-scooter, and/or cyclist behaviour is causing safety risks (3) • Too many changes in speed limits along the road (or in area) are/will be confusing (3) • Other suggestions for reduced vehicle speeds (3) • Lowering the speed limits will improve safety (2) • Do not support reducing speed limits on open roads, rural/country roads and/or paper roads (2) • Reducing speed limits is about revenue gathering (not safety) (2) • Suggestions for licensing/ law changes (2) • Concerns with the public engagement, and/or that AT won't listen to feedback (2) • Improve pedestrian infrastructure (2) • Lower speed limits in/around town/shopping centres are required/important (2) • Lower speed limits around marae/other high pedestrian areas are important (2) • Physical improvements suggested (1) • New speed limits need to be clearly signposted (1) • Improve public transport (1) • Other comments (2)

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 Waitematā Local Board area, just themes.

Feedback Theme	Main points
<p>Lowering the speed limits will improve safety <i>Mentions: 64</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: 6</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>Please implement the speed limit reductions sooner/ asap/ no need for consultation</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • I would like you to accelerate the application of safe and appropriate speeds across Tamaki Makaurau. • Please hurry up and do all streets in Auckland. • Hurry up and implement the changes already. • I feel that it should not need the level of consultation that it is being given. Just do it!
<p>Lowering speed limits will have a positive effect on climate change</p> <p><i>Mentions: 4</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 Waitematā Local Board area, just themes.

Feedback Theme	Main points
<p>Reducing speed limits will create safety issues</p> <p><i>Mentions: 12</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: 20</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: 1</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: 17</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: 9</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: 17</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: 19</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: 21</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 exceeding speed limits are a safety concern</p> <p><i>Mentions: 19</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.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • 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: 13</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. • 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.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • 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: 14</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? • 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.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • 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: 12</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.
<p>Generally, road design needs upgrading/improving</p> <p><i>Mentions: 14</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.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • 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? • 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.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • 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). • 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.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • 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: 7</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 Waitemata 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: 12</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. • Rural roads need a road-by-road assessment to address issues as they vary a lot: blanket speed reductions is the wrong approach.

Feedback Theme	Main points
<p><i>Mentions: 2</i></p>	<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>Concerns/disagree with speed limit reduction around schools <i>Mentions: 5</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.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • 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

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 Waitemata Local Board area, just themes.

Feedback Theme	Main points
<p>Lower speed limits around schools are required/important</p> <p><i>Mentions: 17</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: 5</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: 1</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: 4</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: 3</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: 9</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 Waitematā 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).

Feedback Theme	Main points
<p>General suggestions for speed limit increases</p> <p><i>Mentions: 1</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: 4</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).

Feedback Theme	Main points
	<ul style="list-style-type: none"> • 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</p> <p><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.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • 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, 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 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 needed 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: 3</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.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • 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.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • 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.

Feedback Theme	Main points
	<ul style="list-style-type: none">• 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 Waitemata 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: 4</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: 7</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: 2</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.



Safe Speeds Programme

Public feedback on proposed speed limit changes March/April 2022

Feedback related to Whau
Local Board area



Contents

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

During March and April 2022, 105 people from within the Whau 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 Whau 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 Whau 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 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	Alston 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	Archibald 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	2
I agree with the proposed speed limit change on this road	4
I think the speed limit should be lower than what is proposed	1
I only support the reduced speed limit for a certain period of the day	2

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"> There are 6 schools in this area, a lot of kids walking to/from school and the park.
Reducing speed limits will not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Reducing speed limits will not reduce safety issues
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> I drop off and pick up my son from school each day and feel that the current speed limit is very safe. The school children here are mostly high school students who know how to walk safely.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Changing the speed limit won't stop illegal racers speeding and doing burnouts.
Only support the reduced speed limit during school operation times <i>Mentions: 2</i>	<ul style="list-style-type: none"> Speed limits should only be reduced at school drop off/pick up times, and not during holidays, which would improve compliance.

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"> • Add speed bumps instead of speed limit reductions.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> • We already have speed humps in this entire area - if you lower the speed limit, take away the speed humps.

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



Road name	Archlynn 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 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"> Lots of back streets, parks, a nearby bike path, kids and schools. Good call!
Only support the reduced speed limit during school operation times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Speed limits should only be reduced at school drop off/pick up times, and not during holidays, which would improve compliance.

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

Road name	Armagh 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	3

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"> Reducing speed limit won't change the way people drive, they already go faster than 50km. The proposed changes will have no effect on saving lives.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> No-one wants to drive slower than 50kph on these roads, 30kph is way too slow.
Only support the proposed speed limit for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Agree to lower limit through shops and close to school.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Suggest traffic calming measures, such as speed bumps, to change the way people drive.

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



Road name	Aronui 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 speed limit as proposed



Road name	Bamboo Grove
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	Barbary 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	Barton Street East
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
Reducing speed limits will not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none">The proposed changes will have no effect on saving lives.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none">No-one wants to drive slower than 50kph on these roads, 30kph is way too slow.

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



Road name	Barton 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
Reducing speed limits will not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none">The proposed changes will have no effect on saving lives.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none">No-one wants to drive slower than 50kph on these roads, 30kph is way too slow.

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



Road name	Beaubank 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	Blockhouse Bay Road
Part of road	between Donovan Street and the southern end of Blockhouse Bay Road
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	11
I agree with the proposed speed limit change on this road	4
I think the speed limit should be lower than what is proposed	1
I only support the reduced speed limit for a certain period of the day	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: 6</i>	<ul style="list-style-type: none"> Concerned that cars going too fast will cause pedestrian deaths. Very unsafe for pedestrians, cyclists, and school children. I agree with speed restriction through the shops. The part of Blockhouse Bay Road where the shops are should be reduced to 30kph, but only during school hours for the other streets.
Reducing speed limits will not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> The proposed changes will have no effect on saving lives.
Reducing speed limits will create safety issues <i>Mentions: 3</i>	<ul style="list-style-type: none"> 30km is too slow and will result in more road rage and crazy overtaking. Traffic volume is heavy, slowing it down will cause people to use other roads to bypass it, creating other issues.
The reduced speed limit is unnecessary <i>Mentions: 7</i>	<ul style="list-style-type: none"> The majority of drivers respect the speed limit. It's working - don't change it. No-one wants to drive slower than 50kph on these roads, 30kph is way too slow.

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed is not good as it will increase journey times <i>Mentions: 2</i>	<ul style="list-style-type: none"> Reducing the speed will increase the traffic congestion.
Driver behaviour is causing safety risks <i>Mentions: 3</i>	<ul style="list-style-type: none"> The issue is the late-night racers, who will ignore the 30kph speed limit as well. Be stricter on people getting their license as they don't even know the basic NZ road rules. Concerned that speeding drivers will cause pedestrian deaths.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none"> 30kph is too slow, 40kph is appropriate through the town centre.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> Increased Police presence would deter speedsters.
Only support the reduced speed limit during school operation times <i>Mentions: 2</i>	<ul style="list-style-type: none"> 30kph to align with school start/end. The part of Blockhouse Bay Road where the shops are should be reduced to 30kph, but only during school hours for the other streets.
Other comments <i>Mentions: 3</i>	<ul style="list-style-type: none"> Increased congestion will increase noise and air pollution. Slower speeds may encourage people to walk, which will help businesses thrive. No-one wants speed cameras, other than police to collect revenue.

AT recommended way forward

Implement safe and appropriate speed limit as proposed

Road name	Brains 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	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
Only support the reduced speed limit during school operation times <i>Mentions: 1</i>	<ul style="list-style-type: none"> For the safety of children going to school, not 24/7 change.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> I can only see a 24/7 change as a way for more ticketing by the police, rather than being about safety for school children.

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

Road name	Cartwright 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
Extend the reduced speed limit to cover more of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> It seems odd to me that the northern half is excluded, as it is just as dangerous and crowded with vehicles manoeuvring.

AT recommended way forward
Included in the schedule in error. Cartwright Road was not part of the consulted changes.

Road name	Cobham 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 think the current speed limit on this road should be kept the same	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"> Changing speed limit isn't going to stop illegal racers from speeding and doing burnouts.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> The school children here are mostly high school students, who know how to walk safely.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Changing speed limit isn't going to stop illegal racers from speeding and doing burnouts.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Add speed bumps instead of speed limit reductions.

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

Road name	Connaught Street
Part of road	between Connell Street and Armagh Road
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 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	7

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"> The proposed changes will have no effect on saving lives.
Reducing speed limits will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Perceived unnecessarily low speed limits can encourage road rage and wilful speeding.
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> Street is wide, with traffic calming and good visibility, and is safe at current speeds. Existing traffic calming already keeps traffic under current speed limit - no need to lower limit. This is the bus route - don't slow it down. Never been a fatality here. No-one wants to drive slower than 50kph on these roads, 30kph is way too slow.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none"> 40kph would be a more appropriate limit as people tend to ignore 30kph as seen in Auckland CBD.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> Pointless and a waste of ratepayer money.



AT recommended way forward

Implement safe and appropriate speed limit as proposed

Road name	Connell Street
Part of road	from Kinross Street to Taunton Terrace
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
NO FEEDBACK PROVIDED	

AT recommended way forward

Implement safe and appropriate speed limit as proposed



Road name	Copley 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	Crayford Street West
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 think the speed limit should be lower than what is proposed	2
I think the speed limit should be higher than the existing 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"> • More change of survival in an accident. • Lots of children walking to school. • Safer for all, particularly pedestrians/cyclists. • The school environment needs to be slower than 50kph.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> • There is a large issue with speeds on Great North Road, which feeds onto these roads. Many drivers do not stop for pedestrians regardless of crossings.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> • This very short road goes past the school and is a main route to the train station, so gets a lot of pedestrians - it shouldn't be used as a through road at all. • There is a large issue with speeds on Great North Road, which feeds onto these roads. Although there are a number of pedestrian crossings, which are raised and a different colour, many drivers do not stop for pedestrians. Perhaps lights at the crossings would make them safer.

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



Road name	Daphne 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	Durrant 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	Endeavour 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 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	5
I agree with the proposed speed limit change on this road	2
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> The road is steep, straight, open and encourages speeding. Getting to the beach is not always a safe or pleasant experience.
Reducing speed limits will not reduce safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> People speed down and uphill and this will continue regardless of any speed change.
Reducing speed limits will create safety issues <i>Mentions: 3</i>	<ul style="list-style-type: none"> Perceived unnecessarily low speed limits can encourage road rage and wilful speeding. 30km is dangerous as drivers stare at the speedo rather than the road.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> In the section between Kinross and Gilfillan, you cannot speed up as there are cars parked on both sides and the dead end has no school traffic at all and in the mornings is very quiet.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> The younger drivers like to speed up and downhill so no speed limit change will stop that.

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"> All Blockhouse Bay Roads should be 40km to remove confusion.
Only support the reduced speed limit during school operation times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Agree to lower limit through shops and close to school - kids are about pre/post school and then the traffic is slow due to volume, but a lower speed limit 24/7 makes no sense.
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> Install a speed bump and leave the speed limit as it is. The side with a dead end needs a speed bump to prevent speeding up/down the hill.
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> Upgrade this arterial road to a 60kmh standard - no parked cars, separated cycleways etc. This may stop people rushing through the streets that are proposed to be lowered. Reduce berm size to increase road width for parking.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> Improve public transport.

AT recommended way forward

Implement safe and appropriate speed limit as proposed



Road name	Evergreen 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
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	Geddes 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
I agree with the proposed speed limit change on this road	3
I think the speed limit should be lower than what is proposed	2
I think the speed limit should be higher than the existing 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"> • Safer for all, particularly pedestrians/cyclists.

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

Road name	Gilfillan 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 speed limit should be higher than what is proposed (but lower than the current speed limit)	2
I think the current speed limit on this road should be kept the same	3
I only support the reduced speed limit for a certain period of the day	2

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"> When there is little or no enforcement, apart from cameras, drivers will assess their risk of a fine, no matter what the speed limit is.
Reducing speed limits will create safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> 30kph will cause drivers to watch their speedo, not the road. Speedo watching is scary for pedestrians.
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> Road is very safe and traffic flows well. It's a main through road. Schools are not open on weekends or holidays. There have been no serious or fatal accidents.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> When there is little or no enforcement, apart from cameras, drivers will assess their risk of a fine, no matter what the speed limit is.
Only support the reduced speed limit during school operation times <i>Mentions: 2</i>	<ul style="list-style-type: none"> Only when school is starting/finishing. The traffic is heavy only at school times so the reduced speed at school times makes sense, but not all the time.



AT recommended way forward

Implement safe and appropriate speed limit as proposed



Road name	Gill 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	Hinekohu 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	Hurley 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	Ingleby 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	Karaka 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	Kelkirk 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	Kelman 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	Kelston 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	Kelwyn 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	1
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"> Should be 30km as there is very little through traffic and lots of schools.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Already have school limits when students are going to/from school. There are more than 15 speed bumps, reducing speed limits will not add any additional benefit.
Only support the reduced speed limit during school operation times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Speed limits should only be reduced at school drop off/pick up times, and not during holidays, which would improve compliance.

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



Road name	Kiernan PI
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	Kohekohe 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	Koromiko 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	Kuaka 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	Laura 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	Layard 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	4
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: 4</i>	<ul style="list-style-type: none"> • Safer for all, particularly pedestrians/cyclists. • The school/station environments need to be slower than 50kph. • 30kph is appropriate for this narrow road with people crossing by the station.

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



Road name	Lynwood 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">I cycle to work - these streets encourage speeding due to their width and open layout.

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



Road name	Martin 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	Maunder 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	Maybelle 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	McCorquindale Lane
Part of road	Full length
Proposal	Current 50kph: Proposed 10kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> 10kph would make this whole area as pedestrian friendly as possible. 10kph is appropriate for a shared space.
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> People always drive too fast here, making it dangerous to cycle. There is an issue with people parking out the front of Elegance Restaurant and the footpath on the other side of the road is closed, due to a dangerous building, so it is dangerous for pedestrians. It is a shared space which doesn't always function as such, so a speed limit of 10kph will help set expectations.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Make sure it is well sign posted so people know to drive slower.

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

Road name	McCrae Way
Part of road	Full length
Proposal	Current 50kph: Proposed 10kph

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)	3
I agree with the proposed speed limit change on this road	7

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"> Cars currently go much too fast for pedestrians. Currently it's hazardous taking children to New Lynn library.
Driver behaviour is causing safety risks <i>Mentions: 3</i>	<ul style="list-style-type: none"> People always drive too fast here, which makes it dangerous to walk or cycle. At the current speed limit, cars never stop for pedestrians.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 3</i>	<ul style="list-style-type: none"> Traffic is never very fast here, but 10kph is ridiculously slow, 20kph would be appropriate. This is used by ambulances - for emergencies they can only go 30kph over the limit, so 10kph is too slow - suggest 30kph.
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> It would be good if no parking was enforced outside the library, as it is hard to walk or cycle there with cars parked on the path. Parking restrictions/signage/enforcement needed as part of safety improvements.

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



Road name	Memorial Drive
Part of road	between Great North Road and Totara Avenue
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 what is proposed (but lower than the current speed limit)	3
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: 2</i>	<ul style="list-style-type: none"> given the volume of people coming out of the mall and pedestrians around the library this speed makes sense. I agree with this speed reduction. I have had many near-miss situations with drivers when I have tried to use the pedestrian crossing at the mall entrance. Even when I have had young children with me when trying to cross the driving behaviours can be dangerous. Lower speed will signal the need to take care, and reduce risks.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 3</i>	<ul style="list-style-type: none"> 40 here please definitely cant stay as 50 but 30 may be too low 40 would be more appropriate here. It signals to drivers to be cautious but won't stem the high flow rate of cars here. 40 here because of the ambulances and fire service

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



Road name	Miro 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	Mitchell 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

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">Street is wide and safe with minimal parked vehicles, and is safe at current speeds.

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



Road name	Netherlands 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	Nikau 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	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">I cycle to work - these streets encourage speeding due to their width and open layout.

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



Road name	Nile 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	Pine 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	Queen Mary 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
I agree with the proposed speed limit change on this road	1
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> I cycle to work - these streets encourage speeding due to their width and open layout.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> It's a normal road.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> To provide safe access to shared paths, speed limits should be reduced and cyclists accommodated. This principle applies to all of the roads that lead/connect to shared paths.

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



Road name	Rerewai 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	Rewa 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	Rickards 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	Rimu 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 speed limit should be higher than what is proposed (but lower than the current speed limit)	1
I think the speed limit should be lower than what is proposed	1
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: 2</i>	<ul style="list-style-type: none"> Fully support lower speed limit around the school. I cycle to work - this road is relatively busy and even with traffic calming can be risky to use.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> Existing traffic calming already slows traffic. The road already has speed bumps. When the speed limit was reduced for road works, it caused absolute chaos.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Reducing speed limit to 30kph will cause congestion along this street - please consider 40kph instead.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none"> 40km is a more appropriate speed limit.
Only support the reduced speed limit during school operation times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Agree during school time, but any other time is ridiculous.

AT recommended way forward

Implement safe and appropriate speed limit as proposed



Road name	Riverview 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	Sabulite Road
Part of road	between Butterworth Drive and the northern end of Sabulite 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
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none">High volumes of high-speed traffic, with six schools within the area.
Extend the reduced speed limit to cover more of the road <i>Mentions: 1</i>	<ul style="list-style-type: none">It seems odd to me that the rest of Sabulite Road has been excluded, as it is just as dangerous and crowded with vehicles manoeuvring.

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



Road name	Scanlen 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 speed limit as proposed



Road name	St Leonards 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
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> High volumes of high-speed traffic, with six schools within the area.
Only support the reduced speed limit during school operation times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Speed limits should only be reduced at school drop off/pick up times, and not during holidays, which would improve compliance.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Need to change the speed bumps on Saint Leonards Road as the existing is not working to slow vehicles along that stretch of road and along Archibald Road where Kelston Primary, Kelston Deaf Centre and Kelston Girls College is.

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



Road name	Standage 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	Tamariki 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	Taunton 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 speed limit as proposed

Road name	Totara Avenue
Part of road	between Great North Road and McCorquindale Lane
Proposal	Current 50kph: Proposed 10kph

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	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"> This street is already designed for lower speeds and as a destination space in the town centre. There are faster roads all around, no need to use this road if drivers do not want to go slowly. This change will be beneficial for people using the community centre/park/shops. 10kph is appropriate for a shared space.
Reducing speed limits will not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Unnecessarily low speed limits can encourage road rage and wilful speeding.
Generally, road design needs updating/improving <i>Mentions: 1</i>	<ul style="list-style-type: none"> Change the road layout to prevent rat-running in the area.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Ensure there is good signage.

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



Road name	Vanguard 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	Wade 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	Waters 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	Wattle 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

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 Whau 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	Avondale
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Feedback Theme	Main points
Other roads/suggestions for reduced speed limit <i>Mentions: 3</i>	<ul style="list-style-type: none"> Powell Street - should be reduced to 30kph. Rosebank Road - feels very unsafe while walking/cycling as the traffic is too fast and space for cycling too sparse. I cycle to/from work and am forced to ride the footpath, which is illegal, but the only safe way to travel here. 30kph speed limits would make this area safer until better cycling infrastructure is installed. Glendon Avenue (Avondale) is a narrow no-exit street, which should be included in the 30kph speed limit change.
Other roads suggested for speed limit increases <i>Mentions: 1</i>	<ul style="list-style-type: none"> Ash Street - remove on street parking, put in cycle infrastructure, and raise limit to 60kph.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Ash Street - remove on street parking, put in cycle infrastructure, and raise limit to 60kph.
Other roads/suggestions for reduced speed limit <i>ALL SUBURB - Mentions: 1</i>	<ul style="list-style-type: none"> Include the rest of Avondale - the whole village should be dropped to protect everyone, especially the kids, from those who drive too fast.

Suburb

Blockhouse Bay

Feedback Theme	Main points
Other roads/suggestions for reduced speed limit <i>Mentions: 9</i>	<ul style="list-style-type: none"> • Bolton Street - there are 2 schools on this road, plus frequent pedestrians from nearby schools pass through here too (reduce speed limit). • Bolton Street - this has a 40kph school zone, 50kph is not unsafe (no need to change). • Kinross Street - drop the speed to 40kph for the whole road. • Kinross Street - a lower speed limit would be great toward the top end - we've had an accident on this road before trying to merge into the traffic flow at peak hours, often have to wait long time for a gap, too much fast nonstop traffic. • Kinross Street - 50/60kph is the correct speed limit for major roads - arterials should have a higher speed limit and carry more volume. • Kinross Street - 50 or 60kph is the correct speed limit for a major road like Kinross - arterials should have a higher speed limit and carry more volume. This will never become a pedestrianised street, that's what all these side streets are for. This is the only way for anyone living west of here to get through to SH20, so do not lower the limit. • Donovan Street - drop the speed to 40kph for the whole road. • Donovan Street - 50/60kph is the correct speed limit for major roads - arterials should have a higher speed limit and carry more volume. • Donovan Street, full length: drop the speed to 40kph and make all roads / streets in the area 40kph, widen footpaths, put in more pedestrian crossings, make neighbourhoods more walkable/human centred. • Donovan Street - this is a major route, carrying tens of thousands of vehicles daily - completely missing the point of arterials (do not change speed limit as other submitter suggested).
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Crossing at the top of Kinross Street (at the main Blockhouse Bay roundabout): There needs to be some sort of raised, speed hump pedestrian there to slow cars down as they cross over the pedestrian crossing, as cars currently do not slow or stop.
Other physical improvements suggested <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Centre lines are needed on surrounding roads eg Puketea Street where people cross the centre. • Put a Give Way or Stop sign marking at the end of Matata where numerous people fly straight onto Taylor Street and not realise that they have to give way. • Concerned about the dangerous pedestrian crossings right on roundabouts. • Concerned about the new traffic lights near Lewis Street (makes it even harder to get out of the street). • Concerned about the crossing outside Countdown on Donovan Street that is split in two (the crossing noise for the other side makes people think they have the green man when they don't - many near misses). • Pedestrian crossings on busy roads such as at corner of Kinross Street and Connell Street, and by Endeavour Street and Gilfilan Street. • A pedestrian crossing would be better (than reduced speed limit) on Blockhouse Bay Road.

Feedback Theme	Main points
Other roads/suggestions for reduced speed limit <i>ALL SUBURB - Mentions: 1</i>	<ul style="list-style-type: none"> • Make all roads / streets in the area 40kph, widen footpaths, put in more pedestrian crossings, make neighbourhoods more walkable/human centred.
Other physical improvements suggested <i>ALL SUBURB - Mentions: 3</i>	<ul style="list-style-type: none"> • Widening footpaths and putting in more safe pedestrian crossing points will improve overall safety. • Centre lines are needed on surrounding roads eg Puketea Street.
Generally, road design needs upgrading/improving <i>ALL SUBURB - Mentions: 5</i>	<ul style="list-style-type: none"> • When the roundabout at Kinross Street is (eventually) upgraded to traffic lights, there will be more volume per hour so may need to be 2 lanes with no parked cars allowed, and residents will have to turn left out of their driveways.
Alternative speed limit suggested (instead of as proposed) <i>ALL SUBURB - Mentions: 3</i>	<ul style="list-style-type: none"> • All Blockhouse Bay Roads should be 40km to remove confusion.
<i>The reduced speed limit is unnecessary</i> <i>ALL SUBURB - Mentions: 4</i>	<ul style="list-style-type: none"> • All the proposed changes in Blockhouse Bay are unnecessary. People drive to the conditions, it shouldn't be illegal to drive 50 in this area, especially at night. • Completely unnecessary to reduce the speed limits to 30kph. I have lived in the area for 50 years and having a speed limit of 50kph is good.



Suburb	Green Bay
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Feedback Theme	Main points
Other comments <i>ALL SUBURB - Mentions:</i>	<ul style="list-style-type: none">The proposals do not go far enough, nothing has been done to address the safety of town centres in the West (Glen Eden, Titirangi, New Lynn, Henderson Town Centre, Green Bay).

Suburb	Kelston
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Feedback Theme	Main points
Other roads/suggestions for reduced speed limit <i>Mentions: 1</i>	<ul style="list-style-type: none"> Vanguard Road - needs to be lowered to 30kph. There is extreme speeding down it and it is just a matter of time before someone gets injured or unfortunately killed.
Other roads/suggestions for reduced speed limit <i>ALL SUBURB - Mentions: 2</i>	<ul style="list-style-type: none"> Re the whole suburb of Kelston: I support the lowering the speed limit to 30kph within the boundaries shown on the card - 30kph is roughly the current speed in these streets so the limit will clearly expose those who are trying to "push it". All around Kelston needs to be lowered to 30kph. It would be beneficial to our community as a whole to lower the speed limit.

Suburb	New Lynn
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Feedback Theme	Main points
<p>Other roads/suggestions for reduced speed limit</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Margan Ave, New Lynn - add in to 30km proposal. There is a school there and the pedestrian crossing. People are often speeding up between the roundabout and the pedestrian crossing and speed through when you are about to cross or come to a stop on the crossing. it is dangerous trying to cross the road at the pedestrian island on Margan Avenue near the wetland. • Extend the 30kph up Seabrook Avenue and Hutchinson Road outside the school area where there are pedestrian crossings. People are always speeding on these roads.
<p>Other physical improvements suggested</p> <p><i>ALL SUBURB - Mentions: 5</i></p>	<ul style="list-style-type: none"> • Rata Street, Southbound - Remove the street parking, install a protected shared path on both sides and raise the speed limit to 60kph. • Rata Street, Southbound - dangerous corridor for all users, please do not increase speed, add more safety features. • Ash Street - a dangerous corridor for all users, please do not increase speed, add more safety features. • Titirangi Road - consider upgrading with cycleways, removed the parked cars (all houses here have huge driveways), and then raise the speed limit to 60kph. Arterials need to have better speed limits to stop people rat-running through side roads. • Titirangi Road - this intersection is dangerous, hence recent investment in safety features, and the slope of Titirangi Road increases risks for all users. Please do not increase the speed limit, that would result in more serious injuries. • It would be good if you could block off some roads so people couldn't rat-run through the area.



Suburb	Saint Lukes
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>ALL SUBURB - Mentions:</i>	<ul style="list-style-type: none">• The residential area surrounding St Lukes Mall needs to have speed bumps installed due to many drivers exceeding the speed limit.

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

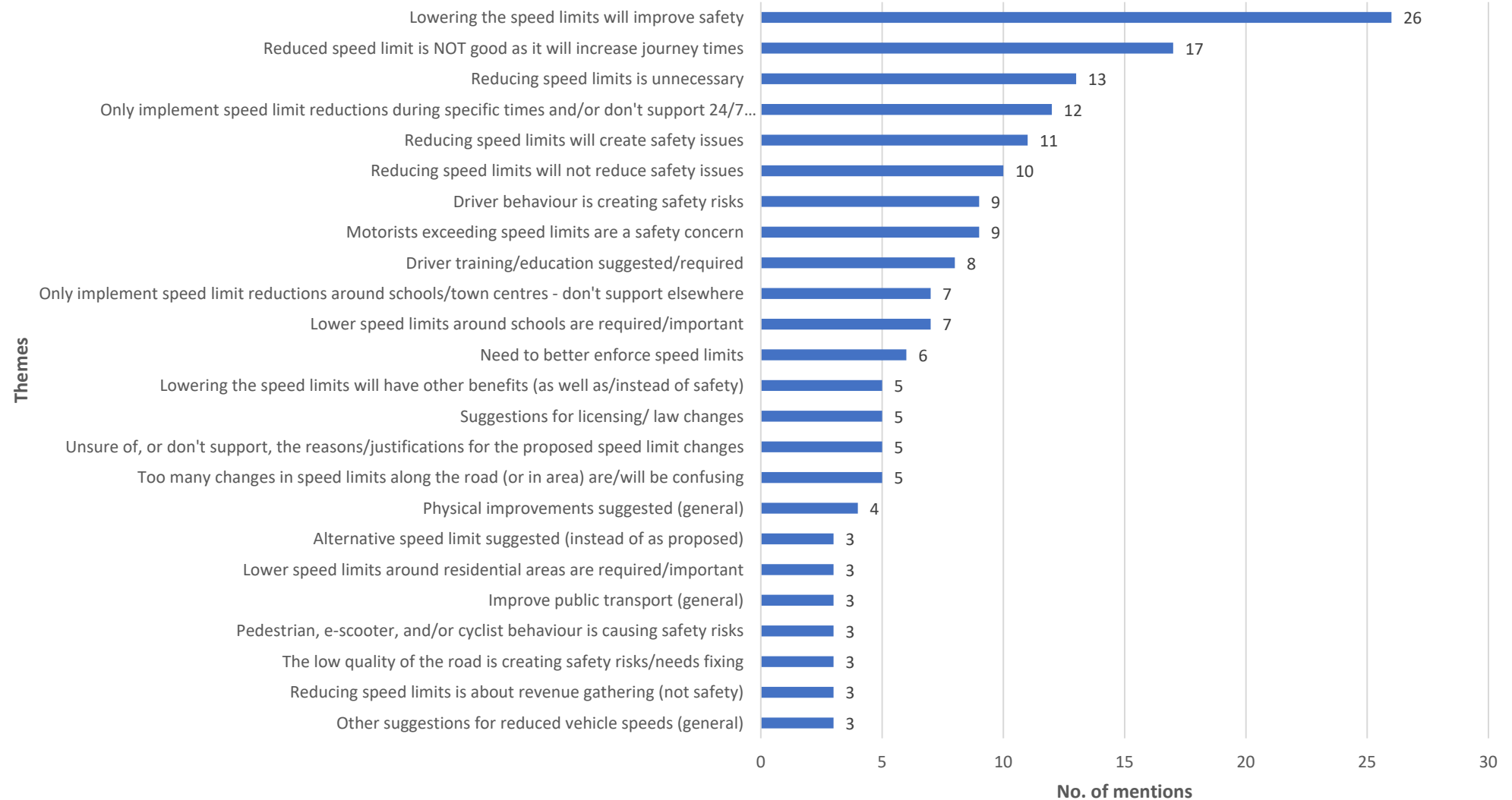
The feedback form also provided the opportunity for respondents to provide general comments on the Safe Speed Programme. Most this feedback was general in nature and could not be attributed to a particular road.

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 Whau 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 Whau 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 Whau Local Board area, just themes.

Top 24 general themes: Whau Local Board Residents



Overall sentiment towards the Safer Speeds Programme

Feedback Theme	Main points
<p>Generally, support the safe speeds programme <i>Mentions: 33</i></p>	<ul style="list-style-type: none"> • Lowering the speed limits will improve safety (23) • Lower speed limits around schools are required/important (5) • Lowering the speed limits will have other benefits (as well as/instead of safety) (5) • Driver behaviour is creating safety risks (3) • Motorists exceeding speed limits are a safety concern (3) • Lower speed limits around residential areas are required/important (3) • Too many changes in speed limits along the road (or in area) are/will be confusing (2) • Reducing speed limits is unnecessary (1) • Reducing speed limits is about revenue gathering (not safety) (1) • Generally, road design needs upgrading/ improving (1) • The proposed speed limit reductions lack local knowledge (1) • Need to better enforce speed limits (1) • Suggestions for licensing/ law changes (1) • Only implement speed limit reductions during specific times and/or don't support 24/7 implementation (1) • Only implement speed limit reductions around schools/town centres - don't support elsewhere (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) • Concerns/disagree with speed limit reduction around schools (1) • Other suggestions for reduced vehicle speeds (1) • Other comments (1)

<p>Generally, do NOT support the safe speeds programme</p> <p><i>Mentions: 38</i></p>	<ul style="list-style-type: none"> • Reduced speed limit is NOT good as it will increase journey times (12) • Reducing speed limits will create safety issues (8) • Reducing speed limits will not reduce safety issues (8) • Reducing speed limits is unnecessary (7) • Driver training/education suggested/required (7) • Driver behaviour is creating safety risks (5) • Motorists exceeding speed limits are a safety concern (4) • Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes (4) • Need to better enforce speed limits (4) • Suggestions for licensing/law changes (4) • The low quality of the road is creating safety risks/needs fixing (3) • Too many changes in speed limits along the road (or in area) are/will be confusing (3) • Only implement speed limit reductions during specific times and/or don't support 24/7 implementation (2) • Concerns with the public engagement, and/or that AT won't listen to feedback (2) • Pedestrian, e-scooter, and/or cyclist behaviour is causing safety risks (2) • Improve pedestrian infrastructure (2) • Lowering the speed limits will improve safety (1) • Reducing speed limits is about revenue gathering (not safety) (1) • Generally, road design needs upgrading/ improving (1) • Motorists going SLOWER than the speed limit are a safety concern (1) • Only implement speed limit reductions around schools/town centres (1) • General suggestions for speed limit increases (1) • Improve public transport (1) • Lowering speed limits will have a negative effect on climate change/environment (1) • Other suggestions for reduced vehicle speeds (1) • Improve cycle infrastructure (1)
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<p>I support some proposals and do NOT support other proposals in the Safe Speed Programme</p> <p><i>Mentions: 24</i></p>	<ul style="list-style-type: none"> • Only implement speed limit reductions during specific times and/or don't support 24/7 implementation (9) • Reducing speed limits is unnecessary (5) • Reduced speed limit is NOT good as it will increase journey times (5) • Only implement speed limit reductions around schools/town centres (5) • Reducing speed limits will create safety issues (3) • Lowering the speed limits will improve safety (2) • Reducing speed limits will not reduce safety issues (2) • Motorists exceeding speed limits are a safety concern (2) • Lower speed limits around schools are required/important (2) • Driver behaviour is creating safety risks (1) • Driver training/education suggested/required (1) • Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes (1) • Reducing speed limits is about revenue gathering (not safety) (1) • The proposed speed limit reductions lack local knowledge (1) • Zero deaths by 2050 is unrealistic/impossible (1) • Pedestrian, e-scooter, and/or cyclist behaviour is causing safety risks (1) • Lower speed limits in/around town/shopping centres are required/important (1) • Improve public transport (1) • Lowering speed limits will have a negative effect on climate change/environment (1) • Other suggestions for reduced vehicle speeds (1) • Do not support reducing speed limits on arterial roads, main roads and/or highways (1) • Other comments (1)
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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 Whau Local Board area, just themes.

Feedback Theme	Main points
<p>Lowering the speed limits will improve safety</p> <p><i>Mentions: 26</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: 5</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 Whau Local Board area, just themes.

Feedback Theme	Main points
<p>Reducing speed limits will create safety issues</p> <p><i>Mentions: 11</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: 10</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: 2</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: 5</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: 5</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: 17</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: 13</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: 9</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: 2</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: 8</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</p> <p><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? • 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.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • 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).
<p>The low quality of the road is creating safety risks/needs fixing</p> <p><i>Mentions: 3</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.
<p>Generally, road design needs upgrading/improving</p> <p><i>Mentions: 2</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.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • 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? • 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.
Pedestrian, e-scooter, and/or cyclist behaviour is causing safety risks	<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.

Feedback Theme	Main points
<p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • 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. • 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: 2</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.
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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 Whau 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: 12</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 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.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • 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.
<p>Concerns/disagree with speed limit reduction around schools</p> <p><i>Mentions: 1</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. • 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. • 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 2121 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 Whau Local Board area, just themes.

Feedback Theme	Main points
<p>Lower speed limits around schools are required/important</p> <p><i>Mentions: 7</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 in/around town/shopping centres are required/important</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. • 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 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.

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: 7</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 Whau Local Board area, just themes.

Feedback Theme	Main points
<p>Alternative speed limit suggested (instead of as proposed)</p> <p><i>Mentions: 3</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: 1</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: 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.

	<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: 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.

	<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, 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.
<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.

	<ul style="list-style-type: none"> • 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). • 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 Whau 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: 2</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"> • 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: 5</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: 2</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.



Safe Speeds Programme

Public feedback on proposed speed limit changes March/April 2022

Feedback related to Waiheke Local Board area



Contents

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

During March and April 2022, 232 people from within the Waiheke Local Board area submitted on the Safe Speeds Programme - proposed speed limit changes.

Please note, submitters were also able to provide feedback via a pin drop on a map, with a comment attached. Through this feedback medium, submitters were not asked to provide an overall sentiment, or to provide their Local Board area. Submitters were also able to provide more than one pin drop on the map.

The feedback from these pin drops were recorded for the applicable location where possible but are not included in the total of submitters in the Local Board area above.



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 Waiheke 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 Waiheke 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 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	Alison Road
Part of road	between Miami Avenue and Mitchell 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	Anzac Road
Part of road	between Orapiu Road and Hunterville Road
Proposal	Current 60kph: Proposed 40kph

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

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



Road name	Anzac Road
Part of road	between Orapiu Road and Nepean Avenue
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	Awaawaroa Road
Part of road	between Orapiu Road and Man O War Bay 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	Awaawaroa Road
Part of road	between Orapiu Road and the southern end of Awaawaroa Road
Proposal	Current 80kph: 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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none">• Narrow with limited visibility.• People tend to speed now it is sealed.

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

Road name	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	1
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Road is narrow. • Road has no footpath. • Frequented by people on hired cycles. • Cars speed. • Particularly dangerous on the crest of the hill. • Currently dangerous for residents to exit driveways at current speed.
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Cars drive too fast, threatening lives.

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



Road name	Beach 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 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 recommended way forward
Implement safe and appropriate road speed limit as proposed



Road name	Beatty 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
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	Belgium 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	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">• Reduced speed needed for safety.• Many different road users.• High volume of traffic.

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



Road name	Bella Vista 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

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 narrow.• Road is unsealed.• Single lane for cars.• Shared space.• Safer for pedestrians, animals, and motorists.

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



Road name	Belle 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	Belle View 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	Beresford 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	Blake 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	Brown 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	Bryan 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	Burrell 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	Burrell Road Extension
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	Cable Bay Lane
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	Calais 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
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none">• Safer for kids.

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



Road name	Church Bay Road
Part of road	between 158 Church Bay Road (turnaround point) to Walter Frank Drive
Proposal	Current 50kph: Proposed 40kph

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	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
NO FEEDBACK PROVIDED	

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

Road name	Church Bay Road
Part of road	between Mako Street and 158 Church Bay Road (turnaround point)
Proposal	Current 50kph: Proposed 40kph

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	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: 3</i>	<ul style="list-style-type: none"> Residential with many driveways. Single lane/narrow. Winding road with limited visibility. Parked cars on the roadside. Suits 30kph.
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.

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



Road name	Coromandel 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: 3</i>	<ul style="list-style-type: none">• Road is narrow.• Road is residential.• Lots of pedestrians.

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

Road name	Cory 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
I think the speed limit should be lower than what is proposed	6

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"> • Road is narrow and winding, with poor visibility on the bends. • Cars park on road. • Dangerous for pedestrians. • Lots of pedestrian traffic.
Reduce the speed limit further than proposed for a section of the road <i>Mentions: 5</i>	<ul style="list-style-type: none"> • Should be 30kph.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Cars currently speed on this road. • People stop to take in view.

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

Road name	Cowes Bay Road
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
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	2
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"> • Safer for cyclists. • Road is unsealed.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Speed limit is not the problem.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Increased travel times for employees. • Increased times for delivery vehicles.
The low quality of the road is creating safety risks/needs fixing <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Road is unsealed. • Road is narrow in parts.
Road design needs upgrading/improving <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Seal road. • Widen road in narrow areas.

Why do you feel this way?	
Feedback Theme	Main points
Other comments <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Plan to seal road which will make 40kph limit unnecessary. • Winery at tend of road so some drivers may be intoxicated. • Road is actually private through important private land with nature habitats for both plants and animals, speed should be slow and access limited. • Risk of contamination and importing of contraband goods and products that can contaminate the habitat. • Needs to be treated as an area of cultural importance.

AT recommended way forward

Based upon consultation feedback received and further technical assessment, the speed limit recommendation has been updated from 40km/h to 60km/h. Refer to Attachment 8 for further details.

Road name	Crescent Road East
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"> Currently a dangerous road.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Drivers drive poorly on this road.

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



Road name	Crescent Road East Ext
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	Crescent Road West
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	Delamore Drive
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	Dickson 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	Donald Bruce Road
Part of road	between Kennedy Road and southern end of Donald Bruce 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 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: 4</i>	<ul style="list-style-type: none"> • Cars frequently have near misses with school children. • Main throughfare to ferry so very busy. • Large trucks route. • Traffic queues in this area.
Only support the reduced speed limit for a certain time of day <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Two schools, a kindy and a daycare. • Road has no problem outside of school drop off and pick up hours.

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



Road name	Donald Bruce Road
Part of road	between 55m south of Causeway Road and 28m north of Esslin Road
Proposal	Current 40kph: Proposed Variable 40kph to 30kph (off-peak 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
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">• Safe road.• No history of accidents.

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



Road name	Eden 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	Empire 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	Erua 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:</i>	<ul style="list-style-type: none"> • Drivers speed. • Cars park on verges and obstruct visibility. • Walkers are forced onto road.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Drivers speed.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Speed bumps required.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Road needs a footpath for children to walk to school.

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



Road name	Esslin 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	Fairview 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	3

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none">• Road is narrow.• Poor visibility.• Shared path only.• Safer for pedestrians, animals, and motorists.

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



Road name	First 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	Fisher Road
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
Based upon consultation feedback received from Local Board and further technical assessment, the speed limit recommendation has been updated. Refer to Attachment 8 for further details.



Road name	Fisher 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	Fourth 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
Based upon further technical assessment, the speed limit recommendation has been updated. Refer to Attachment 8 for further details.



Road name	Frank 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	Garratt 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	George 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	Giles 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	Glen Brook 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: 2</i>	<ul style="list-style-type: none"> • Road is narrow with no footpath, and poor visibility. • 50kph is too fast. • Bus route. • Many near misses. • Blind corner by hall is particularly dangerous at speed.

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



Road name	Goodwin Avenue
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	Gordons Road
Part of road	From 2.3km south of Carsons Road and southern end of Gordons Road
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	Gordons Road
Part of road	between O'Brien Road and Carsons Road
Proposal	Current 80kph: 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

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">• Should be 50kph.
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">• Make all roads 50kph for ease.

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



Road name	Gordons Road
Part of road	between Carson Road and 2.3km south of Carsons Rd (adjacent to Poukaraka Flats)
Proposal	Current 80kph: 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	Great Barrier 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	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">• Drivers drive to the conditions.

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



Road name	Gulf 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	Hamilton Road
Part of road	between Miami Avenue and Ocean 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	

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	1

**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
Implement safe and appropriate road speed limit as proposed

Road name	Hamilton Road
Part of road	between Lannan Road and Miami Avenue
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

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	1

**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"> • High pedestrian traffic around shops. • Limit matches drivers' behaviour.

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



Road name	Hartley 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	Hauraki 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
I think the speed limit should be lower than what is proposed	5
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: 6</i>	<ul style="list-style-type: none"> Lots of different users sharing the road. Road is narrow with tight bends and no footpaths. Preferred cyclist route. Road is on the main bus route. Dangerous at current speeds for the large numbers of pedestrians. Few sidewalks, lots of blind driveways and is dangerous to walk and cycle. Contractors in trucks and visitors in SUVs need to be made to slow down.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> High speeds, especially on the straight section.
Reduce the speed limit further than proposed for a portion of the road <i>Mentions: 3</i>	<ul style="list-style-type: none"> Limit should be 30kph. Hauraki Road should be 30kph - few sidewalks, lots of blind driveways and is dangerous to walk and cycle. Contractors in trucks and visitors in big SUVs need to be made to slow down. Should be 30kph, dangerous for the large numbers of pedestrians.
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> Needs speed bumps. Narrowing of the road to reduce speeds.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed



Road name	Hekerua 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"> • Road is narrow. • Road is dangerous with blind corners and ditches.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed



Road name	Hill Road
Part of road	between Cory Road and Te Toki Road
Proposal	Current 50kph: 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

**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
Implement safe and appropriate road speed limit as proposed



Road name	Hill Road
Part of road	between Te Toki Road and Palm 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	

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

**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
Implement safe and appropriate road speed limit as proposed



Road name	Hillside 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
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none">• Should be 20kph.
Reduce the speed limit further than proposed for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none">• Should be 20kph.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none">• Unsealed road is a dust nuisance in summer.

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



Road name	Hobson 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	Homai 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	Hooks 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	Huia 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	Huntermville 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
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">• Intended to be a walking track.• Trucks need to use low grade to access anyway.• Only a road in name to provide houses with a street address.

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



Road name	Huruhi 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	Jellicoe Parade
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
I agree with the proposed speed limit change on this road	1
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Residents need to reverse out of driveways. Cars park on road side narrowing lane for traffic to single lane. Safer for cyclists using road. Ocean Road and Jellicoe Parade are main routes, also are used by children walking to/from school. Cars travel at 70/80kph and is unsafe.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Motorists speed from top of hill down to intersection. Frequented by boy racers. Road is single lane with parked cars so head on collisions are a risk. Ocean Road and Jellicoe Parade are main routes, also are used by children walking to/from school. Cars travel at 70/80kph and is unsafe.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Remove parking on the other side of road so it does not reduce to single lane. Widen the road.
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> Additional traffic calming measures needed on Jellicoe Parade, Surfdale. This seems to be a local race track with drivers having no regard for pedestrians and children using the footpaths or roads to bike to school. Jellicoe Parade is a well-used thoroughfare for children travelling to Te Huriri Schools.

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

Road name	Junction 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
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"> • No footpaths. • Safer for pedestrians, cyclists and horse riders. • Blind corners. • Sun strike at certain times of day makes driving on blind corners at speed dangerous. • Treated like a shared path so needs to be slower.

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



Road name	Karaka Road
Part of road	between Hauraki Road and Coromandel 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	

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

**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
Implement safe and appropriate road speed limit as proposed



Road name	Karaka Road
Part of road	between Hauraki Road and Queens 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	

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

**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
Implement safe and appropriate road speed limit as proposed



Road name	Karu 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	Kennedy Point 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	1

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">• Road is wide.• Low traffic volumes.• No accident history.

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



Road name	Kennedy 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"> • 2 schools and 2 day-cares in area. • No footpaths for students. • 50kph is too fast. • High population of young families.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Cars use road like a racetrack.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Encourages greener travel options. • Concerned there is no man-power to enforce new limits.

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

Road name	Kiwi 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
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Cars travel safely at 50kph.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none"> Should be 40kph.

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

Road name	Korora Road
Part of road	between 350m north of Karu Street and northern end of Korora Road
Proposal	Current 50kph: 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
Other	1

**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 around Fossil Bay School. • No shoulder between footpath and road. • Verges are planted out so pedestrians use road. • Cars park on both sides narrowing lane for traffic.
Reduce the speed limit further for a portion of the road <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Should be 30kph around Fossil Bay School and Kindergarten. • Could be even lower than proposed.

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

Road name	Korora Road
Part of road	between Ocean View Road and 350m north of Karu 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

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
Other	1

**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 has blind corners. • Cars park on both sides. • School children walk along road to community library. • Pedestrians are forced to walk on the road.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Needs to have 'no parking' lines (restrictions) on road sides.

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



Road name	Kuaka 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	Ladd 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	Lannan Road
Part of road	between Hamilton Road and Surfdale 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	Lannan Road
Part of road	between Hamilton Road and The Esplanade
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	Le Roy 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	Mako Street
Part of road	between Church Bay Road and Tui 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 speed limit should be lower than what is proposed	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 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: 3</i>	<ul style="list-style-type: none"> • Cars drive too fast on mako Street. • Safer for cyclists, pedestrians, and children. • Dangerous and busy road. • No footpath but lots of foot traffic. • Main route to ferry.
Driver behaviour is causing safety risks <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Cars drive too fast on Mako Street.
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Needs speed bumps. • Needs cameras. • Signs for speed limits are not enough to stop vehicles speeding.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed



Road name	Mako Street
Part of road	between Church Bay Road and Ocean View Road
Proposal	Current 50kph: Proposed 40kph

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 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
NO FEEDBACK PROVIDED	

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

Road name	Makora Avenue
Part of road	between Tawa Street and southern end of Makora Avenue (25m south of Makora Avenue)
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

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

**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"> • Blind corner before intersection is dangerous. • Road is narrow. • Should be 40kph.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Should be 40kph.

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

Road name	Makora Avenue
Part of road	between Kiwi Street and Tawa 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

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

**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"> • Drivers speed. • Blind corner before intersection is dangerous. • Road is narrow. • Should be 40kph.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Drivers exceed current speed limit.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Should be 40kph.

AT recommended way forward



Implement safe and appropriate road speed limit as proposed

Road name	Man O War Bay Road
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
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	7
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"> • 40kph makes sense for safety.
The reduced speed limit is unnecessary <i>Mentions: 6</i>	<ul style="list-style-type: none"> • Fine as it is. • Rural road. • 80kph is appropriate. • Drivers drive to the conditions. • No accidents occur due to speed. • No pedestrians.
Reduced speed is not good as it will increase journey times <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Long road (8km). • Will increase time on road and petrol consumption. • Will extend commuter times unnecessarily.
The low quality of the road is creating safety risks/needs fixing <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Improve road conditions for 2WD vehicles. • Road is not maintained often enough.

Why do you feel this way?	
Feedback Theme	Main points
<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"> • Should be same as Orapiu Road as form a circle link at bottom of the island.
<p>Alternative speed limit suggested (instead of as proposed)</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Recommend set 60kmh for the entire road network East from Man-o-War Bay Road/Orapiu Road/Awaawaroa Road intersection.
<p>Other comments</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Bad for businesses. • There are plans to seal parts of road which would make 40kph unnecessary.

AT recommended way forward

Based upon consultation feedback received and further technical assessment, the speed limit recommendation has been updated from 40km/h to 60 km/h. Refer to Attachment 8 for further details.



Road name	Manuka 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	Marama 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	Marine View Road
Part of road	between Trig Hill Road and Eden Terrace
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	Marine View Road
Part of road	between Eden Terrace and Victoria Road South
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	Matai 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"> Speeding vehicles. No footpaths.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Vehicles speed.

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



Road name	Matapana 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
NO FEEDBACK PROVIDED	

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



Road name	Mcintosh 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	Mcmillan 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: 2</i>	<ul style="list-style-type: none"> • Road is narrow with poor visibility and no centre line. • Shared space only. • No footpath – proposed speed limit will be safer for pedestrians.

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



Road name	Miami 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
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none">Variable limits cause delays on relatively safe roads.

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



Road name	Miro 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">• Cars speed.• Road is narrow with limited visibility.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none">• Cars race up this hill and road is too narrow.

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

Road name	Mitchell 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	1

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"> Needs to match side roads coming off it. Part of the main thoroughfare of Waiheke and limit should be the same unless there are shops/ centres.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Main thoroughfare of Waiheke.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Situation is fine currently. People slow down past shops anyway.

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

Road name	Moa 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
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Cars travel safely at 50kph. Road is wide. Road has good visibility.
Other suggestions for reduced vehicle speeds <i>Mentions: 3</i>	<ul style="list-style-type: none"> Should be 40kph. 30kph is too slow. The junction where Moa Road meets Ocean View Road is very dangerous. Cars travel too fast with poor visibility, making it very hard for the high volume of visitors and locals who are crossing the road (with nowhere to stand), from Moa, to the beach. There has been talk of a roundabout, maybe speed bumps, whatever will slow the traffic risk to cars and cyclists coming out of Moa, and pedestrians trying to cross.

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



Road name	Moana 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	Motukaha 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
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 not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Taxis driving to wineries currently speed and will not obey new limit.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Road has average of 4 cars an hour in daytime and 2 cars an hour at night. Road is well paved with no potholes, good line of sight visibility, and 6m verges. Currently safe for pedestrians and cyclists.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Taxis driving to wineries currently speed.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> ADT is not correct and does not reflect real life traffic levels. Church Bay Road gives 683 VMD and assumes that all these cars end up on Motukaha Road, but they do not.

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



Road name	Muritai 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	Natzka 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	Neil Avenue
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
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"> • Intended to be a walking track. • Trucks need to use low grade to access anyway. • Only a road in name to provide houses with a street address but is a private road.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Area is of ecological importance to preserve nature of the area. • Area should have a walking pace limit as it is not really a road. • Private land on a privately owned island, not a public road.

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



Road name	Nelson 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	Nepean Avenue
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
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"> • Road is too short to get up speed anyway. • Frequently used by endangered wildlife that needs to be protected. • Will be safer for children and pets.
Reduce the speed limit further than proposed for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Limit should be set at walking pace. • 15kph at rise by number 1-3 Nepean Avenue. • Maximum of 30kph.

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



Road name	Newton 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	Nick Johnstone Drive
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
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 not create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Drivers watching speedo to stay 40kph could mean they don't see pedestrians.
Reduced speed limit will not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> 50kph to 40kph is not going to make much difference to safety.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Existing speed limit good on straights. Large bends are signposted with yellow signs. Very few cars use this road out of season.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> Average daily traffic (ADT) was probably gathered in peak season and is not representative of usual traffic volumes.

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



Road name	Nikau 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	O'brien Road (Omiha)
Part of road	Between Te Whau Drive and the southern end of O'Brien 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	7

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"> • Road is narrow and winding, with limited visibility and no footpath. • Will be safer for pedestrians and cyclists. • There are increased traffic volumes. • Buses take up over half of the road. • Sharp bend towards Fairview Crescent. • Buses take up a lot of road when using.
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Cars take bends too fast.

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

Road name	O'brien Road (Waiheke Island)
Part of road	between Onetangi Road and Te Whau Drive
Proposal	Current 80kph: 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 speed limit should be lower than what is proposed	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"> • Road is narrow. • Road is winding. • Dangerous for cyclists. • Sections where there are no footpaths. • Especially dangerous on steep section between Rangihoua and Margaret Reeve Lane. • Should be 50kph.
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"> • Make all roads 50kph for ease.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Road itself is dangerous for cyclists at the top of the hill. • Sunstrike on winter afternoons is dangerous.

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

Road name	Ocean Road
Part of road	between Jellicoe Parade and Junction Road
Proposal	Current 50kph: 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
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: 3</i>	<ul style="list-style-type: none"> Drivers speed as soon as they get around corner. No footpaths, and pedestrians have to walk single file on road when cars come. Ocean Road and Jellicoe Parade are main routes, also are used by children walking to/from school. Cars travel at 70/80kph and is unsafe.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Good road with good visibility. Improved safety is disproportionate to negative impact on motorists.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Improved safety is disproportionate to negative impact on motorists.
Reduce the speed limit further than proposed for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Should be 30kph.
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> Drivers speed as soon as they get around corner. Ocean Road and Jellicoe Parade are main routes, also are used by children walking to/from school. Cars travel at 70/80kph and is unsafe.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Add a 'slow down - hidden driveways' sign.

Road name	Ocean Road
Part of road	between Jellicoe Parade and Miami Avenue
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
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Ocean Road and Jellicoe Parade are main routes, also are used by children walking to/from school. Cars travel at 70/80kph and is unsafe.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Ocean Road and Jellicoe Parade are main routes, also are used by children walking to/from school. Cars travel at 70/80kph and is unsafe.

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

Road name	Ocean View Road
Part of road	between 50m south of Korora Road and Puriri 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 period of the day	1
I think the speed limit should be lower than what is proposed	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	5
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	1
I agree with the proposed speed limit change on this road	4
Other	1

**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: 8</i>	<ul style="list-style-type: none"> • Pedestrians and car doors are a hazard. • Safer to have slower speed in Village. • There are no cycle lanes. • No shoulder between footpath and road. • Lots of pedestrians with pushchairs.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> • Road is narrow. • Inadequate space for cyclists. • Children run between beach and playground at little Oneroa and cross the road.
Extend the reduced speed limit to cover more of the road <i>Mentions: 11</i>	<ul style="list-style-type: none"> • Extend 30kph through Little Oneroa to Goodwin Avenue corner. • Many families visit Little Oneroa and cross the road. • Limit should apply to whole road. • Will make it easier to exit driveways. • Safer for pedestrians on footpath with no shoulder. • Footpath is only on one side so residents have to cross the road to go anywhere on foot. • Should be all road to be safer for cyclists. • Turning out of Moa Avenue is difficult at current speed limit. • Ocean View Road between Puriri Road and Pacific Parade should be 40kph as vehicles speed downhill past playground area. • Whole of road to Onetangi should be 40kph. • Reduce to 40kph Ocean View Road between Puriri and Goodwin Avenue.
Only support the reduced speed limit for a certain time of day <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Only unsafe during retail opening times on weekends and 9am-5pm.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Slowing down 24/7 when retail isn't open will delay commuters.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed

Road name	Ocean View Road
Part of road	between the western end of Ocean View Road and 400m east of the western end of Ocean View Road
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
I agree with the proposed speed limit change on this road	1
I think the speed limit should be lower than what is proposed	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	5
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	1
I agree with the proposed speed limit change on this road	4
Other	1

**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"> Many cars, cyclists, pedestrians, and buses use this stretch.

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: 2</i>	<ul style="list-style-type: none"> • Should be 30kph to match other parts of the road. • Should be the same speed all the way along.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Should be either 40kph or 30kph.
Extend the reduced speed limit to cover more of the road <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Reduce to 40kph Ocean View Road between Puriri and Pacific Parade

AT recommended way forward

Implement safe and appropriate road speed limit as proposed



Road name	Okoka 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: 2</i>	<ul style="list-style-type: none">• Road is narrow.• The sharp bend by Fairview Crescent is dangerous.• Safer for pedestrians, animals, and motorists.

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



Road name	Omiha 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: 2</i>	<ul style="list-style-type: none">• Road is narrow.• Poor visibility at corners.

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



Road name	Oneroa Village 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
I think the speed limit should be lower than what is proposed	1
I think the speed limit should be higher than the existing speed limit	1

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">40kph would be better.

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

Road name	Oraپی 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	4
I agree with the proposed speed limit change on this road	3
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Safer for people stopping at views along road. • Road is winding. • Road is narrow. • Road is unsealed.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Should be 40kph. • 60kph is still too fast. • Recommend set 60kmh for the entire road network East from Man-o-War Bay Road/Oraپی Road/Awaawaroa Road intersection.
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Current limit is safe. • Road is long for slow proposed speed. • No history of serious injuries and deaths. • Road is sealed, with low traffic volumes and few pedestrians. • Signpost corners but don't change whole road. • Most sections are safe to drive at 80kph. • Has good signage.

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed is not good as it will increase journey times <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Long 12km trunk road. • Will significantly increase commuter times. • Slow down tradies and emergency services. • Slow down deliveries.
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"> • Should be same as Man O War Road as form a circle link at bottom of the island.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Slower speeds reflect the culture of the land. • Slower speed means less damage to the land.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed

Road name	Ostend Road
Part of road	between Wharf Road and Belgium 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	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

**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
Extend the reduced speed limit to cover more of the road <i>Mentions: 4</i>	<ul style="list-style-type: none"> Between Belgium Road and Erua Road - reduce to 40kph to make it safer to leave driveways and cross the road, particularly in front of Placemakers and the shops. Extend the 30kph to intersection with Sea View Road and capture the two 30kph roads that intersect, to improve safety at the Whakarite Road/Ostend Road intersection (with its complex traffic movements), especially on Saturday market days. It is also noted that Seaview Road is the route to and from Waiheke Primary School so reducing speeds on Ostend Road in the vicinity will benefit school cyclists and pedestrians. Road to Ostend should be 50kph.

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

Road name	Ostend Road
Part of road	between Erua Road and O'Brien 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	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

**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
Extend the reduced speed limit to cover more of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Also include the Road between Belgium Street and Erua Road.

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



Road name	Oue 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	Pacific Parade
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
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
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Road is narrow, winding, and busy, with poor visibility. No footpath for pedestrians.
Reduce the speed limit further than proposed for a section of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Pacific Parade is most dangerous between Short Street to Ocean View Road – could be slower here

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



Road name	Pah 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	Palm 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 higher than what is proposed (but lower than the current speed limit)	3
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: 2</i>	<ul style="list-style-type: none"> Lots of children use this area. Cars frequently speed. Frequently used by cyclists and pedestrians.
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"> If reduced, should only be to 40kph to match rest of bus route.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 2</i>	<ul style="list-style-type: none"> If reduced, should only be to 40kph to match rest of bus route.
Driver behaviour is causing safety risks <i>Mentions: 3</i>	<ul style="list-style-type: none"> Boy racers frequent the area at night. Speed limit is largely ignored.
Other suggestions for reduced vehicle speeds <i>Mentions: 3</i>	<ul style="list-style-type: none"> Speed bumps are needed to stop boy racers at night. Speed bumps required near the intersection with Tiri View Road. Palm Road need judder bars to prevent/deter speeders at night leaving the beach - have been accidents (car vs parked vehicle and car vs building) as vehicles speeding fail to take the corner where Hill Road meets Palm Road by the Palm Beach Store and Arcadia restaurant.

AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	
Road name	Park Point Drive
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	Park 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	Pohutukawa 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

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"> • Unsealed road with no footpath and no centreline. • Shared path only. • Safer for pedestrians. • No provision to turn around in dead end.
The low quality of the road is creating safety risks/needs fixing <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Road is unsealed. • Road has potholes.

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



Road name	Potai 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	Poto 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 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">• Road is narrow and winding.• Will be safer for cyclists.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none">• Very fast cars on roads.

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



Road name	Putiki 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	Queens Drive
Part of road	between Goodwin Avenue and Junction Road
Proposal	Current 50kph: 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
I think the speed limit should be lower than what is proposed	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none">Reduced speed needed for safety.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none">Slower speeds are better for fuel economy.

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



Road name	Queens Drive
Part of road	Between Goodwin Avenue and eastern end of Goodwin Avenue
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	2

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

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



Road name	Quelch 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	Rata 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
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"> Large buses travel this road and current speed is unsafe.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Road is part of the main bus route. Not frequented by walkers or cyclists.

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



Road name	Ridge 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	Rothschild Terrace
Part of road	Full length
Proposal	Current 80kph: 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	Scotts 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	Sea View Road (Onetangi)
Part of road	between 250m west of Te Makiri Road and Onetangi 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
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: 3</i>	<ul style="list-style-type: none"> Will be safer for pedestrians and cyclists.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Sea view Road is narrow, hilly with blind corners and needs speed bumps to slow traffic.

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

Road name	Sea View Road (Ostend)
Part of road	between Ostend Road and Erua 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	2

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"> • Cyclists track around Waiheke with no safe place to cycle. • Footpath only on one side of road. • No footpath connection to Erua Road. • Narrow road. • Poor school crossing. • Poor signage for school.
Reduce the speed limit further than proposed for a section of the road <i>Mentions: 5</i>	<ul style="list-style-type: none"> • Should be 30kph in front of school. • Whole road should be 30kph.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Part of the boy racer circuit.

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

Road name	Sea View Road (Ostend)
Part of road	between Erua Road and 250m west of Te Makiri Road
Proposal	Current 50kph: Proposed 40kph

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

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"> • Cyclists track around Waiheke with no safe place to cycle. • Heavy pedestrian traffic. • There are no footpaths for pedestrians. • Road is narrow with sharp bends.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> • From the View Road intersection to the end at Onetangi Road could remain 50kph.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Boy-racers use this route. • Frequent car crashes from speeding. • Cars should be encouraged to use alternative route via Ostend Road and Onetangi Road around the island.
The low quality of the road is creating safety risks/needs fixing <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Condition is poor and has potholes around Erua Road and View Road.
Only support the proposed speed limit for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Condition is poor and has potholes around Erua Road and View Road (only lower speed limit here).



Why do you feel this way?	
Feedback Theme	Main points
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none">Between Erua Road and View Road needs a footpath for children on their way to Waiheke Primary School (at 26 Sea View). They have to jump down a bank if 2 cars are passing, can't see the kids on the road at all if driving East in the morning due to sunstrike, so parents are driving their kids to school even from 50m up the road from the school.

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



Road name	Second 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	Seventh 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	Shelly Beach 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	Shelly Beach Road Extn
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	Short 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	Sixth 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	Stonybatter Road
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
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Fine as it is. • Rural road. • 80kph is appropriate. • Drivers drive to the conditions. • No accidents occur due to speed. • No pedestrians.
Reduced speed is not good as it will increase journey times <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Long road (8km). • Will increase time on road and petrol consumption. • Will extend commuter times unnecessarily. • Will increase delivery vehicle times.
The low quality of the road is creating safety risks/needs fixing <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Improve road conditions for 2WD vehicles. • Road is not maintained often enough.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Bad for businesses.

AT recommended way forward



Implement safe and appropriate speed limit as proposed



Road name	Surfdale Road
Part of road	between Hamilton Road and Marama Avenue
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
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none">• Waiheke Drivers drive to the conditions.• People will slow down for the intersection anyway.

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



Road name	Tahatai 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	Tahi 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 children.• Current limit is too fast.

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



Road name	Tarair 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 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"> Road is unsealed. Road is narrow.
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 20kph.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> Unsealed road is a dust nuisance in summer.

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



Road name	Tawa 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
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none">Should be 40kph.

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



Road name	Te Makiri 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	Te Toki 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
I think the speed limit should be lower than what is proposed	6

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 be safer to exit driveways. • Children walk this way to school bus. • Crossing is difficult at current speed. • Footpaths only on one side of road.
Reduce the speed limit further than proposed for a section of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> • From half-way past Wilma Road to the Homai Road intersection should be 30kph because traffic coming from Wharf Road turning into Crescent Road and this is a blind corner.
Driver behaviour is causing safety risks <i>Mentions: 5</i>	<ul style="list-style-type: none"> • Drivers speed on this road. • Cars ignore speed limit • Frequented by boy racers doing burnouts.
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Needs speed bumps between Wilma Road and the curve at the bottom of the reserve as drivers ignore limits.

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

Road name	Te Whau Drive
Part of road	Full length
Proposal	Current 80kph: 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

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"> Should be 50kph.
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"> Make all roads 50kph for ease.

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



Road name	Tetley 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	The Esplanade (Oneroa)
Part of road	between Tui Street and Tahatai 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	

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	2
Other	1

**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
Implement safe and appropriate road speed limit as proposed

Road name	The Esplanade (Oneroa)
Part of road	Full length (Blackpool and around Matenga Point)
Proposal	Current 50kph: Proposed 30kph

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	2
Other	1

**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"> • Road is a shared by all users. • Road is just a gravel track. • Pedestrians, cyclists, and horses share road. • Road has blind corners.
Reduce the speed limit further than proposed for a section of the road <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Should be 10kph. • Shared space needs a shared space speed limit.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Close road to vehicles altogether. • Only allow pedestrians, horses, and cyclists.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed

Road name	The Esplanade (Palm Beach)
Part of road	Full length (off Hill Road)
Proposal	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
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NO FEEDBACK PROVIDED	
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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	The Esplanade (Surfdale)
Part of road	Full length (off Blake 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	2
I think the speed limit should be lower than what is proposed	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Road is unsealed with blind corners. • Road is used as a race track. • Frequented by tourists. • Will be safer for pedestrians, cyclists, horse riders.
Reduce the speed limit further than proposed for a section of the road <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Gravel section around the point should be 10kph.
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Close road to vehicles altogether • Lock gates and only open in emergency when alternative is blocked.

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

Road name	The Strand
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 speed limit should be lower than what is proposed	3

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Road is narrow. • Road is a shared path. • There are no footpaths. • Vehicles currently speed. • Should be 20kph.
Reduce the speed limit further than proposed for a section of the road <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Should be closed to traffic altogether. • Should be 5kph between Third and Fourth Ave. • Should be 20kph. • Shared space with vehicles.
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Vehicles drive fast. • Risk to all users from vehicles.

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



Road name	Third 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	Tiri Road
Part of road	between Tiri Road and Tiri Road (i.e. the loop road section from RP 0.09 to 0.82)
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"> • Blind corners. • Residents park on roadside, narrowing lane for cars.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Should remove parking opportunities on roadside.

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



Road name	Tiri Road
Part of road	between Delamore Drive and Korora 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	Tiri 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
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 narrow and winding.

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



Road name	Trig Hill 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	Tui 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	Upland 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

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">• It is not safe to exceed 30kph.• Road is narrow and winding, with no centreline or footpath.• Safer for pedestrians.

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



Road name	Valley 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">• Road is narrow with no footpath or centrelines.• Cars parked on roadside, narrow driving lane.• Safer for pedestrians.

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



Road name	Victoria Road North
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	Victoria Road South
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	Vintage Lane
Part of road	Full length
Proposal	Current 80kph: 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	Waiata 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	Waiheke Road
Part of road	between 70m south of Belle Terrace and Fisher Road
Proposal	Current 50kph: 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

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

**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
Implement safe and appropriate road speed limit as proposed

Road name	Waiheke Road
Part of road	between Onetangi Road and 70m south of Belle Terrace
Proposal	Current 50kph: Proposed 40kph

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
I think the speed limit should be lower than what is proposed	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

**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"> • Road is unsealed, steep and hilly. • Road is narrow and winding. • Children live on road. • Cyclists frequent the road.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Safe to travel at 50kph.
Reduce the speed limit further than proposed for a portion of the road <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Should be slower than proposed. • Should be 40kph maximum.



AT recommended way forward

Implement safe and appropriate road speed limit as proposed



Road name	Waiheke Road
Part of road	South of Fisher Road to Man O War Bay 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

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

**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
Implement safe and appropriate road speed limit as proposed



Road name	Waikare Road
Part of road	between 120m northeast of Ocean View Road and Korora 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	Waikare Road
Part of road	between 120m northeast of Ocean View Road and Ocean View 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	Waimangu Road
Part of road	Full length
Proposal	Current 60kph: 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	Wairua 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	Waitai 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	Wallingford Avenue
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	Walter Frank Drive
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	Watson 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: 2</i>	<ul style="list-style-type: none"> • Road is very busy. • Road is narrow with no centreline, and cars parked on both sides. • 50kph is too fast. • Bus route. • Shared path only. • Will be safer for pedestrians. • Many near misses.

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



Road name	Wattle 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	Weka 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	Wellington 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	Whakarite 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">• Road is narrow.• Road has blind corners.

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



Road name	Wharf Road
Part of road	between Causeway Road and the southern end of Wharf 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	Wilma 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 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"> Cars currently speed. Road is narrow, with blind corners. Will be safer for pedestrians, cyclists and horse riders. Shared road for all road users. Shared road sign is not in a prominent position.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Pedestrians encounter speeding motorists. Speeding causes dust nuisance.
Other comments <i>Mentions: 2</i>	<ul style="list-style-type: none"> Unsealed road is a dust nuisance in summer at speed. Shared road sign is not in a prominent position.

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



Road name	Woodside Bay Road
Part of road	Full length
Proposal	Current 60kph: 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	Woollams 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

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 Waiheke 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

Omiha

Feedback Theme	Main points
Other roads/suggestions for reduced speed limits <i>ALL SUBURB - Mentions: 3</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. • Omiha and Rocky Bay - roads such as Fairview, Bella Vista, Glen Brook, and Okoka (among others) definitely warrant a 30kph limit due to no footpaths, and multiple users, (walkers, pets, cyclists). • Kuakarau Bay has a playground and BBQ area on either side of McMillan Road (gravel), it is unsafe for children, needs speed bumps to slow traffic. • All the roads are narrow and would benefit from a 30km speed limit.

Suburb	Oneroa
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Feedback Theme	Main points
<p>Other roads/suggestions for reduced speed limit</p> <p><i>ALL SUBURB - Mentions: 8</i></p>	<ul style="list-style-type: none"> Work towards a pedestrian shared zone in Oneroa (instead of lowering speed limits in the wider area). 30kph is very low, should be 40kph. Safe driving is not all about speed - it's about driver education and responsibility. Speed reductions should be limited to outside schools and main shopping roads. Nobody is policing the current speed limits; nobody will follow the new ones. I am a Senior Firefighter - please consider a 40kph limit rather than a 30kph if you must make a change. I get called out to most accidents on the island and cannot recall an incident in the last ten years on these roads that a lower speed limit would have avoided.

Suburb	Onetangi
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 4</i>	<ul style="list-style-type: none"> Onetangi Road - should be 30kph or 40kph, very busy with lots of road users, reduce from Trig Hill Road to The Strand. Onetangi Road and O'Brien Road should be reduced to 40kph - currently 60kph which is too fast for number of tourists walking, cycling, hopping on and off buses, and horse riders (both Waiheke Equestrian and the Riding Club located on Onetangi Road). There is nowhere safe for the horses to cross on the blind corner outside the quarry and car and trucks travelling at 60km (and often a lot faster) struggle to slow down in time to make room for the horses. The Strand at Onetangi Beach should have a 10kph limit due to numerous pedestrians visiting the beach and the restaurants - it is currently very dangerous, especially with the buses. Onetangi Road - Should be 40kph, frequented by cyclists on winery tours and has no defined footpaths or cycle lanes. Onetangi Road - Reduce speed to 40kph, frequented by cyclists and pedestrians.
Other roads/suggestions for increased speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> Onetangi Straight needs to be raised to 60kph.
Other physical improvements suggested <i>Mentions: 4</i>	<ul style="list-style-type: none"> The only change I would support is closing the road on The Strand between 3rd and 4th Avenues in Onetangi. There should be speed bumps at 3rd and 4th Avenues on Onetangi Beach, due to numerous pedestrians visiting the beach and restaurants. Onetangi Road - needs a warning sign regarding the presence of horse riders.



Suburb	Palm Beach
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Feedback Theme	Main points
Other roads/suggestions for reduced speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none">• Speed limit on all roads approaching the 5-way intersection at Hill Road/Bay Road/Te Toki Road / Palm Road should 30kph.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none">• "Feeder roads" mentioned seem to be from the viewpoint of motorists' feeder rides and not looked at from the viewpoint of pedestrians who are also road users on Waiheke and have their own preferences.



Suburb	Surfdale
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Feedback Theme	Main points
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none">• A pedestrian crossing is needed in Surfdale village - a large number of people speed through, the 50kph limit is too high, and no-one respects the speed bumps.



Suburb	Rakino Island
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Feedback Theme	Main points
Other roads/suggestions for reduced speed limit <i>Mentions: 1</i>	<ul style="list-style-type: none">• Sandford Way, Rakino Island - reduce speed limits on whole island to 30kph.

Suburb

Waiheke wide (mentioned Waiheke Island in general rather than a suburb)

Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> Mary Wilson Reserve - speed bumps needed at each end (and maybe one in the middle) to slow down traffic - small child playground and barbeque area with an unsurfaced road, have been near misses.
Other roads/suggestions for reduced speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> Frank Street is too fast. The street is narrow as well. 30kph will be better.
Other roads/suggestions for reduced vehicle speeds <i>ALL ISLAND - Mentions: 19</i>	<ul style="list-style-type: none"> Current speed limits are too high in some areas. There is little protection for cyclists and walkers. Reducing the speed limit to 40km or 30km in very high-use areas (with cyclists, walkers, horses, and cars all sharing the space) makes sense to me. Generally, all smaller roads on Waiheke should be 35kph. Waiheke - the overall 50kph limit on most roads is dangerous and unsuitable, 30kph is much more suitable for the road type, and the Island style. The main roads through each of the suburbs would also benefit from reduced speeds. All roads in Waiheke should have a 30kph speed limit except the main road from Matiatia to Onetangi. Our roads are very narrow, are used by cars, cyclists, and walkers. There are very few pavements, and the traffic moves too quickly. 30kph is very slow, 40kph is a better compromise on most of the proposed roads. It's a bit complex with lots of different speeds, I would favour a blanket speed of 40kph.
The reduced speed limits are unnecessary <i>ALL ISLAND - Mentions: 25</i>	<ul style="list-style-type: none"> Do not reduce roads below 50kph on Waiheke. Accident statistics don't prove the need for all this change which is costly and potentially confusing. Schools, shopping and beach fronts, but nowhere else. Reduce in high use areas only, not whole island.
Other physical improvements suggested <i>ALL ISLAND - Mentions: 4</i>	<ul style="list-style-type: none"> Remove painted centre line to make drivers more considerate of other road users, particularly pedestrians. There are some streets on Waiheke that are very narrow and have really bad visibility. Starting with 40km speed limit should be the first step instead of a reduction of 20km. But other things need to be done as well, like installing mirrors in blind spots, widening roads, creating pedestrian crossings. Needs footpaths everywhere to encourage and enable safe walking around the island.

Feedback Theme	Main points
Other comments <i>ALL ISLAND - Mentions: 5</i>	<ul style="list-style-type: none">• Kids have to go off-island to get a licence - how are they going to learn to drive in 'normal' conditions?• Safe driving is not all about speed - it's about driver education and responsibility. Speed reductions should be limited to outside schools and the main shopping roads.• Fix the roads on Waiheke instead of reducing the speed limit below 50kph.

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

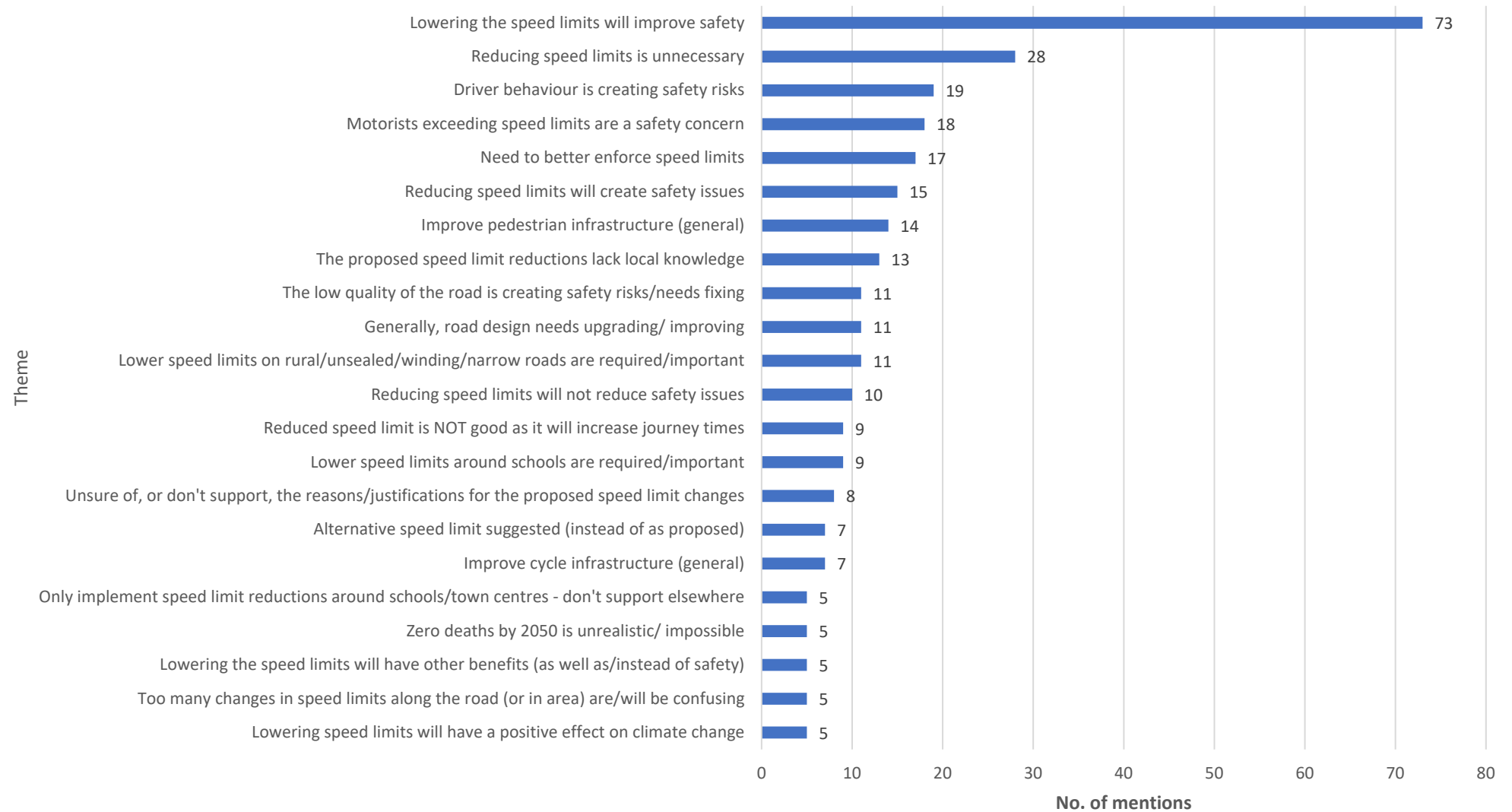
The feedback form also provided the opportunity for respondents to provide general comments on the Safe Speed Programme. Most this feedback was general in nature and could not be attributed to a particular road.

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 Waiheke 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 Waiheke Local Board area.

Top 22 general themes: Waiheke Local Board Residents



Overall sentiment towards the Safer Speeds Programme

Feedback Theme	Main points
<p>Generally, support the safe speeds programme Mentions: 100</p>	<ul style="list-style-type: none"> • Lowering the speed limits will improve safety (67) • Lower speed limits on rural/unsealed/winding/narrow roads are required/important (9) • Motorists exceeding speed limits are a safety concern (6) • Generally, road design needs upgrading/improving (5) • Need to better enforce speed limits (5) • Lowering the speed limits will have other benefits (as well as/instead of safety) (4) • Lowering speed limits will have a positive effect on climate change (4) • Reducing speed limits is unnecessary (2) • The low quality of the road is creating safety risks/needs fixing (2) • Lower speed limits around schools are required/important (2) • Improve pedestrian infrastructure (2) • Improve cycle infrastructure (2) • Driver behaviour is creating safety risks (1) • Reducing speed limits will not reduce safety issues (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) • Improve public transport (1) • Please implement the speed limit reductions sooner/asap/no need for consultation (1) • Other suggestions for reduced vehicle speeds (1) • Other comments (1)

Generally, do NOT support the safe speeds programme

Mentions: 49

- Reducing speed limits is unnecessary (12)
- Driver behaviour is creating safety risks (10)
- Reducing speed limits will create safety issues (10)
- The proposed speed limit reductions lack local knowledge (7)
- Reduced speed limit is NOT good as it will increase journey times (6)
- Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes (6)
- Need to better enforce speed limits (6)
- The low quality of the road is creating safety risks/needs fixing (5)
- Motorists exceeding speed limits are a safety concern (5)
- Reducing speed limits will not reduce safety issues (4)
- Improve pedestrian infrastructure (4)
- Reducing speed limits is about revenue gathering (not safety) (3)
- 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)
- Driver training/education suggested/required (2)
- Zero deaths by 2050 is unrealistic/impossible (2)
- Motorists going SLOWER than the speed limit are a safety concern (2)
- Concerns/disagree with speed limit reduction around schools (2)
- Improve cycle infrastructure (2)
- Do not support reducing speed limits on open roads, rural/country roads and/or paper roads (1)
- Lower speed limits around schools are required/important (1)
- Generally, road design needs upgrading/improving (1)
- General suggestions for speed limit increases (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)
- Lowering speed limits will have a negative effect on climate change/environment (1)
- Do not support reducing speed limits on arterial roads, main roads and/or highways (1)

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

Mentions: 68

- Reducing speed limits is unnecessary (14)
- Driver behaviour is creating safety risks (8)
- Improve pedestrian infrastructure (8)
- Motorists exceeding speed limits are a safety concern (7)
- Lowering the speed limits will improve safety (6)
- Lower speed limits around schools are required/important (6)
- The proposed speed limit reductions lack local knowledge (6)
- Need to better enforce speed limits (6)
- Reducing speed limits will create safety issues (5)
- Reducing speed limits will not reduce safety issues (5)
- Generally, road design needs upgrading/ improving (5)
- The low quality of the road is creating safety risks/needs fixing (4)
- Reduced speed limit is NOT good as it will increase journey times (3)
- Zero deaths by 2050 is unrealistic/impossible (3)
- Too many changes in speed limits along the road (or in area) are/will be confusing (3)
- Do not support reducing speed limits on arterial roads, main roads and/or highways (3)
- Improve cycle infrastructure (3)
- Do not support reducing speed limits on open roads, rural/country roads and/or paper roads (2)
- Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes (2)
- Concerns with the public engagement, and/or that AT won't listen to feedback (2)
- Only implement speed limit reductions around schools/town centres (2)
- Lower speed limits on rural/unsealed/winding/narrow roads are required/important (2)
- Lower speed limits around marae/other high pedestrian areas are important (2)
- Lower speed limits around residential areas are required/important (2)
- Driver training/education suggested/required (1)
- Lowering the speed limits will have other benefits (as well as/instead of safety) (1)
- Motorists going SLOWER than the speed limit are a safety concern (1)
- Pedestrian, e-scooter, and/or cyclist behaviour is causing safety risks (1)
- New speed limits need to be clearly signposted (1)

- | | |
|--|---|
| | <ul style="list-style-type: none">• Lower speed limits in/around town/shopping centres are required/important (1)• Improve public transport (1)• Concerns/disagree with speed limit reduction around schools (1)• Other suggestions for reduced vehicle speeds (1)• Lowering speed limits will have a positive effect on climate change (1) |
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General positive comments about the Safe Speeds Programme

Feedback Theme	Main points
<p>Lowering the speed limits will improve safety</p> <p><i>Mentions: 73</i></p>	<ul style="list-style-type: none"> • Safety and fuel economy. Current speeds endanger pedestrians, cyclists, tamariki, pets, birds and parked vehicles alike. • I have young children that I want to be able to safely travel around Waiheke on bikes, scooters, foot without the risk of an accident. • Waiheke has many roads that are not suitable for speeds more than 30kph. • Life is much more important than getting to a destination a few minutes earlier! • The roads are hazardous and too narrow for driving 50kph. The bike trails are damaged so bike riders ride on the roads, some footpaths are non-existent, so people walk on the road. • Waiheke roads often have no sidewalks and lots of blind driveways. • Many of our roads are not safe at their current limits. These changes will ensure our road system is safer for our most vulnerable users. • As a cycle commuter I support lower speeds to protect lives of humans, birds and invertebrates, as well as reduce carbon emissions. • The speed limits on Waiheke Island were always too high in my opinion so I'm very happy and grateful to see that will change. • Speed kills. The difference in travel times on this island between 50kph and 35kph amount to tens of seconds. Death is a long time - a few seconds can be savoured. • Lower speeds potentially reduce harm for all as the impact of collisions at lower speeds is less damaging. • Reducing speed limits where cars/walkers/runners/cyclist etc share the road space, lowers the potential for serious harm in the case of an accident. • Living on Waiheke for 4.5 years, the roads have gotten busier, and the cars seem to drive faster. I want to purchase an e-bike to reduce my carbon footprint, and I don't even feel safe or confident enough due to the speed limits and lack of cycle lanes. This is one step in the right direction! • The current speed limits were never planned with the current volume of traffic or the state of our roading in mind. We need to ensure safety of our pedestrians, cyclists, horse riders and all users of our roads and footpaths. • Waiheke Island is a tourist destination for many. As well as hiring cars, many hire bicycles and motor scooters. The current speeds aren't consistent with safety. • We want more children to walk to school and if parents feel there are safer options to get their children to walk or bike then they will use them. At this stage it is just not safe for many families. • The reduced speed limits proposed are appropriate and necessary for road safety. • I support safe speed programme proposal for Waiheke Island as current limits are too high for condition of roads.

Feedback Theme	Main points
<p>Lowering the speed limits will have other benefits (as well as/instead of safety) <i>Mentions: 5</i></p>	<ul style="list-style-type: none"> • We need to promote cycling and walking and public transport as a way to get around as the roads are simply not adequate for the number of people who use them. • Less noise when engines not racing. • It has been shown that the 'busyness' of our lives is not good for mental health. We would all be much better off if we could slow down a bit. • Anything we can do to make our roads safer, especially with the increase in volume (and speed) of cars on our road to encourage more people to bus, walk and cycle is a good thing! • Lots of community and social benefits, on top of safety ones, particularly regarding differently-abled or less-mobile citizens and their access to facilities.
<p>Please implement the speed limit reductions sooner/ asap/ no need for consultation <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • We absolutely need to reduce our speeds, without question. And quickly. There will always be those who will complain about losing some minutes in their day but a human life is impossible to replace.
<p>Lowering speed limits will have a positive effect on climate change <i>Mentions: 5</i></p>	<ul style="list-style-type: none"> • Safety and fuel economy. • As a cycle commuter I support lower speeds to protect lives of humans, birds and invertebrates, as well as reduce carbon emissions. • Going slower uses less fuel per kilometre, so is good for the climate. • Overall the program will result in less carbon emitted from transport. • Lowering speeds reduces the amount of fuel used, helping stop climate change.

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

Feedback Theme	Main points
<p>Reducing speed limits will create safety issues <i>Mentions: 15</i></p>	<ul style="list-style-type: none"> • I feel that you guys are making the open road speeds too low in a lot of situations. Making a lot of trips to long time making fatigue of a issue on longer trips. And on short trips taking up more or our day on the road and increasing frustration while driving. • It's not the speeds that are wrong - it's the interpretation and attention of drivers. Most of us slow down for a corner, reduce the speeds on paper roads etc. To blanket lowered speeds limits from where i stand will only heighten frustration and rage of the few - increasing the risks to our softer (bikes, walkers) road users.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Slower driving speeds will only frustrate more drivers, who may take more risks to overtake slower vehicles, thereby increasing accidents. • The worse problems (than speed) are a lack of indicating, the amount of habitual drink driving on this island, boy racers driving around in the middle of the night - these need more attention. If people are not sticking to 50kph then they are not going to abide to 40kph in fact it will probably make speeding more attractive. • I can understand and support the lower limit for some of the very small narrow side roads in places like Surfdale but Lowering the average speed limit to 40km in the western end is just and along the main Line (which changes name multiple times) is not feasible for those who travel on these roads daily and just going to cause extreme frustration causing reckless driving. • Reducing speed limits from 50 to 30kph will inevitably make people frustrated and cause them to speed anyway. • The general proposal for the island is too slow - will provoke frustration, and speed limit breaking. • Not a good idea, the slow-paced buses on the island drive at are what make people drive fast and overtake/ crashes happening BECAUSE of slow driving. • Auckland ears need better education about being polite on the roads - they are too competitive but changing speed limit would only make that worse.
<p>Reducing speed limits will not reduce safety issues</p> <p><i>Mentions: 10</i></p>	<ul style="list-style-type: none"> • Reducing current speed limits is extremely unlikely to reduce the current road death toll. Those drivers who break speed limits now will most likely continue to break any new speed limits. • Changing a sign is not going to make people slow down. • On Waiheke, its fine changing the limits, but there is ZERO enforcement, so it'll make little to no actual difference - except maybe around the schools. • We never see police monitoring speed and driving habits on the roads on Waiheke like we used to, there is no use changing a speed limit from 50kph to 40 or 30kph if the speed isn't going to be monitored by police, nobody will take any notice of the new speeds. • Speed limits are already low enough. Reducing them more is not the split for safer roads. • On Waiheke, speed limits are not the danger, oversized vehicles (almost entirely buses that I'm talking about!) and poor driving is the BIG problem. No one here seems able to keep on their side of the centre line, no matter what speed. • The roads are just not unsafe like this proposal implies - 3 deaths on our road in 30+ years! Seems to me there is not much danger here caused be speed. The dangers are drinking and driving, terrible condition roads with no street lighting, poor drivers, and the copious amounts of over-sized and unnecessary busses. • Talking about Waiheke specifically. Changing speeds of roads does not make it safer. Creating roads that are good condition would. Creating footpaths for pedestrians would.

Feedback Theme	Main points
<p>Lowering speed limits will have a negative effect on climate change/environment</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Most automatic cars will have to have the brakes on most of the time to maintain a speed of 30kph, which is not great for fuel efficiency.
<p>Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes</p> <p><i>Mentions: 8</i></p>	<ul style="list-style-type: none"> • It's whole goal of Road to Zero is flawed. In many cases it is often trying to fix what isn't broken. Whilst it might be statistically proven that lowering speed lowers risk of death it can also be statistically proven that banning vehicles altogether would have more of an impact on reducing vehicle related deaths. • I see no evidence that the current speed limits have an adverse impact on peoples' lives. It will just create unnecessary frustration having to drive at 30kph in residential areas, particularly on Waiheke Island. Stop trying to punish people who try and do the right thing. Focus on the ones who won't. • For Waiheke Island this is the Council and MoT using a blanket solution one size fits all to solve a problem that really doesn't exist. What's the data on road deaths on Waiheke? It needs to be data driven and targeted. • The main streets around Oneroa, Surfdale, through to Onetangi are the main roads used by everyone to get from one end to the other. There has been no major accidents or deaths caused by speed. If speed is an issue and police monitoring, set up speed cameras in certain areas like the motorway in Auckland, but don't reduce to 30kph: 50kph-60kph is a safe and more realistic speed. • There have been no serious/fatal accidents at current speed limits. It works well as it is. Redirect the money spent on the phased programme, changing signs etc to actually fixing and maintaining the roads. • The proposal to reduce speed limits to 30km (or 40km) for 90% of the roads does not make sense. A more selective approach is needed (i.e. special school zones). For some roads, it would be much better (safer) to build a proper footpath for pedestrians and cyclists than to reduce the speed limit.
<p>Too many changes in speed limits along the road (or in area) are/will be confusing</p> <p><i>Mentions: 5</i></p>	<ul style="list-style-type: none"> • The Safe Speeds Programme for Waiheke Island should have fewer changes in speed limit in my view, e.g. be 30km/hr throughout, or for example Donald Bruce Road should have fewer than the currently proposed three different speed limits along its length. • As a driver having multiple speed limit zones gets very confusing. • I'm not sure accident stats bear out the need for all this change which is costly and potentially confusing. • The multiple speeds being proposed will make it difficult to know what the correct speed is. 'Drive to the conditions' should be the key message.
<p>Reduced speed limit is not good as it will increase journey times</p> <p><i>Mentions: 9</i></p>	<ul style="list-style-type: none"> • AT is making the open road speeds too low in a lot of situations. Making a lot of trips to long time making fatigue of an issue on longer trips. And on short trips taking up more or our day on the road and increasing frustration while driving. • It would seem bizarre to be taking an extra 2 minutes for the fire service to respond, especially in the middle of the night when the roads are empty, because I am crawling along at 30Km/h for 4 minutes. As a FENZ volunteer we are strongly discouraged from exceeding the speed limits when responding to the station. Would you please consider a 40kph limit rather than a 30kph if you must make a change.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • It will take another 5 minutes per day from 1 million people equals over 30 million hours per year taken from Aucklanders. Bad drivers are the problem, not the speed limit. • Slower speeds mean longer journeys, means more cars on the road. • It will only generate aggression and anger on the roads driving so slow: this is not a realistic programme. • \$10 billion dollars over 10 years to save 750 lives is a blatant waste of money while it impacts millions of people and thousands of businesses in their daily lives. • The speed changes will increase congestion around parts of the city where there normally is none as some people adhere to the speed changes and others do not. • All you are achieving by changing the speed limit is slowing down everything on Waiheke public buses will no longer meet the timetable it will take almost double the time to get anywhere.
<p>Reducing speed limits is unnecessary Mentions: 28</p>	<ul style="list-style-type: none"> • As a taxi driver on Waiheke Island, I absolutely agree that some roads should definitely have some speed reduction, especially the skinny almost one-way streets, but to reduce to 40kph everywhere would just be ridiculous. • The current speed limits are fine and changing them will not alter drivers' behaviour. People need to drive to conditions and that is why you should have a licence so that you can judge them appropriately. I do not think speed is a problem on the Island. • Some go too far with many roads still suitable for their current 50kph limit. • The speeds are already safe. • Blanket changes on Waiheke are not logical. Reduction in speed should be targeted to areas of concern. • Some roads are nowhere near schools and do not need a 30kph speed limit. • As a resident of Waiheke, and one without a car, I walk the roads and streets all the time. There is never a time when I find people driving too fast. • I believe enforced reduction of speed on some roads on Waiheke Island are unnecessary as speeds on most sections of most of the roads are already limited by virtual of the geography. I believe lowering the speed in some areas by 20km per hour as extremely excessive, unnecessary, and unachievable. • In Waiheke, around schools yes. Around the main shopping area in Oneroa yes. Everywhere else no. We live and work here. You can't crawl around everywhere for no good reason. • The limits around the schools are clearly marked to school zone speeds and to reduce the speeds on the main roads seems unnecessary. Waiheke Island is not the same as the city and should not be treated accordingly. • Instead, reduce speed in school zones and fix the roads. Work towards a pedestrian shared zone in Oneroa. Reducing speeds to an unrealistic level of 30 - 40kph is dangerous and pointless. • The existing geography and traffic calming already forces driving to the conditions – reducing the speed limit is pointless.

Feedback Theme	Main points
Reducing speed limits is about revenue gathering (not safety) <i>Mentions: 3</i>	<ul style="list-style-type: none"> • It seems like a ridiculous idea and a money grab, also far too controlling. • The changes affect travel and transport and freedom of use and seem to disregard people's common sense. Next there will be speed cameras and revenue gathering. • The issue to tackle is not setting speed limits but to teach road users to drive at a safe speed. Unless you are in for a revenue gathering with speeding fines, your proposal is not fit for purpose.
Driver behaviour is creating safety risks <i>Mentions: 19</i>	<ul style="list-style-type: none"> • It's not the speeds that are wrong - it's the interpretation and attention of drivers. On the Esplanade (Waiheke) - only idiots drive through there, and the biggest idiots do it at speed; Suggest closing it for 4 wheels - a blanket speed reduction to 30kph achieves little. People speed at night. • Because the idiots will continue to break the law while we law abiding citizens will be unnecessarily inconvenienced. • The issues are lack of indicating, habitual drink-driving, and boy-racers driving around in the middle of the night. • The driving on Waiheke is among the worst I've seen anywhere in the world. Speeding is endemic, along with unsafe overtaking and drivers on the wrong side of the road. • Bad drivers are the problem, not the speed limit. • Your Vision Zero is just not with reality and you are not going to control the people who choose to drive dangerously with no regard to public safety (and who are most likely to cause the accidents), but it will significantly impact the just the good honest people who are trying to be good law-abiding citizens. • I think it's an excellent idea to reduce speeds, however 30kph may be unrealistic as people will not slow down that much (especially when they have a ferry to catch!). I have noticed that many people don't even pay attention to the 40kph signs outside of school on Donald Bruce Road. • Reducing the speeds on minor roads in residential areas is sensible, however main arterials need to be left unchanged otherwise it will simply create a greater level of non-compliance to posted speed limits; the result is that once drivers get used to speeding on arterials, they'll also do the same on minor roads thus defeating the overall purpose as these minor roads are where the greater level of pedestrians/children are. • The speed limits are not the danger - oversized vehicles (almost entirely buses that I'm talking about!) and poor driving is the BIG problem. No one here seems able to keep on their side of the centre line, no matter what speed.
Motorists going SLOWER than the speed limit are a safety concern <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Slower driving speeds will only frustrate more drivers, who may take more risks to overtake slower vehicles, thereby increasing accidents. • Not a good idea, the slow-paced buses on the island drive at are what make people drive fast and overtake/crashes happening BECAUSE of slow driving.
Motorists exceeding speed limits are a safety concern <i>Mentions: 18</i>	<ul style="list-style-type: none"> • Will increase number of accidents due to speed differences between those following and those ignoring new speed limits. • There have been a number of accidents as vehicles speeding fail to take the corner where Hill Road meets Palm Road by the Palm Beach Store and Arcadia restaurant. The accidents include crashing into parked vehicles and the buildings themselves. We need traffic calming like the judder bars along the length of Onetangi beach to deter such dangerous driving.

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. • 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. • The driving on Waiheke is among the worst I've seen anywhere in the world. Speeding is endemic, along with unsafe overtaking and drivers on the wrong side of the road. • Currently traffic on Waiheke is way too fast for its roads, which are shared with walkers, in a wonderful Waiheke tradition; setting significantly lower limits will annoy some (mostly tradespeople and younger ferry commuters) but will ultimately result in more people feeling safe to start walking around the roads again. Setting limits below 30 k is great, because everyone thinks it's OK to drive 10k over the limit anyway. • The problem on Waiheke Island is not the current speed limit but the fact that it is not policed. We see people driving 80+ kph down a 50kph road and I've never once seen a police car there doing anything about it. So, what will reducing the speed limit do when it's not policed anyway? • It seems to me that this is set up to solve a problem that does not exist. By schools the limits are already reduced during key periods. Speeding drivers are going to speed regardless (and this tends to be at anti-social hours). Why penalise safe and sensible drivers?
<p>Driver training/education suggested/required</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • The problem is driver education NOT road speeds. Ok to reduce near schools. Leave the rest alone. • Safe driving is NOT all about speed. It's about driver education and responsibility - that's where the focus should be. Specific speed reductions should be limited to outside schools, along the main shopping roads (Oneroa, Surfdale, Ostend & Onetangi (Four Square / petrol station junction). That's all. • Auckland ears need better education about being polite on the roads they are too competitive but changing speed limit would only make that worse.
<p>New speed limits need to be clearly signposted</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • As a driver having multiple speed limit zones gets very confusing. When I learned to drive the zones were 50, 70 and 100. It was really easy to tell which zone was which. Now there are 40 zones , 60 zones, 80 zones, 90 zones. It can be really hard to know what the limit is.
<p>Need to better enforce speed limits</p> <p><i>Mentions: 17</i></p>	<ul style="list-style-type: none"> • My concern in addition is the minimal policing to enforce existing speed limits. How will newer more stringent limits be handled? Without penalties and enforcement, setting limits is a huge waste of resources. • This is an inefficient proposal, as people who speed will still speed - go after the speeders instead of everyone else. • Needs to be better/more policing and enforcement action - it's not speed limits, it's those that exceed them that is the problem. • The problem is not the speed limits on most roads, it's the (lack of) enforcement of speed limits. • Policing these changes will be impossible/difficult/expensive/pointless unless enforced. • We should be pushing for more capacity in the police force to ensure safety, not punishing those following the rules.

Feedback Theme	Main points
<p>The low quality of the road is creating safety risks/needs fixing</p> <p><i>Mentions: 11</i></p>	<ul style="list-style-type: none"> • Instead, spend money on better quality/more regular maintenance of the roads. • 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. • Many of the roads on Waiheke are a disgrace. They are full of holes, the surfaces are too soft and ripple in the heat with heavy traffic, this makes them feel like you're driving on corrugated steel. • The unsealed part of the Esplanade is ridiculous. It's an unsafe road for pedestrians, bikes and cars. Why can't it be sealed? • Why are we subjected to sub-par maintenance and roads when we pay the same or higher rates and are considered a suburb of Auckland. If any of our problematic streets were located in Auckland itself then it wouldn't be allowed and proper roads, gutters, sidewalks would be the norm not the exception like we have on Waiheke. • The level of repair of roads, on Waiheke, is poor and do not stand the test of time. Most issues are fixed with stop gap measures, poor quality fill and techniques that mean within a few months the problems are again laid bare.
<p>Generally, road design needs upgrading/improving</p> <p><i>Mentions: 11</i></p>	<ul style="list-style-type: none"> • Some roads are poorly maintained and poorly designed - these locations should have lower limits. • 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. • More should also be done to implement safer designs alongside safer speeds. • 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. • To make the roads on Waiheke safer the roads need to be widened, have foot paths, have dedicated cycle lanes and have safe crossings. • Rather than reduce the speed on gravel roads they should be sealed. • Roads need to be designed better to support all road users.
<p>Pedestrian, e-scooter, and/or cyclist behaviour is causing safety risks</p>	<ul style="list-style-type: none"> • Pedestrians should be more responsible and pay more attention to where they are walking. Teachers should be paid more and children should be given greater education about road safety.

Feedback Theme	Main points
<p><i>Mentions: 1</i></p>	
<p>The proposed speed limit reductions lack local knowledge</p> <p><i>Mentions: 13</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. • For Waiheke Island this is the Council and MoT using a blanket solution one size fits all to solve a problem that really doesn't exist. • A blanket approach to speed limit reduction has been taking rather than spending time and effort in assessing each individual road. Whilst some reductions are doubtless necessary, many others are absolutely not. • If you think the roads are dangerous then fix them!! Do not penalise the people who live here. None of the locals agree with this. • Maybe Auckland Council should stop catering to the tourists and listen to the locals for once. • There are roads that need revised speed limits for various reasons, but this is much too global in scope - another instance of centralised control that does not consider local people and conditions. • Waiheke Island is overly represented in speed reductions and a lack of a concise strategic plan for the island is obvious. •

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

Feedback Theme	Main points
<p>Only implement speed limit reductions during peak traffic times and/or don't support 24/7 implementation</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • No blanket speed reduction to 30kph - achieves little. In Oneroa village no-one races through at 50kph - when its daylight and there are people and open shops. But while passing later at night – 50kph is a possibility. • It's ok to have 30km at schools but at arrival and departure windows not all the time, for example School holidays. • Schools - there are already signs to slow down and people do and being active when the peak risks makes sense rather than when there is no one there e.g. holidays or evenings – pointless.
<p>Do not support reducing speed limits on open roads, rural/country roads and/or paper roads</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • I feel that you guys are making the open road speeds too low in a lot of situations. Making a lot of trips to long time making fatigue an issue on longer trips. And on short trips taking up more or our day on the road and increasing frustration while driving. • I don't agree that we should reduce the limits on all unsealed roads on Waiheke, most of these have long straight stretches where 40kph is not necessary. I suggest you be more practical/realistic on these roads and put lower limits only on blind corners, etc.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • However, the main road needs to remain at 50km/h at a minimum. We already have speed bumps and use common sense when driving on narrow winding hilly roads (that's a lot of Waiheke), so to them make the speed limit lower makes no sense. We already drive to the current road conditions - with the safety measures in place.
<p>Do not support reducing speed limits on arterial roads, main roads and/or highways</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • The limits proposed on Waiheke Island are too low on most of the roads. I support reductions in school areas and narrow winding roads but not on the main link roads between suburbs. There is a lot of vehicle traffic around when the ferries arrive/ depart and this will extend the time this traffic takes to disperse even further. • Main arterials need to be left unchanged otherwise it will simply create a greater level of non-compliance to posted speed limits; the result is that once drivers get used to speeding on arterials, they'll also do the same on minor roads thus defeating the overall purpose as these minor roads are where the greater level of pedestrians/children are. • The Waiheke Island speed limits are fine as it is. There is a very high chance that the speed limit will be followed by drivers as most people find it hard driving 50kph. It's a small place, I get it on the windy roads, but main roads to 40kph? • The main road needs to remain at 50kph at a minimum.
<p>Concerns/disagree with speed limit reduction around schools</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • Schools - there are already signs to slow down, and people do and being active when the peak risks make sense rather than when there is no one there e.g. holidays or evenings – pointless. • It seems to me that this is set up to solve a problem that does not exist. By schools the limits are already reduced during key periods. Speeding drivers are going to speed regardless (and this tends to be at anti-social hours). Why penalise safe and sensible drivers? • There are already reduced speeds around schools etc. The very fact that AT lets bicycles and scooters, and other wheeled motorised recreational/transport devices (that can travel well over 30 km/hour); along with horses (on Waiheke) travel on the narrow footpaths and sidewalks (where they actually exist on Waiheke) - shows how hypocritical it is that this lowered speed limit is allegedly to keep children safe when walking to or home from school.

General locations where speed limit reductions are supported

Feedback Theme	Main points
<p>Lower speed limits around schools are required/ important</p> <p><i>Mentions: 9</i></p>	<ul style="list-style-type: none"> • On Waiheke, its fine changing the limits, but there is ZERO enforcement, so it'll make little to no actual difference - except maybe around the schools. • I support reductions in school areas and narrow winding roads but not on the main link roads between suburbs. There is a lot of vehicle traffic around when the ferries arrive/ depart, and this will extend the time this traffic takes to disperse even further. • Reducing speed limits around schools is a good idea.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Specific speed reductions should be limited to outside schools, along the main shopping roads (Oneroa, Surfdale, Ostend & Onetangi (Four Square / petrol station junction). • I find a lot of the currently suggested 30kph zones could actually be 40kph zones, while other areas (especially around schools and Kindergartens) would benefit from slower speed limits at least during busy times, as well as the Esplanade, parts of Ocean View Road and Sea View Road. • I support the clear network wide approach on Waiheke Island of dropping speed limits around schools and in village centres and narrow rural roads without sidewalks or cycle lanes need to have lower speeds.
<p>Lower speed limits in residential areas are required/important <i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Reducing the speeds on minor roads in residential areas is sensible, however main arterials need to be left unchanged otherwise it will simply create a greater level of non-compliance to posted speed limits. • Many of our residential roads are narrow and winding and effectively act as shared spaces between motor vehicles, cyclists and pedestrians unsuitable for 50kph speeds.
<p>Lower speed limits on rural/unsealed/winding/narrow roads are required/important <i>Mentions: 11</i></p>	<ul style="list-style-type: none"> • This relates to Waiheke Island roads, which are both narrow and winding. I believe safety on island roads will be improved by the proposed changes. • I support reductions in school areas and narrow winding roads but not on the main link roads between suburbs. • On Waiheke many roads are windy and narrow and have no footpaths making it hazardous for walkers, cyclists etc. Lower speeds potentially reduce harm for all as the impact of collisions at lower speeds is less damaging. • All roads in Omiha are narrow and would benefit from a 30km speed limit. • I cycle and cars go far too fast on windy, narrow Waiheke roads. • Our roads are windy, narrow, and often cars are parked on those shared spaces. We have few roads with cycle lanes and few with footpaths. Our roads often have sheer drops on one side and have many blind corners and not enough mirrors to help see what's approaching around a blind corner. We absolutely need to reduce our speeds, without question. • I have a particular interest in the proposals for Omiha/Rocky Bay, where the 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. • I support the clear network wide approach on Waiheke Island of dropping speed limits around schools and in village centres and narrow rural roads without sidewalks or cycle lanes need to have lower speeds. • The proposed changes which we support are the reduction in speed limits to all the roads in Omiha, Waiheke Island namely; Watson, Bella Vista, Upland, Fairview, Okoka, O'Brien, Valley, Wairua, McMillan, Glenbrook, Omiha, Pohutukawa. These roads are all narrow and winding. There are no footpaths on these roads. When cars pass each other, pedestrians must immediately leave the road to avoid a dangerous collision. If cars are travelling quickly there is no time to do this. • Waiheke is notorious for its speeding along winding lanes that offer little protection for cyclists and walkers.

Feedback Theme	Main points
	<ul style="list-style-type: none"> Many of our residential roads are narrow and winding and effectively act as shared spaces between motor vehicles, cyclists and pedestrians unsuitable for 50kph speeds.
Lower speed limits in/around town/shopping centres are required/important <i>Mentions: 3</i>	<ul style="list-style-type: none"> Specific speed reductions should be limited to outside schools, along the main shopping roads (Oneroa, Surfdale, Ostend & Onetangi (Four Square / petrol station junction). I support the clear network wide approach on Waiheke Island of dropping speed limits around schools and in village centres and narrow rural roads without sidewalks or cycle lanes need to have lower speeds. In Waiheke, around schools yes. Around the main shopping area in Oneroa yes. Everywhere else no.
Lower speed limits around marae/other high pedestrian areas are important <i>Mentions: 2</i>	<ul style="list-style-type: none"> 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. Reducing the speed limit to 40km or 30km in very high-use areas (with cyclists, walkers, horses, and cars all sharing the space) makes sense to me. Particularly the final stretch (last 200m say) into Mātiatia (/Waiheke Island). I don't agree however that we should reduce the limits on all unsealed roads on Waiheke, most of these have long straight stretches where 40km is not necessary.
ONLY implement speed limit reductions around schools/town centres <i>Mentions: 5</i>	<ul style="list-style-type: none"> The problem is driver education NOT road speeds. Ok to reduce near schools. Leave the rest alone. It's ok to have 30kph at schools but at arrival and departure windows not all the time, for example school holidays. Some roads are nowhere near schools and do not need a 30kph speed limit. If you want people to slow down around a school that's fine but to make the whole driving area of Palm Beach to Surfdale to Oneroa at 30kph will cause so much frustration to drivers and is unnecessary. Instead, reduce speed in school zones and fix the roads. Work towards a pedestrian shared zone in Oneroa. Reducing speeds to an unrealistic level of 30 - 40kph is dangerous and pointless.

Other speed limit/physical improvement suggestions

Feedback Theme	Main points
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 7</i>	<ul style="list-style-type: none"> Going from 50kph down to 30kph seems far over the top. There are some streets on Waiheke that are very narrow and have really bad visibility. Starting with 40kph speed limit should be the first step instead of a reduction of 20kph.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Current speed limits are often too high in certain areas. However, I think you should lower it to 30kph only on a select few streets – 30kph is very slow. 40kph is a better compromise on most of the proposed roads. I tried to share feedback on my road, but it wasn't in the survey list. Makora Avenue, also adjacent Kiwi Street and Tawa Street should all be 40kph. • Reducing speed limits from 50 to 30kph will inevitably make people frustrated and cause them to speed anyway. 40kph could be acceptable but there will be much frustration trying to keep to 30kph. • A lot of the currently suggested 30kph zones could actually be 40kph zones, while other areas (especially around schools and Kindergartens) would benefit from slower speed limits at least during busy times, as well as the Esplanade, parts of Ocean View Road and Sea View Road. • Most automatic cars will have to have the brakes on most of the time to maintain a speed of 30km, which is not great for fuel efficiency. Most cars will cruise at 40kph. In addition to this, all most all of Waiheke is going to be reduced to 30kph, many of the roads that have many proposed are straight roads with good visibility where 40kph would be a more practical speed. • I support dropping some roads speed on Waiheke, but not all. Anything without a footpath or two lane should be 40kph, but 30kph is silly.
Suggestions for speed limit increases <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Car technology is improving each year - braking distances are reduced. Speed limits should be increased, not decreased.
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> • We need to have speed cameras or some way of making sure the new rules will be observed. And we need very sensible traffic calming road design. And zebra crossings, and more roundabouts and cycle lanes, separated if possible. We have a lot of people on the island who are elderly and who can't cross roads quickly. • Definitely something needs to be done around specific areas such as school zones and villages. I am a parent of Te Huruhi school it's shocking how fast some people go through; especially Sealink trucks and other trucks but also cars. Something needs to be done in regard to this, a new pedestrian crossing closer to the school and speed bumps from the roundabout up to the school. • I used to work in the Surfdale village and the amount of people speeding through there it's terrible. It's a 50kph zone but it's definitely too much for the area, nobody respects the speed bumps and a pedestrian crossing is a must! • I think that the lowering of speed along Man O' War Rd is good but suggest 60kph (not 40kph) would be a good speed and also some passing bays in place.
Improve pedestrian infrastructure <i>Mentions: 14</i>	<ul style="list-style-type: none"> • Spend the money on more footpaths instead. • The only change I would support is closing the road on The Strand between 3rd and 4th Avenues in Onetangi. • 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. • Footpaths should continue all the way along roads (rather than stopping half-way, forcing pedestrians to cross at dangerous locations), all over the island.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • We need more pavements, zebra crossings rather than slower speeds. • To make the roads on Waiheke safer the roads need to be widened, have foot paths, have dedicated cycle lanes and have safe crossings. • We need to have speed cameras or some way of making sure the new rules will be observed. And we need very sensible traffic calming road design. And zebra crossings, and more roundabouts and cycle lanes, separated if possible. We have a lot of people on the island who are elderly and who can't cross roads quickly. • A new pedestrian crossing is needed closer to the (Te Huruhi) school and speed bumps from the roundabout up to the school. • A pedestrian crossing through Surfdale Village is a must – the amount of people speeding through there is terrible – no-one respects the speed humps. • Work towards a pedestrian shared zone in Oneroa.
Improve cycle infrastructure <i>Mentions: 7</i>	<ul style="list-style-type: none"> • The money would be better spent on new footpaths and cycle ways where possible. • The unsealed part of the Esplanade is ridiculous. It's an unsafe road for pedestrians, bikes and cars. Why can't it be sealed? Add a footpath/cycle lane and keep the limit for cars at 30kph. • Additional funds should go to improving cycling lanes and footpaths. • To make the roads on Waiheke safer the roads needs to be widened, have foot paths, have dedicated cycle lanes and have safe crossings. • We need to have speed cameras or some way of making sure the new rules will be observed. And we need very sensible traffic calming road design. And zebra crossings, and more roundabouts and cycle lanes, separated if possible. • AT has put in cycle lanes that no one ever uses as they are in the wrong places.
Improve public transport <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Bus stops are often put in bad places that cause congestion and are dangerous. • Our road designs prioritise cars and speed. It's time to design better for the future and prioritise soft transport and PT.
Physical improvements suggested <i>Mentions: 3</i>	<ul style="list-style-type: none"> • 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. • Pacific Parade is also a joke. There isn't enough space for people to park along the road, meaning it become a single lane road most days. People park on blind corners, it's very dangerous. • The government road to zero campaign is admirable, but 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.

Other comments and concerns

Feedback Theme	Main points
<p>Concerns with the public engagement, and/or that AT won't listen to feedback</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • This safe speed programme is more evidence that the Auckland city council is too top heavy with consultants. Rational and sensible decisions can be made and concluded within suburb/district council offices which also include more community input. As a rate payer it is alarming to say in the least that very little output/productivity is achieved for the amount of consulting and proposal is taken into consideration. • I support safe speeds; but I do not support the of all proposals of the Safe Speeds Programme. Nor do I believe the manipulative way these initial three questions are framed is reasonable. Whether intended or not, the framing's emphasis on Safe Speeds may put some respondents in the cognitive dissonance position of feeling they must say yes - or it means they do not approve safe speeds.
<p>Zero deaths by 2050 is unrealistic/ impossible</p> <p><i>Mentions: 5</i></p>	<ul style="list-style-type: none"> • Policing these changes will be impossible and to think that you can have an aspiration to have zero deaths or serious injuries is crazy. You must be expecting that people will no longer drink and drive or text and drive. • Because common sense is not being taken in decisions. Speed is not most of the problem but idiotic drivers who you will never get rid of so goodbye to nil road deaths not possible. • It's whole goal of Road to Zero is flawed. In many cases it is often trying to fix what isn't broken. Whilst it might be statistically proven that lowering speed lowers risk of death it can also be statistically proven that banning vehicles altogether would have more of an impact on reducing vehicle related deaths. • Your Vision Zero is just not with reality and you are not going to control the people who choose to drive dangerously with no regard to public safety (and who are most likely to cause the accidents), but it will significantly impact the just the good honest people who are trying to be good law-abiding citizens. • I think they safe speed programme has an unrealistic objective. Road deaths are unfortunately a fact of life when pedestrians and cars are in close proximity. There needs to be targeting of dangerous areas, school zones etc rather than this current blanket approach.
<p>Other comments</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • I would also comment that Aucklanders/New Zealanders and their sense of entitlement to multiple vehicles/large utes/single occupancy within vehicles must change. There isn't enough room on the roads, and it has a chronic environmental impact (it is also unnecessary).