



Safe Speeds Programme

Public feedback on proposed speed limit changes March/April 2022

Feedback related to Manurewa Local Board area



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

During March and April 2022, 122 people from within the Manurewa 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 Manurewa 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 Manurewa 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	Adel 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	Albertson 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	Anglers Way
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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



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

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none">• The current limit is safe.
Reduced speed limit is unsuitable for this road <i>Mentions: 2</i>	<ul style="list-style-type: none">• Arterial road that needs to be kept at 60kph.

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



Road name	Ashmere 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	Astor 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	Awhenga 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	Balwyn 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	Barcroft 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	Barnard 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	Barneys Farm 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	Barr 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	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
I think the speed limit should be lower than what is proposed	1

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

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



Road name	Beaumonts Way
Part of road	between Weymouth Road and Rogers 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 speed limit as proposed



Road name	Beaumonts Way
Part of road	between Rogers Road and the southern end of Beaumonts Way
Proposal	Current 50kph: Proposed 30kph

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



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

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

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

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



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

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

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

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



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

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

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

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



Road name	Bernina 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	Bill Phillip 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	Blackgate 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	Blanes 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	Blossom 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	Bohola 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	Booker 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	Boon 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	Bowater Place
Part of road	between Weymouth Road and Buller Crescent
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"> Existing traffic calming (speed bumps) already keeps traffic speeds low (no need to lower limit). There is a new roundabout going in to make the road safer.

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



Road name	Bowater Place
Part of road	between Buller Crescent 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 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">Existing traffic calming (speed bumps) keeps traffic speed low (no need to lower limit).

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



Road name	Bowen 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	Brava 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	Brook Haven 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	Browning 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	Buller 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
NO FEEDBACK PROVIDED	

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



Road name	Bundena 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	Burundi 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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> The reduced speed limit will result in more dangerous overtaking due to slow vehicles.
Only support the proposed speed limit for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Only outside the marae and school.
Only support the reduced speed limit during school operation times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Support during school hours but should be kept at current speed remainder of day.
Driver behaviour is creating safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> There will always be people who speed, and police should focus on catching them (instead of lowering speed limits).
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> There will always be people who speed, and police should focus on catching them (instead of lowering speed limits).



AT recommended way forward

Implement safe and appropriate speed limit as proposed



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

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

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

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



Road name	Cavendish Drive
Part of road	between Noel Burnside Road and Jerry Green Street
Proposal	Current 60kph: Proposed 50kph

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

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> Road is designed to drive 60kph.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Will increase traffic congestion.

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



Road name	Celmisia 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	Christmas 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
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Lower speed limits will increase congestion.

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



Road name	Churchill 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
NO FEEDBACK PROVIDED	

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



Road name	Claymore 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	Coles 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	Cottrell 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	Coxhead 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 higher than the existing speed limit	2
I think the current speed limit on this road should be kept the same	12
Other	3

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed is unsuitable for this road <i>Mentions: 2</i>	<ul style="list-style-type: none"> Road is a major arterial route from Wattle Downs to Manurewa and Manukau.
Reduced speed limit will create safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> Cars will need to constantly use their brakes. Cars will need to constantly use their brakes so brakes lights will be always on - if braking hard, this will cause cars behind to rear-end.
Reduced speed limit will not reduce safety issues <i>Mentions: 3</i>	<ul style="list-style-type: none"> Changing the speed limit will not change anything. Can't even do the current speed limit due to the speed bumps. Slowing the roads down here would have no real benefit to safety of pedestrians.
The reduced speed limit is unnecessary <i>Mentions: 12</i>	<ul style="list-style-type: none"> People can't drive the current speed limit due to existing traffic calming: it is unnecessary to change speed limits too. Already safe as it is. No real benefits to pedestrians. Existing speed bumps work at keeping traffic to current limit. Speed limit should stay at 50kph. Cyclists will be exceeding the speed limit. More speed bumps are planned in surrounding roads.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> This is the main way in/out from Wattle downs. Slowing the roads down here would add time to journeys, with no real benefit to safety of pedestrians. People only use road during school drop off and pick up. Speed limit changes to 40kph around the school.
Reduced speed is not good as it will increase journey times <i>Mentions: 3</i>	<ul style="list-style-type: none"> Getting out of Wattle Downs is already a challenge without speeds being lowered. This is the main way in/out from Wattle downs. Slowing the roads down here would add time to journeys, with no real benefit to safety of pedestrians.
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"> Three different speed limits in the same area is not a good idea.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> Install a camera to catch speeders.
Proposal is a waste of money <i>Mentions: 2</i>	<ul style="list-style-type: none"> People can't drive the current speed limit due to existing traffic calming: it is a waste of money to change speed limits too.
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> Install more speed cameras. The pedestrian crossing should be raised to encourage a slower speed.
Other physical improvements suggested <i>Mentions: 3</i>	<ul style="list-style-type: none"> If AT reduce the speed limit, please remove all speed bumps. Signalise intersection in and out of Coxhead Road.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> Speed bumps on have only made this roundabout and Mahia Road more congested - AT should have thought about the implications of putting speed bumps on a main road.

AT recommended way forward

Implement safe and appropriate speed limit as proposed on Coxhead Road between Weymouth Road and Mahia Road only. The section of Coxhead Road between Mahia Road and the southern end of Coxhead Road was incorrectly included as part of the proposed speed limit changes. This section will stay at 50km/h.



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

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

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

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



Road name	De Bloge 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	Derryveagh 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	Domain 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	Dr Pickering 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	Druces Road
Part of road	Full length
Proposal	Current 60kph: Proposed 50kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	5
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 unsuitable for this road <i>Mentions: 2</i>	<ul style="list-style-type: none"> Major arterial route in Manukau, AT should not slow traffic.
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> 50kph is too low, it should stay as it is. This road has minimal pedestrian use. The current speed limit is safe. Road is fine as it is. Very little pedestrian traffic.
Reduce the speed limit further than proposed for a section of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> 50kph may still be too high.

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



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

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

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

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



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

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

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

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



Road name	Eddowes 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	Ellen 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	Eloise 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	Estuary 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	Etherton Drive
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Evans 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	Ferguson 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	3

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none">• Reduced speed limit will protect children walking to and from school.

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

Road name	Finlayson 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	3
I only support the reduced speed limit for a certain portion of the road	3
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	17

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 17</i>	<ul style="list-style-type: none"> • Cars currently speed past the school. • Reduces risk of crashes outside the marae. • Safer for pedestrians crossing road. • Safer for school children. • Safer when there are events on at the marae. • Safer for traffic accessing marae.
Reduced speed limit will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> • The reduced speed limit will result in more dangerous overtaking due to slow vehicles.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Current speed is reasonable and safe. • There have been no vehicle related deaths in over 10 years. There have been no accidents on surrounding streets either. • The current speed limit is safe and appropriate. • There has been no evidence presented to justify a speed limit reduction.

Why do you feel this way?	
Feedback Theme	Main points
Only support the reduced speed limit during school operation times <i>Mentions: 2</i>	<ul style="list-style-type: none"> Support during school hours but should be kept at current speed remainder of day.
Only support the proposed speed limit for a portion of the road <i>Mentions: 2</i>	<ul style="list-style-type: none"> Only outside the marae and school.
Driver behaviour is causing safety risks <i>Mentions: 10</i>	<ul style="list-style-type: none"> There will always be people who speed, and police should focus on catching them (instead of lowering speed limits). Drivers speed down into gully towards the marae.
Reduce the speed limit further than proposed for a section of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Lower speed outside the marae and school.
The reduced speed limit is unsuitable for this road <i>Mentions: 2</i>	<ul style="list-style-type: none"> Main road. Main bus route. This is a connecting road for many streets and an important link.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> There will always be people who speed, and police should focus on catching them (instead of lowering speed limits).
Other suggestions for reduced vehicle speeds <i>Mentions: 7</i>	<ul style="list-style-type: none"> Need additional speed bumps from the Burundi Road roundabout to the Palmers Road roundabout. Speed bumps outside the marae.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Pedestrian crossing outside the marae. Please put a school sign outside of Manurewa Marae for Te Wharekura.



AT recommended way forward

Implement safe and appropriate speed limit as proposed



Road name	Fleming 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	Footwide 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	Friedlanders 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	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"> • Motorists speed. • Motorists do not stop for children at pedestrian crossings. • Dangerous for students.
Reduced speed limit will not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> • People who currently speed, will still speed at new limit.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> • People who currently speed, will still speed at new limit. • There are plans to put speed calming here, so why change the speed as well?
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Needs a light controlled pedestrian crossing.

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



Road name	Gallaher 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	Gibbons 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	Gila 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	Glennis 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	Glenveagh Park Drive
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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

Road name	Great South Road
Part of road	between Lakewood Court and Orams Road
Proposal	Current 60kph: Proposed 50kph

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

What do you think of the proposed speed limit change for this road?	No. of mentions
I 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: 2</i>	<ul style="list-style-type: none"> • Major arterial route in Manukau, AT should not slow traffic. • This is a main/arterial road.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Road is fine as it is. • The current limit is safe.

AT recommended way forward
<p>Implement safe and appropriate speed limit as proposed.</p> <p>A proposed speed limit of 50 km/h was selected for Great South Road. The collective risk on this section of Great South Road is high, based on Waka Kotahi NZTA's Crash Analysis System (CAS), there were one hundred and thirty-nine crashes recorded between 2016 and 2020. Within all the recorded crashes, there were one fatal crash, five serious injury crashes, twenty-nine minor injury crashes. The reduced speed limit will reduce the potential and severity of crash risk for all road users.</p>



Road name	Grebe 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	Greenmeadows 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	3

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> • A school and a dairy. • Safer for children in area. • Many children walking to and from local schools in this area.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Speeding in this area is a frequent issue.

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



Road name	Greers 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	Hanford 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	Harobed 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	Hatherley 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	Hazards 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	Hinton 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	Hitori 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	Hollinbrigg 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	Honey 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	Huber 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	Hutt 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	Hyde 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	Ipukarea 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	Janese 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	Jenkins 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	Joshua 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	Justamere 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	Kaimoana 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	Kennington Drive
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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

Road name	Kerrs Road
Part of road	between Ash Road and Druces Road
Proposal	Current 60kph: Proposed 50kph

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

What do you think of the proposed speed limit change for this road? (Pin drops on feedback map*)	No. of mentions
I think the speed limit should be lower than what is proposed	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	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
The reduced speed limit is unsuitable for this road <i>Mentions: 3</i>	<ul style="list-style-type: none"> Major arterial route in Manukau, AT should not slow traffic. This is a key route for businesses. This is an arterial road leading to an industrial area.
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> Road is fine as it is. Very little pedestrian traffic. The current limit is safe.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Motorists speed on this road.

AT recommended way forward

Implement safe and appropriate speed limit as proposed.
 A proposed speed limit of 50 km/h was selected for Kerrs Road as the collective risk on this section of Kerrs Road is medium-high, based on Waka Kotahi NZTA’s Crash Analysis System (CAS), there were thirty-one crashes on this section of Kerrs Road between 2016 and 2020. Within all the recorded crashes, there were one serious, nine minor and twenty-one non-injury crashes. Reduced speed limit will reduce the potential and severity of crash risk for all road users.

Road name	Kerrs Road
Part of road	between Druces Road and Great South Road
Proposal	Current 60kph: Proposed 50kph

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

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



Road name	Kevale 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	Kirton 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	Kita 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	Kohi Kai 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	Kohiwi 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	Kopara 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	Kopu 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	Kuparu 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	Kuurae 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	Lane 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	Leaver 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	Lincoln 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	Loughinisland 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	Lucas 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	Mail 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	Maplesden Drive
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Safer for children on road.
Reduced speed limit will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> • The reduced speed limit will result in more dangerous overtaking due to slow vehicles.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> • There will always be people who speed, and police should focus on catching them (instead of lowering speed limits).
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> • There will always be people who speed, and police should focus on catching them (instead of lowering speed limits).

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



Road name	Mark Edgar 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	Martha 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	Matilda 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	Matua 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	Mcannalley 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	Mcdivitt 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	McDougall 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	McGreal 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	McInnes 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	McLeod 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	Morrin 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	Mountfort 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	Myers 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	2

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"> Reduced speed limits will not stop people speeding, like they do currently.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> People speed in excess of 120kph and do burnouts on the side streets.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Physical traffic calming is required to force those exceeding the speed limit to slow down - a lower speed limit will not help.

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



Road name	Myna 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	Newbegin 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	Ngatira 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	Nicholas Gibbons Drive
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Nield 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	Ocean 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 speed limit as proposed



Road name	O'connell 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	Olive 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	Palmers Road
Part of road	between Roscommon Road and the western end of Palmers 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 think the current speed limit on this road should be kept the same	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> The reduced speed limit will result in more dangerous overtaking due to slow vehicles.
Reduce the speed limit further than proposed for a section of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Reduce further outside Manurewa Marae.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> There will always be people who speed, and police should focus on catching them (instead of lowering speed limits).
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> There will always be people who speed, and police should focus on catching them (instead of lowering speed limits).

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



Road name	Percival 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	Piriti 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	Pitt 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	Pureora 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	Puriri Road
Part of road	between Churchill Avenue and Kohiwi 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 speed limit as proposed



Road name	Puriri Road
Part of road	between Christmas Road and Churchill Avenue
Proposal	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
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	Rebecca 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	Reremanu 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	Reyland Close
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Rhine 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 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	Robert Ross 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	Robert Skelton 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	Rogers 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	Roscommon Road (Clendon Park)
Part of road	between Palmers Road and Browns Road
Proposal	Current 60kph: Proposed 50kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be higher than the existing speed limit	1
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	5
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"> Residential area should be 50kph.
Reduced speed limit will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> The reduced speed limit will result in more dangerous overtaking due to slow vehicles.
The reduced speed limit is unsuitable for this road <i>Mentions: 3</i>	<ul style="list-style-type: none"> * This is an arterial road and should remain at 60kph. * Major link to airport. * Mostly industrial.
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> There is nothing wrong with the current speed.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> There will always be people who speed, and police should focus on catching them (instead of lowering speed limits).

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"> Should keep 60kph limit on whole road to avoid confusion.
The proposed speed limit reductions lack local knowledge <i>Mentions: 1</i>	<ul style="list-style-type: none"> Drive the road and you will see 60kph is appropriate.
Generally, the road condition needs upgrading/improving <i>Mentions:</i>	<ul style="list-style-type: none"> Should be two lanes from Browns Road to Palmers Road roundabout to ease peak congestion.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> There will always be people who speed, and police should focus on catching them (instead of lowering speed limits).
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> If the reduction is about the pedestrian access etc, why was the limit on the rest of Roscommon Road changed from 80kph, as past the shops on the corner of Browns Road, there are almost no pedestrians going toward the motorway on-ramps.

AT recommended way forward

Implement safe and appropriate speed limit as proposed

Road name	Roscommon Road (Wiri)
Part of road	between Wiri Station Road and Cavendish Drive
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	2
I agree with the proposed speed limit change on this road	3

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 key route for businesses.
Too many changes in speed limits along the road (or in area) will be confusing <i>Mentions: 3</i>	<ul style="list-style-type: none"> Whole of Roscommon Road should be the same speed limit of 80kph. Should be 60kph like Cavendish Road and remain the same.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> This road was recently built and adequate speed limits.
Other roads/suggestions for speed limit increases <i>Mentions: 2</i>	<ul style="list-style-type: none"> Increase the limit on the other end of Roscommon Road rather than reduce limit on this stretch. Limit should change at the Vogler Drive/Puaki Drive intersection lights for clarity.

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



Road name	Roys 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	Ruby 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	Rukumoana 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	Samara 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	Scotts 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:</i>	•
Reduced speed limit will create, or not reduce, safety issues <i>Mentions:</i>	•
The reduced speed limit is unnecessary <i>Mentions:</i>	•
Reduced speed is not good as it will increase journey times <i>Mentions:</i>	•
The proposed speed limit reductions lack local knowledge <i>Mentions:</i>	•
Driver behaviour is causing safety risks <i>Mentions:</i>	•

Why do you feel this way?	
Feedback Theme	Main points
Generally, the road condition needs improving <i>Mentions:</i>	•
Only support the proposed speed limit for a portion of the road <i>Mentions:</i>	•
Other suggestions for reduced vehicle speeds <i>Mentions:</i>	•
Other physical improvements suggested <i>Mentions:</i>	•
Other comments <i>Mentions:</i>	•

AT recommended way forward

Implement safe and appropriate speed limit as proposed



Road name	Senecio 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	Settlers Cove
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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



Road name	Silver Creek 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	Solo 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	Southview 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
Reduced speed limit will not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> People can't drive the current speed limit due to existing traffic calming: changing the speed limit will not change anything.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> People can't drive the current speed limit due to existing traffic calming: it is unnecessary to change speed limits too.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> People can't drive the current speed limit due to existing traffic calming: it is a waste of money to change speed limits too.

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



Road name	Sparrow 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	Sterling 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	Stoll 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	Suwyn 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	Sykes Road
Part of road	between 440m south of Weymouth Road and Mahia 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 speed limit as proposed



Road name	Sykes Road
Part of road	between Weymouth Road and 440m south of Weymouth 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 speed limit as proposed



Road name	Taatahi 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	Taiaapure 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	Taitimu Drive
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Tawa 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	Templeton 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	Thompson 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
Reduced speed limit will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none">• Current speed reducing measures force drivers to cross the centreline already.

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



Road name	Tonson 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	Tonuitanga 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	Totara 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	Tui 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	Tutuwhatu 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	Volta 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	Wai Iti 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">• There is no school on this road.

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



Road name	Waimahia 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	Waimai 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	Waimarino 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	

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



Road name	Weymouth Road
Part of road	between Waimahia Avenue and the southern end of Weymouth 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 speed limit as proposed

Road name	Weymouth Road
Part of road	between Roscommon Road and Waimahia 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

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
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Proposed speed is too slow – road is wide with good visibility of pedestrians.
The reduced speed is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Proposed reduced speed limit would increase response time for emergency vehicles by three minutes.

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



Road name	William 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	Wiri Station Road
Part of road	between Ash Road and Druces Road
Proposal	Current 60kph: Proposed 50kph

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

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unsuitable for this road <i>Mentions: 4</i>	<ul style="list-style-type: none"> Major arterial route in Manukau leading to an industrial area.
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> Road is fine as it is. Very little pedestrian traffic. Road is safe for 60kph. Vehicles are separated, no chance of head-on collision.
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"> Whole of Wiri Station Road should be the same speed limit of 80kph.

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



Road name	Wiri Station Road
Part of road	between Druces Road and Manukau Station Road
Proposal	Current 60kph: Proposed 50kph

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

What do you think of the proposed speed limit change for this road?	No. of mentions
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	Woodlark Close
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Woodside 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	Zurich 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

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 Manurewa 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	Manurewa
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Feedback Theme	Main points
<p>Other roads/suggestions for reduced vehicle speeds <i>Mentions: 7</i></p>	<ul style="list-style-type: none"> Grande Vue Road (Manurewa) - Needs more speed bumps after the dairy to keep vehicle speeds down. David Avenue - Speed bumps are required. Cars speed like a racetrack, blind corners, frequent accidents - Collie Street intersection is dangerous. Dennis Avenue - Speed bumps are required. Beatty Road - used as a rat run to avoid Great South Road in peak times and has speeding cars due to not enough traffic calming, parked cars obstruct view and narrow lanes. Jellicoe Road - used as a rat run to avoid Great South Road in peak times and has speeding cars due to not enough traffic calming. Maich Road - used as a rat run to avoid Great South Road in peak times and has speeding cars due to not enough traffic calming. Tampin Road - speed bumps are required. Speed humps are needed around Hill Park School due to previous incidents (near misses with children crossing the road) - there are more than 500 students (at the school and Hill Park Kindergarten) with no specified pick-up and drop-off area for parents, the roads near the school lead to the motorway, and all roads are busy due to the proximity of the onramp. There have been accidents at the Dennis Avenue/Grand Vue Road intersection, and the school does not have supervision at the David and Dennis Avenue crossings, though children are often dropped off here due to lack of parking near the school (and these roads are not speed restricted during school hours).
<p>Other roads/suggestions for reduced speed limit <i>Mentions: 21</i></p>	<ul style="list-style-type: none"> Russell Road (Manurewa) - New houses and lanes, need to reduce speed. Grand Vue Road - Reduce speed due to schools. Tampin Road - Reduce speed due to kids around the park. Station Road- Reduce speed as it is a town centre with nearby schools. Scenic Drive - Used as a rat run, with blind corners and 3 schools in area, cars currently speed. Scenic Drive should be 30kph. Dennis Avenue speed limit is currently too high, frequent accidents due to speed and tight bends, also bus stop and dairy. Beatty Road - used as a rat run to avoid Great South Road in peak times and has speeding cars due to not enough traffic calming. Jellicoe Road - used as a rat run to avoid Great South Road in peak times and has speeding cars due to not enough traffic calming, 2 schools on nearby Browns Road. Maich Road - used as a rat run to avoid Great South Road in peak times and has speeding cars due to not enough traffic calming. Collie Street - has become more dangerous as speed umps on Grandvue Drive mean cars now use Collie Street, many school children walk in this area. Hill Road - is frequented by school children and has had serious speed related accidents.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Hobart Crescent is now used as a rat-run to avoid the roundabout. Cars speed through, endangering children walking to school. Consider speed limit reduction/speed bumps here. • Browns Road - reduce speed due to schools.
Other physical improvements suggested <i>Mentions: 21</i>	<ul style="list-style-type: none"> • Hill Road - signalise the intersection.

Suburb	Clendon Park
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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"> The speed limit should be reduced on Finlayson Avenue as there are blind corners and variation in contours making the road hazardous at current speed limit.
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Etherton Road and Finlayson Avenue need speed bumps - cars and bikes race through these streets instead of going on Roscommon Road. There have been many police car chases down these roads, and it has a school in it (Te Matauranga School). Lots of families that use this route to access Weymouth beach.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> The crossing on Finlayson Avenue needs attention - lack of visibility of or by people crossing here due to blind corners makes this crossing dangerous.



Suburb	Wiri
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Feedback Theme	Main points
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none">• Puhinui Road: T3 lanes are not usable for most. T2 could be used by taxi, and still encourages carpooling.

Suburb	Alfriston
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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 Alfriston Road should be 60kph (not 80kph) just like Brookby School.
Other physical improvements suggested <i>Mentions:</i>	<ul style="list-style-type: none"> • 'No Engine braking' from Mill Rd to 1424 Alfriston Road (very loud past the school). • Prevent trucks/enforce no parking on footpath (broken yellow lines currently) and prevent them parking illegally across from the school.



Suburb	Hillpark
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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">• Need traffic calming on Dennis Avenue in Hillpark - too many accidents happen in this area.



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

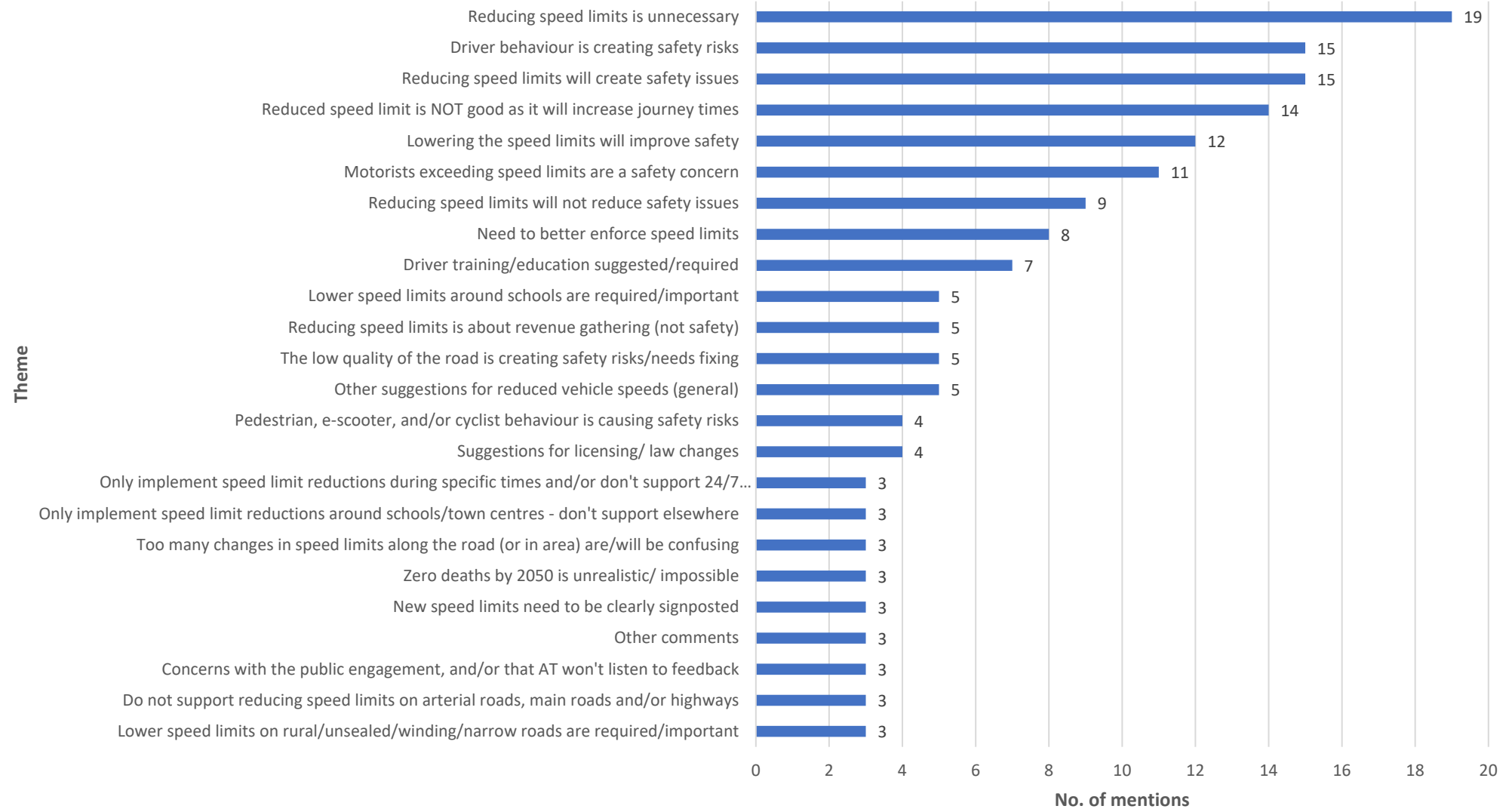
The feedback form also provided the opportunity for respondents to provide general comments on the Safe Speed Programme. Most this feedback was general in nature and could not be attributed to a particular road.

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 Manurewa 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 Manurewa 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 Manurewa Local Board area, just themes.

Top 24 general themes: Manurewa 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: 28</i></p>	<ul style="list-style-type: none"> • Lowering the speed limits will improve safety (12) • Driver training/education suggested/required (2) • New speed limits need to be clearly signposted (2) • Driver behaviour is creating safety risks (1) • Motorists exceeding speed limits are a safety concern (1) • Reducing speed limits is about revenue gathering (not safety) (1) • Lowering the speed limits will have other benefits (as well as/instead of safety) (1) • Improve pedestrian infrastructure (1) • Improve public transport (1) • Other suggestions for reduced vehicle speeds (1) • Lower speed limits around residential areas are required/important (1) • Do not support reducing speed limits on arterial roads, main roads and/or highways (1) • Lowering speed limits will have a positive effect on climate change (1) • Other comments (1)
<p>Generally, do NOT support the safe speeds programme</p> <p><i>Mentions: 51</i></p>	<ul style="list-style-type: none"> • Driver behaviour is creating safety risks (10) • Reducing speed limits is unnecessary (10) • Reducing speed limits will create safety issues (10) • Reducing speed limits will not reduce safety issues (7) • Reduced speed limit is NOT good as it will increase journey times (7) • The low quality of the road is creating safety risks/needs fixing (5) • Motorists exceeding speed limits are a safety concern (5) • Driver training/education suggested/required (4) • Reducing speed limits is about revenue gathering (not safety) (4) • Suggestions for licensing/ law changes (3)

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Pedestrian, e-scooter, and/or cyclist behaviour is causing safety risks (3) • Need to better enforce speed limits (2) • Concerns with the public engagement, and/or that AT won't listen to feedback (2) • Zero deaths by 2050 is unrealistic/impossible (2) • Motorists going SLOWER than the speed limit are a safety concern (2) • General suggestions for speed limit increases (2) • Too many changes in speed limits along the road (or in area) are/will be confusing (2) • Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes (1) • Generally, road design needs upgrading/ improving (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 (1) • Lower speed limits on rural/unsealed/winding/narrow roads are required/important (1) • Improve public transport (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)
<p>I support some proposals and do NOT support other proposals in the Safe Speed Programme</p> <p><i>Mentions: 23</i></p>	<ul style="list-style-type: none"> • Reducing speed limits is unnecessary (9) • Reduced speed limit is NOT good as it will increase journey times (7) • Need to better enforce speed limits (6) • Reducing speed limits will create safety issues (5) • Motorists exceeding speed limits are a safety concern (5) • Lower speed limits around schools are required/important (5) • Driver behaviour is creating safety risks (4) • Other suggestions for reduced vehicle speeds (4) • Reducing speed limits will not reduce safety issues (2) • Do not support reducing speed limits on open roads, rural/country roads and/or paper roads (2) • Only implement speed limit reductions during specific times and/or don't support 24/7 implementation (2) • Only implement speed limit reductions around schools/town centres (2)

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Lower speed limits on rural/unsealed/winding/narrow roads are required/important (2) • Driver training/education suggested/required (1) • Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes (1) • Generally, road design needs upgrading/ improving (1) • Suggestions for licensing/ law changes (1) • Concerns with the public engagement, and/or that AT won't listen to feedback (1) • Zero deaths by 2050 is unrealistic/impossible (1) • Pedestrian, e-scooter, and/or cyclist behaviour is causing safety risks (1) • Improve pedestrian infrastructure (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 around marae/other high pedestrian areas are important (1) • Concerns/disagree with speed limit reduction around schools (1) • Lower speed limits around residential areas are required/important (1) • Do not support reducing speed limits on arterial roads, main roads and/or highways (1) • 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 Manurewa Local Board area, just themes.

Feedback Theme	Main points
<p>Lowering the speed limits will improve safety</p> <p><i>Mentions: 12</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: 1</i></p>	<ul style="list-style-type: none"> • Lower speed limits will reduce vehicle noise/dust nuisance for residents, especially from trucks. • Lower speed limits will encourage walking, cycling and other forms of healthy transport. • Lower speeds will largely obviate the need to create more speed humps. This will be a cost saving. • Closer and more connected community. • Will reduce rat-running behaviour/ heavy vehicle usage. • More of a pleasant journey for pedestrians/cyclists. • Will reduce private vehicles and increase public transport usage. • Lower speeds will make it less likely that drivers will cross the centreline when traversing right hand bends, which is currently very common. • 30kph should be the speed limit in as many places as possible to discourage driving. Busses can have their own lane with faster speed limits along with scooters/bicycles. • Sends the message that the road is for more than just cars. • Finally gives some consideration to other road users, not just cars. • It will help bring a "village" feel and make it nicer to walk around which will only be good for encouraging people to shop local. • Higher speeds lead to increased congestion because drivers end up braking suddenly or moving with indicating. • Will improve bad habits people have of driving fast at unsafe speeds.
<p>Lowering speed limits will have a positive effect on climate change</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Driving at lower speeds is more fuel-economical, which is better for the environment in the long run. • Encouraging more people to use active forms of travel will reduce carbon emissions. • Please lower the speed limit as much as possible on as many roads as possible and take cars off many roads altogether. This is the level of change required to meet carbon goals.

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

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

Feedback Theme	Main points
<p>Reducing speed limits will create safety issues <i>Mentions: 15</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: 9</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: 2</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: 3</i></p>	<ul style="list-style-type: none"> • Frequent changes in speed limits mean drivers are watching for signs or watching their speedometer, rather than watching the road. • Will cause issues with speeds changing from one street to another. • Too confusing having inconsistent speeds for no clear reason. • By introducing too many variables or speed limits too slow you are causing confusion, frustration and interruptions to traffic flows. • Changes in speeds and traffic conditions are a bigger safety issue than higher speed limits. • Waiheke Island should have fewer changes in speed limit, e.g. be 30kph throughout, or for example Donald Bruce Road should have fewer than the currently proposed three different speed limits along its length. • Better, cheaper, quicker, and less confusing for drivers to make a few simple rules and apply them everywhere: e.g. shopping strips and schools 30kph; low building density roads 80kph; bends and intersections and everything else 50kph. • Lower the speed limit for the whole area, nice and simple, no confusion, tinkering, ongoing costs etc.
<p>Reduced speed limit is not good as it will increase journey times <i>Mentions: 14</i></p>	<ul style="list-style-type: none"> • Traffic lights are still phased for the old 50kph limits, so driving at reduced limits means you catch every red light. • Reducing speeds in some areas adds significant time to journeys and fails to clear congestion. • Does not make sense to reduce speed limits on roads with bus services. • Businesses and drivers should be compensated for additional time and fuel spent travelling. • The estimate of increased journey times is significantly understated for people who live and commute rurally (e.g. top of Awhitu Road to the city is more than '1-2 minutes' delay). • It needs to be balanced without compromising the network and creating congestion. • Proposed changes are going to cause congestion/ gridlock. • People in rural areas will suffer the most, with extended journey times, fuel costs and engine wear. • Overall travel time costs have not been truly accounted for - 20% increase per person adds up. • The inability to move around Auckland with ease will be detrimental to the long-term attractiveness/ economic success of Auckland. • The proposal is going to increase/encourage rat-running behaviour/speeding to make up for lost time. • Don't have the time to waste going slow as a commercial driver. Get rid of the civilians then you can your low-speed zones during work day hours Monday to Friday. • Decreasing speed limits in so many areas will make daily life unbearable for the average person. • It will add to inflation as goods & services will cost more with longer travel times.

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: 5</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: 15</i></p>	<ul style="list-style-type: none"> • Investigate other aspects of road safety (e.g. people using phones while driving) to reduce accidents on these roads (not speed limit reduction). • There are a lot of bad drivers in New Zealand. • Lower speed limits do not make people drive safer. • Need to better enforce basic road rules rather than imposing a slower speed. • Issues are due to poor driving technique such as jumping lights; driving along pavements; illegal u- turns; not indicating, etc (not speed). • Should instead focus on preventing tired/distracted drivers, or alcohol-related crashes. • There are so many cars driving around illegally, no WOF or Rego, oversize tyres and lowered cars, illegal bikes and noisy bikes are also a concern. Get those off the road. • Putting speed bumps on main roads don't fix the problem, they cause people to avoid those roads and use other roads. • The most dangerous driving around schools tends to be red light runners or people driving through orange when could clearly stop. This behaviour seems exasperated by short or badly phased light changes and lack of clarity or education about not queuing through intersections. • People often fail to stop or even slow down for pedestrian crossings. • People don't tend to drive to conditions or the speed limit, tailgate, or have little consideration for other road users. • Reducing the speed limits panders to/'nannies' the incompetent drivers who then have no reason to learn to drive better. • Road deaths are mostly the cause of drunk or drugged driving. • Human error is what causes accidents - a lower speed limit will reduce these by giving drivers more time to react, or others to react to bad driving. • Advertise the evils of poor and anti-social driving rather than spending on promoting the virtues of reduced speed limits. • This proposal is punishing everyone instead of focusing on those who aren't using due care while on the roads (both pedestrians and drivers). • Slower speed limit would reduce rat-running behaviour. • Safety issues are less about speed and more about the people who drive with no licenses and drive people on restricted licenses. • Many drivers cross the centre line repeatedly even on blind corners. This is not speed dependent, even slow drivers do this. • Lower speeds will make it less likely that drivers will cross the centreline when traversing right hand bends which is currently very common.
<p>Motorists going SLOWER than the speed limit are a safety concern</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • It's people driving under the speed limit that cause the accidents, and this proposal will make that worse. They cause people to make angry, irrational decisions/driving because of holding other drivers up. • Some drive less than the speed limit. They will be even more of a hazard on the road with people flying past them to overtake. • People drive too slowly (usually while looking at their phones) which cause frustration and overtaking in dangerous locations out of desperation.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • At the moment, some tourists tend to drive a lot slower than the speed limit as is (sometimes 30-60kph below the limit which is very dangerous).
<p>Motorists exceeding speed limits are a safety concern <i>Mentions: 11</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: 7</i></p>	<ul style="list-style-type: none"> • Money would be better spent on improving/subsidising driver training/teaching young learners to be courteous on our roads. • 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: 8</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: 5</i></p>	<ul style="list-style-type: none"> • Instead, spend money on better quality/more regular maintenance of the roads. • Roads are not kept to a realistic/safe standard, despite the fuel tax and registration fees collected every year. • The real danger on rural roads is lack of maintenance. • Some roads are in terrible condition and aren't safe at any speed. • Fix the roads to improve safety so there is no need to lower speed limits. • The road condition needs to be attended to first - fix potholes, bad/dangerous shoulders, cracks in the road, bad camber on corners, deep/crumbling culverts and drains. • Some roads are poorly maintained and poorly designed - these locations should have lower limits. • Lowering speed limits won't stop road deaths. Better roads, less potholes, wider roads, more passing lanes, better road flow and safer intersections would all help. • If the roads were kept to a better standard, then there would be a lot less issues - smooth roads make them a lot more predictable. • The condition of roads in New Zealand is deteriorating every single day. The lack of funding and workmanship on the roads is poor at best and a major cause of our high road toll. • Fixing the roads themselves is a better start. The condition of the road is horrific the speed is not an issue. • Fix potholes properly in the first place, so you don't need to re-fix them three months later. • This proposal is just trying to replace/cover up/lower costs poor road quality/maintenance.

Feedback Theme	Main points
<p>Generally, road design needs upgrading/improving <i>Mentions: 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. • 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.

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 Manurewa 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: 3</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>Do not support reducing speed limits on arterial roads, main roads and/or highways</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • Look at parts of the Northwestern Motorway- 4+ lanes, good road condition, shoulder, separated from oncoming traffic, no side roads, well formed on and off ramps, and it is still only 80kph - this could safely be 100kph. • Lowering speeds on main arterial routes slows our economy down and causes frustration and more accidents. When road is built to accommodate large volumes/speeds of traffic, reducing speed limits is contradictory. • 50kph is fine as a minimum speed limit on urban roads. 60 or 70kph for main arterial roads. 100kph on motorways, highways and rural roads. If you can't drive to the conditions under these speed limits, then you shouldn't be driving at all. • I support lowering speed limits throughout except on the arterial roads/motorways/highways. Most expressways are safe to drive 100-110kph and motorways should be around 110-120kph. • Do not support a 40% drop in the speed limit in any area - especially trunk lines and main roads. • Some smaller countryside roads do warrant speed reductions but all the main roads between main towns and routes to the motorways from rural towns should have been left at 100kph.

Feedback Theme	Main points
<p>Concerns/disagree with speed limit reduction around schools</p> <p><i>Mentions: 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. • 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 Manurewa Local Board area, just themes.

Feedback Theme	Main points
<p>Lower speed limits around schools are required/important</p> <p><i>Mentions: 5</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: 3</i></p>	<ul style="list-style-type: none"> • Our roads are too varied for just 100kph or 50kph - 80kph is far safer for country/winding roads, due to increased traffic volumes. • 100kph is too fast and dangerous for some rural roads - should reduce to 80kph. • Lower speed limits have made a huge difference to rural communities in particular - it's becoming safe to drive / walk our roads • Some roads are narrow and have no shoulder - 80kph (from 100kph) makes sense. • It's required particularly on hilly, snaking roads in West Auckland, which are made ever more treacherous by rain. • Some rural roads are 100kph, but you would never reach this speed due to the windy/narrow/hilly nature of the road: seems reasonable to change the speed to suit a normal speed. • It is absurd that some single-lane country roads have the same speed limit as a motorway. • Lowering some rural roads to 80kph – and changing the open road limits to 80kph too - is a good idea.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • City drivers that leave the city are not prepared for country roads, and country roads within 100km of the city centre should be 80kph.
<p>Lower speed limits 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. • 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: 3</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 Manurewa 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).

<p>Suggestions for speed limit increases</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • More 80kph speed limits should be increased to 100kph where safe to do so. • There is no need to change the speed limits on these roads. Most of them should be back at 100kph. • Most expressways are safe to drive 100-110kph and motorways should be around 110-120kph. • If anything, some roads should be increased. • The number of new cars that are safer at higher speeds are increasing, so we should be thinking about increasing speed limits like the Waikato Expressway, not lowering them. • The world is getting faster not slower, our speed limits are far too slow now, and we should be putting them up NOT down. • Our motorways should have much higher speed limits like in Germany. • Please change the speeds back to what they were before starting this road calming initiative. People should drive to the conditions. • Unless there is a direct safety issue, the benefits of a slightly higher speed limit need to be taken into consideration. These current slightly higher limits allow for traffic to move efficiently through onto and off the coast. Once Penlink is completed, suggest AT looks at changing the speed limits. • In general AT should always offset a speed decrease in one location with an increase in another. That way travel times can be maintained. • You might find a better solution would be to increase the speed limit on bigger roads, improving the flow throughout the city, while enforcing the ones that have to stay low. • There are so many examples in the world where increasing the speed limits on roads has resulted in steep decline in incidents. • Increase speeds on motorways to 120kph with minimums of 90kph. If driver and car cannot do these speeds, they are not fit for motorway purpose.
<p>Other suggestions for reduced vehicle speeds</p> <p><i>Mentions: 5</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, 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: 1</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

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Feedback Theme	Main points
<p>Concerns with the public engagement, and/or that AT won't listen to feedback</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> Expect Auckland Council/AT will not listen to or do what people want anyway. AT acts arbitrarily and does not take taxpayers feedback into account. I disagree with your strategy of sending out pamphlets asking for feedback with three days to respond and no direct link provided. Have a look at the feedback you see on Facebook. It's frustrating to hear AT say that they will listen, but you do as they please anyway. I feel that whoever proposed these changes have made a broad-brush approach without knowing the geography. This is further exemplified by having Upper Harbour, Oteha Valley and Albany Schools classed as West Auckland in this plan. This change is not backed by detailed research on the roads involved as evidenced by the incorrect listing of posted speed limits on some of the roads listed. I can't see what changes you are making on the map in this website. Re Takapuna Town Centre: The brochure refers wrongly to Devonport, but the map is correct. Online form doesn't have the correct roads in Henderson suburb. The research (AP-R560-18), the proposals and the delivery of them come across as predetermined. I don't believe that AT will be influenced by the public opinion. I would rather see a reduction in AT power and procedures than our road speeds. Because there is not enough consultation on the changes. Ask the people instead of assuming you have got it right. We are under no illusion that AT will listen or cancel the approach, despite the public feedback opposed to the city centre speed limit changes, AT went ahead with those anyway. There are too many roads to review at one time to provide an opinion on the whole safe speeds programme. AT has no accountability - previous concerns/requests to AT have been brushed off with no explanation. Materials are inconsistent and contradict themselves - traffic lights vs roundabout for safety, for example. What is there to consult on when you have a Vision Zero policy, just do it. Don't put your junk mail pamphlets in a letter box marked 'No Junk Mail'. What is the point of consulting on this? Are we supposed to make the streets less safe because it would upset a driver or something? Hurry up and implement the changes already.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • It would be more informative if AT can also provide statistics on death/accidents by location. In that way we can better decide on a good speed for each of the areas specified. • Spend less money on reducing speeds and this consultation - invest in making the roads themselves safer instead (maintenance). • AT should not operate above the public; we deserve to make the decision on our roads. If consultation indicates a majority disagree with lowering speed limits, then DO NOT IGNORE THIS! This is a democracy and AT is in the public sector, majority rules. • You did not listen on phase 1 or 2 changes and were not prepared to publish feedback results as they obviously were against the changes in general. • It is patronizing to even suggest that you want feedback if you are blatantly ignoring the rights of law-abiding drivers. • Online survey is very hard to find. • QR code links to a wrong URL. • Some sections of the roads mentioned don't appear to exist. • If reducing the speed limits does not work, will you put the speeds back up again? Will you actually listen to what the public want because you do not have a good reputation for doing that? • Concerned most people are not able to have their say due to their personal circumstances. • Take a survey of the public's opinion on this and you'll find the overwhelming majority is against it. Tell us the names of people in Council who come up with these ideas so we can vote them out next election - democracy matters. • Note your map shows Hibiscus Drive incorrectly named as Eaves Bush Parade. • Under 'benefits of the proposed changes' in the Safe Speeds Programme pamphlet, an icon showing a child kicking a ball could be seen as a dangerous invitation to this activity.
<p>Zero deaths by 2050 is unrealistic/ impossible</p> <p><i>Mentions: 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: 4</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: 3</i></p>	<ul style="list-style-type: none"> • Roading network has not been improved despite petrol surcharge. • The state of the roads needs huge investment which our regional fuel tax should be going to. • Make new/near-new cars more affordable/available to raise the average safety of all cars on the road. • To maintain this programme would be to commit significant police resource that is instead needed to do real policing, and crime prevention. • Many of the proposed streets [Greenhithe] are near Upper Harbour Primary, but there is no road that connects Upper Harbour to Greenhithe - just a walkway. • I understand there is also a proposal to put 30cm cycle boundary on Upper Harbour Drive [Greenhithe]. Who has asked for this? Many cyclists are upset, as they will not be able to ride abreast or swerve to avoid walkers/runners. • I would like to know the update of the paper road from Traffic Road to Rahul Road: this was a well-used walkway that was planted over and was to be reinstated as a walkway with no progress. • It would be better to focus on suicide prevention as an example if the overall outcome is genuinely to reduce the deaths of New Zealanders, especially with the current pressures we are facing with the current pandemic. • Pressure the NZTA to lift the standard of cars coming into NZ to a mandatory 5-star rating. Get old and unsafe cars off the road. • 3-yearly warrants on new cars leave too much time between inspections - increase mandatory inspections to bi-annually and better driver training will reduce incidents on roads with current speed limits. • Road users should be disincentivised from having such large vehicles (SUVs, Utes, etc) with congestion charges – they block the view of the road ahead, and when parked obstruct visibility from side roads. • Road safety is a combination of factors - not just speed limit, but also road quality, and vehicle quality. We're ignoring two out of three factors. • Your 'Death/injury percentages' chart is contentious, with are other studies giving evidence to the contrary. Your policy is decidedly anti-private vehicle with the purpose to drive the public onto busses. This policy has been politicised. • What is the cost of implementing this programme? At a time when the cost of living is skyrocketing, and rates are increasing. • Perhaps AT should focus on some of the dangerous driving of their bus drivers. • ALL schools should be covered with reduced speed limits. AT should lobby the NZ Government to make a nationwide change, that does not rely on immediate individual speed signs to be erected. • The current system around schools works well, with lights flashing when the speed limit changes, drawing you attention to the reduced speed limit. Are you planning to run the lights for the time that reduced speed is in place?

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 Maungakiekie-Tāmaki Local Board area



Contents

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

During March and April 2022, 181 people from within the Maungakiekie-Tāmaki 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 Maungakiekie-Tāmaki Local Board area ('What do you think of the proposed speed limit change for this road?')
- A summary of the open-ended feedback received for each road within the Maungakiekie-Tāmaki Local Board area ('Why do you feel this way?').

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	Apirana Avenue
Part of road	between 30m south of Point England Road and 220m north of Omaru Lane
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)	2
I think the current speed limit on this road should be kept the same	12
I agree with the proposed speed limit change on this road	13

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"> • Cars struggle to exit driveways. • Cars struggle to exit train station carpark. • Safer for children in school zone. • Safer for pedestrians, cyclists, and scooter riders in the area. • Vehicles currently speed. • Suitable for retail area. • Busy area with public transport. • Lots of through traffic from St Heliers. • Pedestrians don't always use crossing. • Lots of road users.
Reduced speed limit will create safety issues <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Lowering the speed limit will make an already busy area more chaotic (buses, islands, roundabouts, crossings). • Lowering speeds will cause road rage.

Why do you feel this way?	
Feedback Theme	Main points
<p>The reduced speed limit is unnecessary</p> <p><i>Mentions: 11</i></p>	<ul style="list-style-type: none"> • Traffic flows well here. • Congested and slow anyway. • Speed indicators on sides of road slow traffic down. • There are already 3 pedestrian crossings and an underpass to keep pedestrians safe. • Plenty of traffic calming measures already in place.
<p>Reduced speed is not good as it will increase journey times</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Reducing speed limits will back traffic up more on Merton Road, which is already crawling at peak hour. • Reducing the speed limit will just create more congestion as the suburb grows.
<p>Too many changes in speed limits along the road (or in area) will be confusing</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Leave this side at 50kph to reduce confusion, start a 40kph zone closer to the town centre, 30kph is too slow. • 30kph should be extended up to intersection with Eastview Road: it will be confusing to stop it where proposed when the context doesn't change.
<p>Driver behaviour is causing safety risks</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Motorists significantly exceed the current speed limit.
<p>The reduced speed limit is unsuitable for this road</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • This is a main transit road.
<p>Extend the reduced speed limit to cover more of the road</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • 30kph should start before Eastview Road to include recently installed pedestrian crossing.
<p>Alternative speed limit suggested (instead of as proposed)</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • Reduce speed to 40kph. • 30kph is too slow, leave this side at 50kph to reduce confusion and start a 40kph zone closer to the town centre.
<p>Other suggestions for reduced vehicle speeds</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Further measures rather than just reducing speed limit are required. • Speed cameras. • Traffic calming.

Why do you feel this way?	
Feedback Theme	Main points
Other physical improvements suggested <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Narrow the lanes. • Trim plants on roundabouts to improve visibility. • Roundabout at KFC needs attention. • Move bus stops away from busy area opposite KFC/Mobil, they obstruct vision and cause congestion. • Move taxi stand and near new bus stop. • Remove the taxi stand from the corner of Taniwha/Apirana and replace it with a full bus area where bus drivers can wait for their next trip.

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



Road name	Bernard 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	Bradley 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 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 cyclists and pedestrians.

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



Road name	Delwyn 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 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 cyclists and pedestrians.

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

Road name	Elstree Avenue
Part of road	between Point England Road and 90m north of Point England 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	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"> The proposed speed limit will be safer for children using this area.
Extend the reduced speed limit to cover more of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Needs to be extend along past the gym/pools to the college as lots of children walk along/cross this road.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Road works have been disruptive enough.

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



Road name	Erima Avenue
Part of road	between Point England Road and 30m south of Point England 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	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">• Leave the speed limits as they are.

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



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

What do you think of the proposed speed limit change for this road?	No. of mentions
I only support the reduced speed limit for a certain period of the day	3
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	8
Other	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 9</i>	<ul style="list-style-type: none"> • The road is dangerous at current speed limit (lots of hazards, poor visibility, too narrow). • The proposed speed limit is appropriate for this road. • Fire station is on this road. • Lack of pedestrian crossings, and the blind corner adjacent to train track overpass is dangerous to pedestrians. • Heavy traffic on road at all times of day. • Support increased slow zone due to school. • Should encourage traffic to go to main Highway instead of use Kalmia Street as a rat run. • Will make it easier for Fire trucks to get out of the station driveway. • Lots of foot traffic around train station.
Reducing speed limits will not reduce safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Won't make any difference to safety or speed that cars drive. • Most drivers will be unaware or ignore any changes in speed limit on this road.
The reduced speed limit is unnecessary <i>Mentions: 7</i>	<ul style="list-style-type: none"> • This road is safe for the current speed limit (flat, straight, visibility is good, very few hazards on the side of the road, no side roads). • No need for this change.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> • 30kph is too slow. • Emergency vehicle route. • Bend already has a sign to slow down.
Reduced speed is not good as it will increase journey times <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Traffic is already too slow at peak times. • Reduced speed limits will slow emergency services response vehicles.
Driver behaviour is causing safety risks <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Lowering speed limits won't change poor driver behaviour. • Dangerous drivers will ignore speed limits and speed anyway.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Revenue gathering exercises.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> • This is not a rat run; it is the preferred/safer route compared with main highway - 50kph is safe and appropriate.
Only support the reduced speed limit during school operation times <i>Mentions: 5</i>	<ul style="list-style-type: none"> • Only support the reduced speed limit during school pick-up/drop-off times.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Need physical traffic calming measures to make it clear speed should be reduced.
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Needs a cycle lane, cyclists are in the door zone of parked cars. • Need a pedestrian crossing on this road at Great South Road.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> • There is another consultation open for pedestrian crossing and speed bumps, if implemented speed limit won't need to be dropped. • Integrate solution with other consultation.



AT recommended way forward

Implement safe and appropriate speed limit as proposed



Road name	Kealy 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	Line Road
Part of road	between 230m north of Taniwha Street and Taniwha Street
Proposal	Current 50kph: Proposed 30kph

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

What do you think of the proposed speed limit change for this road? (Pin drops on feedback map*)	No. of mentions
I think the speed limit should be 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	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 for children crossing. • Road is getting busier. • Close to police station so people don't speed.
Only support the reduced speed limit for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> • 30kph zone should start after Taniwha Street, visibility is good before there.

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"> • Traffic flows well. • Buses create congestion, which slows traffic at peak times. • Not a lot of traffic.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Should be 40kph not 30kph.

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

Road name	Line Road
Part of road	between Taniwha Street and Point England 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	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 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	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"> • Pedestrians don't always use crossing. • Lots of road users.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Important thoroughfare.
The reduced speed limit is unnecessary <i>Mentions: 6</i>	<ul style="list-style-type: none"> • Road is safe. • People drive to conditions.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> • There are speed bumps. • Wide with good visibility. • No shops or schools before roundabout.
Extend the reduced speed limit to cover more of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> • New speed limit should cover entire road.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Should be 40kph not 30kph.

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



Road name	Mataroa 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	Maybury Street
Part of road	between Line Road and 60m east of Line 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	1
I agree with the proposed speed limit change on this road	1
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Extend the reduced speed limit to cover more of the road <i>Mentions: 3</i>	<ul style="list-style-type: none"> Extend the proposed new speed limit to cover all of Maybury Street. There are many children around. There are already traffic calming measures here so why not ensure the speed limit matches along duration of the road.

AT recommended way forward
Implement safe and appropriate speed limit as proposed, the proposed speed limit extent on this road is to address activities within the town centre



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

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

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

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



Road name	Mclennan 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 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 speed limit as proposed

Road name	Merton Road
Part of road	Between Apirana Avenue and 110m west of Apirana 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
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

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"> • Good to slow people down around the train station with many pedestrians trying to cross the road. • Reduced speed limit will slow vehicles travelling through the roundabout and accelerating up the hill, making it safer for all the pedestrians crossing the road around here.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Will cause huge traffic congestion if this part is lower, should start closer to the town centre.
Reduce the limit further than proposed for a section of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Should be lower to make it safer for people going to the Glen Innes to Tamaki Drive path on foot or by bike.
Extend the reduced speed limit to cover more of the road <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Extend speed limit reduction to just before the roundabout in order to prepare drivers for town centre speed limits. • Extend speed limit reduction to between these two roundabouts.



AT recommended way forward

Implement safe and appropriate speed limit as proposed



Road name	Omaru 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	Panama Road
Part of road	between 65m west of the southern end of Mclennan Road and 40m west of the northern end
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> Cars frequently speed here.
Extend the speed limit to cover more of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Panama Road reduced speed limit should include the whole of the road due to many houses on the other side of the overbridge - drivers will speed after the overbridge, making the road even more dangerous. It would also be appropriate to consider a weight limit to stop the heavy vehicles speeding along there.

AT recommended way forward
Change to road section description. Removing the section of Panama Road west of Carbine Road from the recommendation. The removed section of Carbine Road is classified as a Secondary Arterial and has a different function to the section being recommended for a permanent 30km/h speed limit. Implement safe and appropriate speed limit as proposed



Road name	Peace 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	Point England Road
Part of road	between Elstree Avenue and the eastern end of Point England 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 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	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 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

**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"> • Safer for school children. • Reduced speed limits would encourage more children to walk, cycle or scooter to school.
Reduced speed limit will not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Changing limit won't stop people that already speed.

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Road is wide. • Road is currently safe as it is. • Not by a town centre.
Only support the reduced speed limit during school operation times <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Reduce speed during drop off and pick up (8-8:30am, 3-3:30pm). • Reduce speed only during school hours.
Extend the reduced speed limit to cover more of the road <i>Mentions: 5</i>	<ul style="list-style-type: none"> • Extend 30kph further down road so it covers roundabout where pedestrians cross. • 30kph zone should be extended along the whole length of Point England Rd to tie in with the town centre changes and make a safer walking/cycling route. • Speed limit reductions need to cover more of the roads not just short sections of road. • Children require safety during their journey to school not just outside the school gates.
Driver behaviour is causing safety risks <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Motorists exceed the current speed limit and would do so even with a lower limit.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Changing limit won't stop people that already speed. Need other measures.

AT recommended way forward

Implement safe and appropriate speed limit as proposed



Road name	Point England Road
Part of road	between Apirana Avenue and 100m east of Apirana Avenue
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
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

**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 speed limit as proposed



Road name	Runa 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	Stanway 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	2
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"> • Speed should be lower on this road.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> • No need to change speed limit. • Industrial area. • Cul-de-sac. • Vehicles slow down at intersection anyway.

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



Road name	Stratton 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 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 speed limit as proposed

Road name	Sultan 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	4

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"> • 50kph is too fast on this road with lots of pedestrian traffic from the train. • Raised table rather than pedestrian crossing across from train pedestrian tunnel.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Street goes to a business carpark. • Already has a speed bump. • Vehicles slow down around school already.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Need a pedestrian crossing on this road at Kalmia Street.

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

Road name	Taniwha Street
Part of road	between Apirana Ave and Line 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	3

What do you think of the proposed speed limit change for this road? (Pin drops on feedback map*)	No. of mentions
I agree with the proposed speed limit change on this road	1

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Cars travel too fast here.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Leave it as it is.
Reduced speed 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.
Generally, road design needs upgrading/improving <i>Mentions: 1</i>	<ul style="list-style-type: none"> Need to narrow lanes.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> Vehicles parking over footpath force pedestrians off path.



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

Road name	Taniwha Street
Part of road	between Line Road and Heatherbank Street
Proposal	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I only support the reduced speed limit for a certain period of the day	1
I think the current speed limit on this road should be kept the same	3

What do you think of the proposed speed limit change for this road? (Pin drops on feedback map*)	No. of mentions
I agree with the proposed speed limit change on this road	1

*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
Only support the reduced speed limit for a certain time of day <i>Mentions:</i>	<ul style="list-style-type: none"> Not required all day.
Reduced speed limit will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Will create congestion and dangerous road conditions.
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> Complete road works before reviewing speed. High speed crashes do not occur. Not a lot of traffic.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Will create congestion.



AT recommended way forward

Implement safe and appropriate speed limit as proposed

Road name	Waipuna Road
Part of road	between 20m east of Levene Place and 20m east of Pinn Place
Proposal	Current 80kph: 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	5

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"> Main thoroughfare.
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> Current speed is fine. Road is currently safe.
Reduced speed is not good as it will increase journey times <i>Mentions: 2</i>	<ul style="list-style-type: none"> Speed limit reduction will increase journey times.
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"> No point in reducing speed on a small bit of the road when limit goes up shortly after.
Proposal is a waste of money <i>Mentions: 2</i>	<ul style="list-style-type: none"> Waste of money reducing speed on a small bit of the road.

AT recommended way forward



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

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

- To prevent having lots of themes that were only mentioned once or twice we grouped suggestions into suburbs and used the ‘main points’ for the themes to identify the roads being mentioned.
- Some suburbs are situated within more than one local board area, as such there may be some roads in this section which are not relevant to the Maungakiekie-Tāmaki Local Board area. It saved a significant amount of time reporting in this way.
- 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	Glen Innes
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Feedback Theme	Main points
Other roads/suggestions for reduced speed limit <i>Mentions: 4</i>	<ul style="list-style-type: none"> Leybourne Circle - reduce speed limit here, it is dangerous. Extend 30kph on Concord Place past the pools, gym, church, Tamaki College to make it safer for children using this route. 30kph speed zone should include Eastview Road and then run along Line Road towards Taniwha Street. That way the 30kph speed zone includes two schools and two reserves. West Tamaki Road - between Line Road and Taniwha Street at least, if not the entire road - should have speed reduced: Numerous schools and daycare facilities, and many cyclists, pedestrians, parents and children using and crossing this road. Traffic travels too fast here at present, hitting the underside of their car on the speed bumps, and the numerous bus stops reduce visibility.
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Taniwha Street: needs traffic calming due to high vehicle speeds around a high school, two kindergartens, and a place of worship.
Other physical improvements suggested <i>ALL SUBURB - Mentions: 1</i>	<ul style="list-style-type: none"> Need changes to the position of pedestrian crossings. You already closed off easy access through a through road with your boxes blocking the way directly effecting the flow of traffic into Glen Innes.
The reduced speed limit is unnecessary <i>ALL SUBURB - Mentions: 1</i>	<ul style="list-style-type: none"> No need to reduce the speed limit anywhere in Glen Innes.

Suburb	Mount Wellington
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Feedback Theme	Main points
Other roads/suggestions for speed limit increases <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Waipuna Road speed limit should be increased to 60kph.
Other roads/suggestions for speed limit increases – Te Horeta Road <i>Mentions: 7</i>	<ul style="list-style-type: none"> • Te Horeta Road (Eastbound) should be 60kph or 70kph, as it has no houses/driveways or side streets and the lanes are wide. • Te Horeta Road (Westbound) designed for 60kph-70kph, unsafe at 50kph. • Te Horeta Road was engineered for 60kph, increase limit to reflect that.
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 7</i>	<ul style="list-style-type: none"> • Traffic calming required on Panama Road due to cars excessively speeding - needs speed bumps or a speed camera to slow traffic.

Suburb	Point England
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Feedback Theme	Main points
<p>Other roads/suggestions for reduced speed limit</p> <p><i>Mentions: 6</i></p>	<ul style="list-style-type: none"> • Include a larger area around the school, as has been done in Point Chevalier and Stonefields. • Include low speed limit around all local schools: Point England School, Ruapotaka School, Tamaki Primary, Sommerville School, Panmure Bridge, St Patricks School. • Include Tripoli Road. • Extend the proposed new speed limit to cover Waddell Avenue to ensure drivers are not confused by different speed levels. • Waddell Avenue is a local road used by cyclists to get to the town centre. • Extend the proposed new speed limit to cover Riverside Avenue/Dunkirk Road to encourage people on bikes to travel along these streets rather than use the shared path on the river side as this often has lots of pedestrians. • Extend the proposed new speed limit to cover Anderson Avenue. • All quiet residential streets should be no more than 30kph max - that's the recognised threshold for safe speeds for survivable impacts.



Suburb	One Tree Hill
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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">• Request lower speed limits (30kph) on Rawhiti Road and adjoining streets in One Tree Hill, as these streets are used by many pedestrians and cyclists travelling to schools, daycares, and Cornwall Park.

Suburb	Onehunga
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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"> Catherine Street and Yates Street needs lower speed limit from 50kph to 30 or 40kph. Speed limits on the streets around Onehunga Primary (Arthur Street), Oranga Primary (Rangipawa Road) and Te Papapa Primary (Captain Springs Road) should also be reduced.
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> The issue isn't speed - it's poor road layouts which lower limits won't help (like poorly designed merging lanes in Church Street, Onehunga).



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

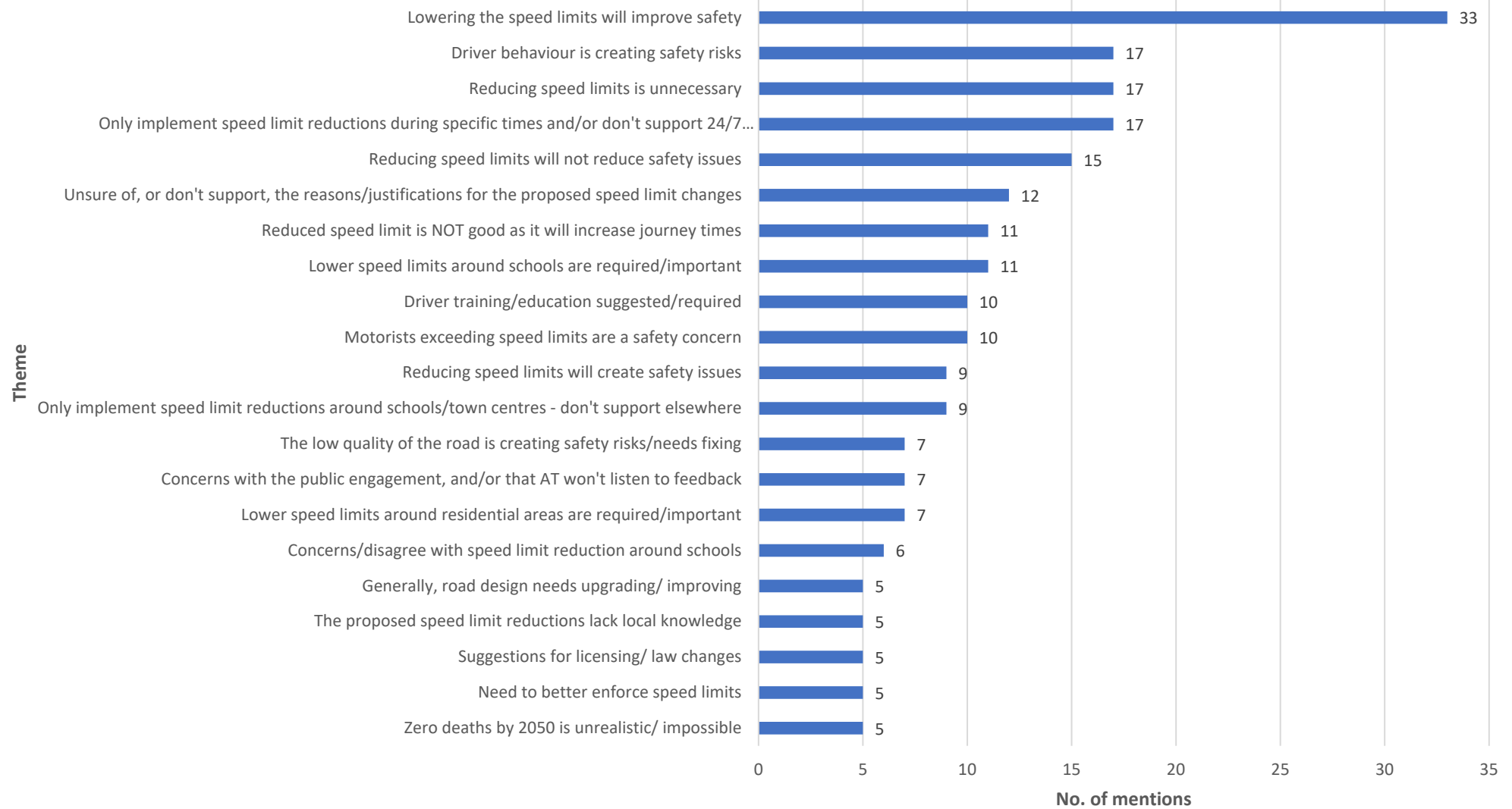
The feedback form also provided the opportunity for respondents to provide general comments on the Safe Speed Programme. Most this feedback was general in nature and could not be attributed to a particular road.

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

Please note:

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

Top 21 general themes: Maungakiekie-Tāmaki 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: 51</i></p>	<ul style="list-style-type: none"> • Lowering the speed limits will improve safety (33) • Lower speed limits around residential areas are required/important (6) • Lower speed limits around schools are required/important (5) • Driver behaviour is creating safety risks (4) • Lowering the speed limits will have other benefits (as well as/instead of safety) (4) • Motorists exceeding speed limits are a safety concern (3) • Lower speed limits on rural/unsealed/winding/narrow roads are required/important (3) • Need to better enforce speed limits (2) • Other suggestions for reduced vehicle speeds (2) • Lowering speed limits will have a positive effect on climate change (2) • Lower speed limits in/around town/shopping centres are required/important (1) • Improve public transport (1)
<p>Generally, do NOT support the safe speeds programme</p> <p><i>Mentions: 68</i></p>	<ul style="list-style-type: none"> • Reducing speed limits is unnecessary (13) • Driver behaviour is creating safety risks (11) • Only implement speed limit reductions during specific times and/or don't support 24/7 implementation (11) • Reducing speed limits will not reduce safety issues (10) • Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes (10) • Driver training/education suggested/required (9) • Reduced speed limit is NOT good as it will increase journey times (9) • Reducing speed limits will create safety issues (6) • The proposed speed limit reductions lack local knowledge (5) • Concerns with the public engagement, and/or that AT won't listen to feedback (5) • Zero deaths by 2050 is unrealistic/impossible (5) • Only implement speed limit reductions around schools/town centres (5)

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Concerns/disagree with speed limit reduction around schools (5) • Motorists exceeding speed limits are a safety concern (4) • Reducing speed limits is about revenue gathering (not safety) (4) • Generally, road design needs upgrading/ improving (4) • Suggestions for licensing/ law changes (4) • Pedestrian, e-scooter, and/or cyclist behaviour is causing safety risks (4) • The low quality of the road is creating safety risks/needs fixing (3) • Lower speed limits around schools are required/important (2) • Need to better enforce speed limits (2) • Improve public transport (2) • Motorists going SLOWER than the speed limit are a safety concern (1) • Improve pedestrian infrastructure (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) • Improve cycle infrastructure (1) • Other comments (3)
<p>I support some proposals and do NOT support other proposals in the Safe Speed Programme</p> <p><i>Mentions: 36</i></p>	<ul style="list-style-type: none"> • Only implement speed limit reductions during specific times and/or don't support 24/7 implementation (6) • Reducing speed limits will not reduce safety issues (5) • Reducing speed limits is unnecessary (4) • The low quality of the road is creating safety risks/needs fixing (4) • Lower speed limits around schools are required/important (4) • Only implement speed limit reductions around schools/town centres (4) • Reducing speed limits will create safety issues (3) • Motorists exceeding speed limits are a safety concern (3) • Do not support reducing speed limits on open roads, rural/country roads and/or paper roads (3) • Too many changes in speed limits along the road (or in area) are/will be confusing (3)

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Driver behaviour is creating safety risks (2) • Reduced speed limit is NOT good as it will increase journey times (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) • Driver training/education suggested/required (1) • Generally, road design needs upgrading/improving (1) • Need to better enforce speed limits (1) • Suggestions for licensing/law changes (1) • Lower speed limits on rural/unsealed/winding/narrow roads are required/important (1) • General suggestions for speed limit increases (1) • Lowering speed limits will have a negative effect on climate change/environment (1) • Concerns/disagree with speed limit reduction around schools (1) • Lower speed limits around residential areas are required/important (1) • Do not support reducing speed limits on arterial roads, main roads and/or highways (1) • Improve cycle infrastructure (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 Maungakiekie-Tāmaki Local Board area, just themes.

Feedback Theme	Main points
<p>Lowering the speed limits will improve safety</p> <p><i>Mentions: 33</i></p>	<ul style="list-style-type: none"> • Lower speed limits will improve road safety and reorient public spaces to encourage walking, cycling and other forms of healthy transport. • Lower speed limits will protect cyclists, children, pedestrians, vulnerable people, horse riders on the road. • Reduced limits will force those currently speeding (and those who see 100kph as a target) to slow down. • Current speed limits in residential areas are too high to be safe. • High speeds (above current limit) contribute to more injuries and reducing speed can help. • Safer feeling community and atmosphere. • People tend to exceed the speed limit at least a little, particularly around schools and school buses: a lower limit will help. • People are driving faster and more recklessly, including main roads as well as residential streets. • New developments/increased pedestrians/traffic volumes in the area - need lower speed limits for safety. • There is a lot of evidence showing that lower speeds increase the likelihood of a vulnerable road user surviving a crash. • Lower speeds improve reaction times and stopping distance in the event of an accident. • Have been accidents in this area - agree with speed reductions to help prevent these. • Will be safer on roads that are narrow and/or have no shoulder/are dangerous to drive at current limit. • International experience has proven roads are much safer when their speed is set to the slowest user of those roads, and in particular when they are not set to that of cars. • Will lower the crash rate on roads where that is an issue due to speed. • We should make all roads 30kph and then increase speeds on the roads that have sufficient safety features. • I walk cycle and use my e-scooter on roads that are increasingly clogged with parked cars. It is dangerous for me to use the road between cars that are going 50kph and parked cars whose doors may open at any time. • The proposed 24/7 30kph speed limits will help keep kids safe during normal school hours, before and after school care and the other times when school kids and the community are using the school grounds for sports and leisure, including weekends. • Will improve bad habits people have of driving fast at unsafe speeds. • The reduction in speed is directly correlated to reduction in risk of an accident and injury when an accident does happen.

Feedback Theme	Main points
<p>Lowering the speed limits will have other benefits (as well as/instead of safety)</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • Lower speed limits will reduce vehicle noise/dust nuisance for residents, especially from trucks. • Lower speed limits will encourage walking, cycling and other forms of healthy transport. • Lower speeds will largely obviate the need to create more speed humps. This will be a cost saving. • Closer and more connected community. • Will reduce rat-running behaviour/ heavy vehicle usage. • More of a pleasant journey for pedestrians/cyclists. • Will reduce private vehicles and increase public transport usage. • Lower speeds will make it less likely that drivers will cross the centreline when traversing right hand bends, which is currently very common. • 30kph should be the speed limit in as many places as possible to discourage driving. Busses can have their own lane with faster speed limits along with scooters/bicycles. • Sends the message that the road is for more than just cars. • Finally gives some consideration to other road users, not just cars. • It will help bring a "village" feel and make it nicer to walk around which will only be good for encouraging people to shop local. • Higher speeds lead to increased congestion because drivers end up braking suddenly or moving with indicating. • Will improve bad habits people have of driving fast at unsafe speeds.
<p>Lowering speed limits will have a positive effect on climate change</p> <p><i>Mentions: 2</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 Maungakiekie-Tāmaki Local Board area, just themes.

Feedback Theme	Main points
<p>Reducing speed limits will create safety issues</p> <p><i>Mentions: 9</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: 15</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: 12</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.

Feedback Theme	Main points
	<ul style="list-style-type: none"> The stated benefits of these speed changes have been exaggerated by manipulation of statistics (such as using figures prior to and during the pandemic lockdowns). Comparing 18 months accidents with a 5-year number, when a lot of the 18 months data was during lockdowns is not a fair comparison. I call into question the calculations that the death risk figures from the AR-R560-18 report, which were cited in the AT Proposed speed limit changes brochure.
<p>Too many changes in speed limits along the road (or in area) are/will be confusing</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> Frequent changes in speed limits mean drivers are watching for signs or watching their speedometer, rather than watching the road. Will cause issues with speeds changing from one street to another. Too confusing having inconsistent speeds for no clear reason. By introducing too many variables or speed limits too slow you are causing confusion, frustration and interruptions to traffic flows. Changes in speeds and traffic conditions are a bigger safety issue than higher speed limits. Waiheke Island should have fewer changes in speed limit, e.g. be 30kph throughout, or for example Donald Bruce Road should have fewer than the currently proposed three different speed limits along its length. Better, cheaper, quicker, and less confusing for drivers to make a few simple rules and apply them everywhere: e.g. shopping strips and schools 30kph; low building density roads 80kph; bends and intersections and everything else 50kph. Lower the speed limit for the whole area, nice and simple, no confusion, tinkering, ongoing costs etc.
<p>Reduced speed limit is not good as it will increase journey times</p> <p><i>Mentions: 11</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.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Don't have the time to waste going slow as a commercial driver. Get rid of the civilians then you can your low-speed zones during work day hours Monday to Friday. • Decreasing speed limits in so many areas will make daily life unbearable for the average person. • It will add to inflation as goods & services will cost more with longer travel times. • Freight is significantly slowed, and with rising fuel costs coupled with an inefficient and high-cost public transport system, the increased time spent in cars will increase the costs of the working class.
<p>Reducing speed limits is unnecessary</p> <p><i>Mentions: 17</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) <i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • Poor attempt to address the issue - speed limits are easier to enforce than other safety measures and are good revenue-gathering opportunities. • Are businesses/drivers going to be compensated for additional time/fuel spent travelling or is this more about revenue gathering? • Lower speed limits will just be exploited by mobile speed camera operators. • Reducing speeds on safe 100kph country roads seems like financially based policing. • Rather than having speed traps in locations and conditions that are perfectly safe for higher speeds, Police resources should be focused on locations and conditions that are dangerous. It feels like a revenue generation approach. • If you're lowering speed limits, lower the fines at the same time. It's about safe speed, not about the money. You already know fines are not working - although a penalty still needs to be incurred, lower fines might get paid more often.
<p>Driver behaviour is creating safety risks <i>Mentions: 17</i></p>	<ul style="list-style-type: none"> • Investigate other aspects of road safety (e.g. people using phones while driving) to reduce accidents on these roads (not speed limit reduction). • There are a lot of bad drivers in New Zealand. • Lower speed limits do not make people drive safer. • Need to better enforce basic road rules rather than imposing a slower speed. • Issues are due to poor driving technique such as jumping lights; driving along pavements; illegal u- turns; not indicating, etc (not speed). • Should instead focus on preventing tired/distracted drivers, or alcohol-related crashes. • There are so many cars driving around illegally, no WOF or Rego, oversize tyres and lowered cars, illegal bikes and noisy bikes are also a concern. Get those off the road. • Putting speed bumps on main roads don't fix the problem, they cause people to avoid those roads and use other roads. • The most dangerous driving around schools tends to be red light runners or people driving through orange when could clearly stop. This behaviour seems exasperated by short or badly phased light changes and lack of clarity or education about not queuing through intersections. • People often fail to stop or even slow down for pedestrian crossings. • People don't tend to drive to conditions or the speed limit, tailgate, or have little consideration for other road users. • Reducing the speed limits panders to/'nannies' the incompetent drivers who then have no reason to learn to drive better. • Road deaths are mostly the cause of drunk or drugged driving. • Human error is what causes accidents - a lower speed limit will reduce these by giving drivers more time to react, or others to react to bad driving. • Advertise the evils of poor and anti-social driving rather than spending on promoting the virtues of reduced speed limits. • This proposal is punishing everyone instead of focusing on those who aren't using due care while on the roads (both pedestrians and drivers). • Slower speed limit would reduce rat-running behaviour. • Safety issues are less about speed and more about the people who drive with no licenses and drive people on restricted licenses. • Many drivers cross the centre line repeatedly even on blind corners. This is not speed dependent, even slow drivers do this.

	<ul style="list-style-type: none"> • Lower speeds will make it less likely that drivers will cross the centreline when traversing right hand bends which is currently very common.
<p>Motorists going SLOWER than the speed limit are a safety concern <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • It's people driving under the speed limit that cause the accidents, and this proposal will make that worse. They cause people to make angry, irrational decisions/driving because of holding other drivers up. • Some drive less than the speed limit. They will be even more of a hazard on the road with people flying past them to overtake. • People drive too slowly (usually while looking at their phones) which cause frustration and overtaking in dangerous locations out of desperation. • At the moment, some tourists tend to drive a lot slower than the speed limit as is (sometimes 30-60kph below the limit which is very dangerous).
<p>Motorists exceeding speed limits are a safety concern <i>Mentions: 10</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: 10</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.

	<ul style="list-style-type: none"> • 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. • Start funding driver schools etc, everyone should know fundamental differences between AWD RWD FWD etc and how to control them should they need to. • Drivers need to learn (and be assessed on) how to control a vehicle at speed, drive on gravel, open roads, in the dark, in all weather conditions, on hills/windy roads before they are allowed on the road. • Drivers need to be educated in the fact that the roads are not just for them. They are a lot of people now using the roads for other modes of transport and therefore the roads need to be safe for every person. • I propose a comprehensive driver training program that starts in high schools, does not involve parents, involves practice with trained instructors, includes two days of first aid training, takes longer to get a full licence, covers emergency manoeuvres, driver psychology, how to mitigate fatigue, how to mitigate peer pressure, defensive driving techniques, a program that's applicable to all areas of NZ.
<p>Need to better enforce speed limits <i>Mentions: 5</i></p>	<ul style="list-style-type: none"> • Is AT going to purchase several hundred more speed cameras or simply see what effects really are after a certain time frame? • This is an inefficient proposal, as people who speed will still speed - go after the speeders instead of everyone else. • There is no need to make these areas a slow zone all the time, just double fines to those not slowing down during school start/finish times. • Needs to be better/more policing and enforcement action - it's not speed limits, it's those that exceed them that is the problem. • 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.

	<ul style="list-style-type: none"> • 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).
<p>The low quality of the road is creating safety risks/needs fixing <i>Mentions: 7</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 <i>Mentions: 5</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.

	<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.
<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.

	<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 unto 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: 5</i></p>	<ul style="list-style-type: none"> • These decisions (on speed limit reductions) should be made by those who live near and know the roads. • This proposal is created by people who don't live here or drive here and give no thought to moving safely around the suburb.

- AT should talk to the Fire Brigade and Police who attend accidents on roads about which ones need changes, not deciding it themselves from a map.
- We don't all live in the CBD and walk to work - You are being led astray by noisy tiny social media minority lobbying groups.
- I feel that whoever proposed these changes have made a broad-brush approach without knowing the geography.
- Disagree with a blanket approach to reducing speeds to an area without looking at each road, its length, size etc.
- Are AT people going out and seeing if these reductions are working or is it all computer simulation, calculations, and reconfiguration? AT need to live in the real world of commutes, country life and families.
- Listen to the feedback from across the city on a regular basis on dangerous hotspots rather than blanket reductions in speeds without any analysis to see what the true cost of these impacts would be in terms of congestion to families and businesses.
- If you want to build a public transport that really works, then every AT, Council, Parliament, and public service employee must use the public transport from now on; to work, to shop, to get kids to day care and school, to sports, to your nights out, for all of your holidays and outings, to movies and bars and theatres.
- Please get in your car and drive exactly 30kph through all the streets you are proposing to reduce to this limit, then drive exactly 50kph through some main arterial roads and you will see that the programme is not getting this right. Don't just sit in an office making these decisions.
- Why are Firefighters/ Station Officers not consulted about their views on causes of crashes? We have a wealth of information as we are usually the first on the scene and have a good understanding of contributing factors.

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

Note: It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Maungakiekie-Tāmaki 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: 17</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: 3</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>Do not support reducing speed limits on arterial roads, main roads and/or highways</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Look at parts of the Northwestern Motorway- 4+ lanes, good road condition, shoulder, separated from oncoming traffic, no side roads, well formed on and off ramps, and it is still only 80kph - this could safely be 100kph. • Lowering speeds on main arterial routes slows our economy down and causes frustration and more accidents. When road is built to accommodate large volumes/speeds of traffic, reducing speed limits is contradictory. • 50kph is fine as a minimum speed limit on urban roads. 60 or 70kph for main arterial roads. 100kph on motorways, highways and rural roads. If you can't drive to the conditions under these speed limits, then you shouldn't be driving at all. • I support lowering speed limits throughout except on the arterial roads/motorways/highways. Most expressways are safe to drive 100-110kph and motorways should be around 110-120kph. • Do not support a 40% drop in the speed limit in any area - especially trunk lines and main roads. • Some smaller countryside roads do warrant speed reductions but all the main roads between main towns and routes to the motorways from rural towns should have been left at 100kph.

Feedback Theme	Main points
<p>Concerns/disagree with speed limit reduction around schools</p> <p><i>Mentions: 6</i></p>	<ul style="list-style-type: none"> • Roads in town centres and near schools already have traffic slowing measures. • 30kph around schools cripples main roads: most modern cars don't naturally idle at that speed, and it adds to congestion in high pedestrian areas, adds to distractions i.e. watching speed not hazards. 40kph is an accepted balance. • Use better techniques (than 30kph speed limit): make some roads one way; close key roads during school drop off/pick up (if safety is the real reason, parents should deal with that). • Schools should have entry/exit designs so that cars aren't massed uncontrolled around them. • There are already sufficient safety measures around schools and other risk areas where there are children: traffic calming/variable speeds/lower speed limits/signage advising "reduce your speed" /pedestrian crossings/walking school bus/decent signage alerting drivers to the school zone. • Schools have the ability now to reduce speeds around their crossings in the 30 minutes in the morning and 30 minutes in the afternoon when this is useful. Does not need blanket speed limits. • Dropping speed limits around many of these schools outside school times is only going to lead to the deadly combination of aggressive driving and false sense of pedestrian security. • Vehicle drop offs to school by parents must be reduced to lessen the congestion impact around these schools though. Schools have a responsibility to police this effectively rather than the burden shifting onto the wider residential area. • Speed limit of 30kph around schools is unreasonable. No one will obey the limit. We are just training drivers to ignore the rules. • Congestion around the school slows traffic due to high volumes - lowering the speed limit has little benefit, and no benefit outside school hours. • Including roads further out from the school will only frustrate drivers and they will be less likely to slow down around the school. • The general drag net put out around some schools and not others clearly point to this not legitimately being about safety: either the immediate streets around every school gets it, or this strategy is hypocritical and does not make sense. • Other parking/traffic issues are not addressed in this proposal. These impact on car movement and travel in and around the schools. There are safe speeds around Hillsborough Primary but in my experience the biggest issue are the parents and their need to block and turn in dangerous places. • My children feel safe, as do I under the current set of rules which govern traffic safety around schools. • There should be blanket rule that all roads within a certain distance to a school and without separated cycleways should be limited to 30kph. While this is a good improvement it is too piecemeal and will cause confusion. • Due to the extremely high number of cars around schools while children are being dropped off and collected there is absolutely no possibility of anyone being able to speed in these areas during these times – changing speed limits around schools is purely academic. • Don't agree with your obvious intention to scrap the variable speed limits around schools which has worked so well for the past 10 years. • I love the light signs for school zones during school arrival and exit times and would support those all going to 30kph during those times (arrival and exiting).

General locations where speed limit reductions are supported

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 Maungakiekie-Tāmaki 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: 7</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.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • 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. • 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</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Should be 40kph blanket speed for residential streets, and only 30kph in town centre and outside schools. • All streets around town centres should be 30-40kph. • Roads close to and through town centres and beaches should have speed limits reduced to at least 30kph.
<p>ONLY implement speed limit reductions around schools/town centres</p> <p><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. • 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

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

<p>Suggestions for speed limit increases</p> <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: 1</i></p>	<ul style="list-style-type: none"> • Consider needs to pedestrians as road users. • Particularly consider pedestrian routes where there are no footpaths. • Consider poorly designed road junctions where pedestrians have no safe options to cross the road. • Wooden (and frequently sloping) footpaths that are slippery and dangerous especially when wet. • Stop people parking on verges and footpaths that greatly reduce visibility of pedestrians. • Rubbish bins totally blocking the footpath. • Cyclists and scooters using footpaths are a hazard for pedestrians. • Instead of making people drive slower, invest in better roads and developing under- and overpasses for pedestrians. • Need to instead focus on superior construction of safe zones/barriers for cycleways and footpaths. • Raised pedestrian crossings are more effective than lowered speed limits. • Improve visibility around crossings and bike lanes. • Need footpaths/more pedestrian access. • Zone areas to safely separate walkers, cyclists, and vehicles. • All main arterials with higher speed limits should have protected cycle lanes, pedestrian only footpaths and frequent pedestrian crossings. • What happened to the diamonds painted on the road before a pedestrian crossing? • Some places don't have any walkways at all - start there and consider speed limits when road condition/walkways are ample and safe. • There should be traffic lights for safe crossings (not reduced speeds). • 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: 2</i></p>	<ul style="list-style-type: none"> • Some of the cycle lanes are dangerous and endanger cyclists. • Lowering speed limits feels like a poor cop out for not building safe passage for cyclists, runners, and horses. • To make roads safer for cyclists, build roads with cycle ways. • Get rid of under-used cycleways. • The retrospective bus and bike lanes are a shambles, they take so long to construct, and sit there empty. • Need to instead focus on superior construction of safe zones/barriers for cycleways and footpaths. • Fix parking and bike lane access first. • Need safer bike lanes for kids leaving schools too. • Don't allow parking in painted cycleways. • Zone areas to safely separate walkers, cyclists, and vehicles. • Invest in more cycle routes. • All main arterials with higher speed limits should have protected cycle lanes, pedestrian only footpaths and frequent pedestrian crossings. • Cycle paths should be added all around Lake Pupuke on Hurstmere, Kitchener, Killarney as well as Shakespeare and Taharoto Roads, which have inadequate and unsafe cycle infrastructure today. • The size (SUV) and power of vehicles used on Auckland roads adds to the danger to road users, particularly cyclists. AT should be focusing on the types of vehicles that people use, not just speed. • Bike lanes need to be regularly cleaned. • Connect parks and schools to create a green route for bikes: bikes don't want to be where cars are. • Cycleways are often put in the wrong locations and so are not used.
<p>Improve public transport <i>Mentions: 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: 2</i></p>	<ul style="list-style-type: none"> • More signage (not just for new speed limits) is needed to remind people what the speed limit is, especially with many different ones in an area. • Review traffic light phasing to improve traffic flow. • The issue isn't speed - it's poor road layouts which lower limits won't help (Transit Lanes turned into Bus lanes but buses are empty; poorly designed merging lanes). Design safer roads and improve existing infrastructure instead of lowering limits. • Residential roads with high crash rates should have reduced speeds or more yellow lines to prevent parked cars causing blind corners. • Fix parking and bike lane access/focus on superior construction of safe zones/barriers for cycleways and footpaths. • Roads need to be made wider to accommodate modern/bigger vehicles. • Need more centre barriers to separate traffic. • Feeder roads need to be widened to allow better traffic flow. • Install light-controlled crossings (instead of lowering speed limits) if the concern is pedestrian safety. • Change off-street parking regulations to clear cars from parking along streets, both sides, and therefore improve road safety through clearer roads. • The better way to reduce accidents is to improve the road and remove roadside obstructions (overgrown trees, narrow bridges, blind bends, potholes). • Rural roads need to be better maintained, and for passing lanes to be installed. • Improve visibility around crossings and bike lanes. • Stop people parking on verges and footpaths that greatly reduce visibility of pedestrians. • This will have a low return (i.e. harm reduction) for the investment compared to other safety initiatives e.g. changing dangerous intersections, improving pedestrian crossings etc.

- Install slow vehicle bays on the roads you wish to slow down. That way people can pass safely and not put others at risk.
- Provide better places for people to park their cars. More generations are living under one roof due to the cost of housing: find a way to reduce the berms so that with cars parked on roads the road isn't narrow then you won't have as many issues as what you have.
- Safe speeds and parking are a huge issue around schools and local kindergartens.
- The most dangerous driving around schools tends to be red light runners or people driving through orange when could clearly stop, likely due to short or badly phased light changes and lack of clarity or education about not queuing through intersections. Red light cameras and more sensor-driven lights would help.
- If you want to make the road safer, install road barriers (instead of lowering speed limits).
- Traffic light phasing needs to be synched better for a 30kph limit (see Auckland City where lights turn orange as a driver crosses the line and is red before the driver reaches the other side). This can be especially hazardous to pedestrians and bikers and results in risky stopping or speeding manoeuvres and much confusion.
- Start adding street lights and more reflector posts, anything that make rural roads more visible at night. No matter what the speed limit is, there will be accidents if you can't see what's ahead of you.
- Invest in rail to remove the growing volumes of road haulage in New Zealand.
- Need safer/more pick up zones for parents around schools.
- To achieve actual speed reductions on roads whose design encourages travel at higher speed, a lower speed limit needs to be paired with either design changes to slow cars down or enforcement.
- Invest this money into red light camera and drunk driving checks.
- Roads with no road markings should have these in place instead of lowering speed limits.
- Remove more on-street car parking, add cycle lanes, and consider turning some roads into one way for cars. What has been done on part of Hurstmere Road should be done elsewhere.
- Once safer (lower) speed limits are in place, existing physical traffic calming (speed humps, artificial street narrowing 'sticks', etc) should be reviewed and, where no longer necessary, removed. These can be distracting, impede traffic flow, damage vehicles, and makes driving in Auckland less pleasant in general. Safety comes first, but if they are not required, should be removed.
- Use the correct roading materials, put centre lines in, stop narrowing roads, work with the Council to ensure new builds have car parks to remove parked cars from the roadside. Put flashing lights on pedestrian crossings when people are crossing.
- AT needs to hurry up and put in the motorway bypass from West Gate to Waimauku.
- Speed is only one factor. There is insufficient infrastructure in no footpaths, insufficient lighting, no passing bays or parking bays on narrow roads, high volumes of traffic on gravel roads.
- Reduce berms to widen streets to allow for off street parking. As more infill housing is built it's safer to have cars further to the side of roads to allow any emergency vehicle down any street in AKL and increasing visibility to navigate all roads.

- If road safety is a 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 car parks.
- 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 Maungakiekie-Tāmaki 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: 7</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: 5</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: 3</i></p>	<ul style="list-style-type: none"> Roading network has not been improved despite petrol surcharge. The state of the roads needs huge investment which our regional fuel tax should be going to. Make new/near-new cars more affordable/available to raise the average safety of all cars on the road. To maintain this programme would be to commit significant police resource that is instead needed to do real policing, and crime prevention. Many of the proposed streets [Greenhithe] are near Upper Harbour Primary, but there is no road that connects Upper Harbour to Greenhithe - just a walkway. I understand there is also a proposal to put 30cm cycle boundary on Upper Harbour Drive [Greenhithe]. Who has asked for this? Many cyclists are upset, as they will not be able to ride abreast or swerve to avoid walkers/runners. I would like to know the update of the paper road from Traffic Road to Rahul Road: this was a well-used walkway that was planted over and was to be reinstated as a walkway with no progress. It would be better to focus on suicide prevention as an example if the overall outcome is genuinely to reduce the deaths of New Zealanders, especially with the current pressures we are facing with the current pandemic. Pressure the NZTA to lift the standard of cars coming into NZ to a mandatory 5-star rating. Get old and unsafe cars off the road. 3-yearly warrants on new cars leave too much time between inspections - increase mandatory inspections to bi-annually and better driver training will reduce incidents on roads with current speed limits. Road users should be disincentivised from having such large vehicles (SUVs, Utes, etc) with congestion charges – they block the view of the road ahead, and when parked obstruct visibility from side roads. Road safety is a combination of factors - not just speed limit, but also road quality, and vehicle quality. We're ignoring two out of three factors. Your 'Death/injury percentages' chart is contentious, with are other studies giving evidence to the contrary. Your policy is decidedly anti-private vehicle with the purpose to drive the public onto busses. This policy has been politicised. What is the cost of implementing this programme? At a time when the cost of living is skyrocketing, and rates are increasing. Perhaps AT should focus on some of the dangerous driving of their bus drivers. ALL schools should be covered with reduced speed limits. AT should lobby the NZ Government to make a nationwide change, that does not rely on immediate individual speed signs to be erected. The current system around schools works well, with lights flashing when the speed limit changes, drawing you attention to the reduced speed limit. Are you planning to run the lights for the time that reduced speed is in place?

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 Ōrākei
Local Board area



Contents

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

During March and April 2022, 243 people from within the Ōrākei 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 Ōrākei 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 Ōrākei 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	Aruhe 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">• No accidents.• No problems with speeding.• Would like to see statistics on why this is necessary.

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



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

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none">• No accidents.• No problems with speeding.• Would like to see statistics on why this is necessary.

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

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

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	5
I agree with the proposed speed limit change on this road	1
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	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 and one-way with parked cars in street. Cars park in street reduce visibility. Lots of children and foot and cycle traffic.
The reduced speed limit is unnecessary <i>Mentions: 6</i>	<ul style="list-style-type: none"> Vehicles don't speed on this road. There haven't been accidents on this road. Vehicles are forced to drive slowly due to parked cars. Would like to see statistics on why this is necessary. Cannot go 50kph anyway with parked vehicles.
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.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none"> 40kph is more achievable.

AT recommended way forward

Implement safe and appropriate speed limit as proposed

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

What do you think of the proposed speed limit change for this road?	No. of mentions
I only support the reduced speed limit for a certain period of the day	1
I think the current speed limit on this road should be kept the same	7
I agree with the proposed speed limit change on this road	7
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	5

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"> • Gives vehicles time to respond to pedestrians and cyclists. • Would make area more people friendly.
The reduced speed limit is unnecessary <i>Mentions: 6</i>	<ul style="list-style-type: none"> • Road would be safe if people didn't jaywalk. • Cars do not speed around the schools. • Wide footpath. • Good visibility. • Would like to see statistics on why this is necessary. • Community self regulates speed.
Driver behaviour is causing safety risks	<ul style="list-style-type: none"> • Drivers need to slow down on this road. • Driver's speed will continue to travel the same speed they do now.

Why do you feel this way?	
Feedback Theme	Main points
<i>Mentions: 3</i>	
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Main Street in and out of the suburb.
Only support the reduced speed limit during school operation times <i>Mentions: 1</i>	<ul style="list-style-type: none"> 30kph speed limit outside of school pickup/drop off times is unnecessary.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 3</i>	<ul style="list-style-type: none"> Should be 40kph.

AT recommended way forward

Implement safe and appropriate speed limit as proposed



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

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none">• No accidents.• No problems with speeding.• Would like to see statistics on why this is necessary.
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 speed limit as proposed



Road name	Briody 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	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">• Current speed limit is appropriate.• People drive carefully.

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



Road name	Burden 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	Emilia Nixon 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 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.

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



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

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

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

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

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

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1
I 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"> Reduced speed limit will make it safer for the numerous playgrounds and school in the area.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Road is not by the school.

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



Road name	Galway Bay 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	Ganley 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	Garin Way
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I 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	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"> • General support to lower speed limits. • Safer for children. • Cars currently speed.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Low number of incidents/accidents.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Cars currently speed.

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



Road name	Guard 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	Guyon 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: 1</i>	<ul style="list-style-type: none">This road is too narrow for faster speeds.

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



Road name	Hochstetter 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	Kauriki 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"> This road is safe for the current speed limit (flat, straight, visibility is good, very few hazards on the side of the road, no side roads). Vehicles do not speed on the road. No need for this change.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> Don't spend money on unnecessary changes.

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



Road name	Korere 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	Magma 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
Other	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	Papango 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	Purchas Hill Drive
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Reipae 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	Robert Sale 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	Samuel 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	Scoria 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	Searle 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
I agree with the proposed speed limit change on this road	7
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	5

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"> • Many children play in this area.
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Cars drive slowly past schools. • Wide footpaths. • Good visibility. • No through traffic.
Driver behaviour is causing safety risks <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Driver's speed and use their phones whilst driving. • Due to straight road, people speed. • Needs more than a speed limit reduction to slow down cars.
Only support the proposed speed limit for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Speed limits around schools should be fine, the rest of this street 40kph would be safer.

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"> Additional speed calming needed.
The reduced speed limit is unsuitable for this road <i>Mentions: 4</i>	<ul style="list-style-type: none"> This is the main road, so speed limit should be 40kph. Road is less than 500m long.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 7</i>	<ul style="list-style-type: none"> Being a main road, the speed limit should be 40kph.

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



Road name	Singleton 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	Stonefields Avenue
Part of road	between College Road and Tephra Boulevard
Proposal	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I only support the reduced speed limit for a certain period of the day	1
I think the current speed limit on this road should be kept the same	2
I agree with the proposed speed limit change on this road	5
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	5

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"> • Many near misses caused by confusing pedestrian crossing. • Narrow road. • Reduced speed limit will make it much safer and more pleasant for walking and cycling to the pond, playground, school. • Current speed limit is dangerous.
The reduced speed limit is unnecessary <i>Mentions:</i>	<ul style="list-style-type: none"> • Wide footpaths. • Good visibility. • Inconvenience is not improving safety. • Roads are already narrow around schools, so people drive safely.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Cars drive too fast here.
The reduced speed limit is unsuitable for this road <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Main Street in and out of the suburb.

Why do you feel this way?	
Feedback Theme	Main points
Only support the proposed speed limit for outside school <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Only support the proposed speed limit outside the school.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Should be 40kph.

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

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

What do you think of the proposed speed limit change for this road?	No. of mentions
I only support the reduced speed limit for a certain portion of the road	1
I only support the reduced speed limit for a certain period of the day	1
I think the current speed limit on this road should be kept the same	1
I agree with the proposed speed limit change on this road	3
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> Used as a rat run to avoid lights. Single lane due to parked cars - this is a low-speed neighbourhood by design and should be enforced as such.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> Street is wide. Footpaths are wide.
Only support the proposed speed limit for outside school <i>Mentions: 2</i>	<ul style="list-style-type: none"> Only reduce limit outside of school.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Raised table. Speed bumps.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Need more pedestrian crossings to reinforce pedestrian priority.



AT recommended way forward

Implement safe and appropriate speed limit as proposed

Road name	Styak 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
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NO FEEDBACK PROVIDED

AT recommended way forward

Implement safe and appropriate speed limit as proposed



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

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the 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"> Residents drive to the conditions.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none"> Most drivers will comply with 40kph, 30kph is too slow.

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

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

What do you think of the proposed speed limit change for this road?	No. of mentions
I only support the reduced speed limit for a certain portion of the road	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	7
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 5</i>	<ul style="list-style-type: none"> • Current speed limit is unsafe for children to use the road to walk to school. • This is a busy road in a residential area near a school - lowering the speed limit will protect children and pedestrians using the road. • Intersection with Searle Street is an accident waiting to happen.
Reducing speed limits will not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Drivers that currently disregard the speed limit will continue to do so. • 30kph limits on other roads has not made them any safer as very few drivers follow the limits.
Reducing speed limits will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Irrate drivers drive erratically when following the few that do follow the speed limit.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Cars drive slowly past schools. • Wide footpaths and good visibility • No through traffic. • Changing all streets within the suburb to the proposed limit is excessive.

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"> • Drivers speed on this road.
Only support the proposed speed limit for outside school <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Agree limit should be decreased outside the school and Peacocks Early Learning Centre.
Only support the proposed speed limit during school operation <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Limit should only apply during drop off and pick up times.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Speed limit should be 40kph.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Needs raised traffic calming or people won't slow to 30kph.

AT recommended way forward

Implement safe and appropriate speed limit as proposed

Road name	Vialou 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 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 is a key road crossing for kids before and after school.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Need a zebra crossing directly outside the school gate (about half way down the road - opposite Flax Place).

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



Road name	Wynne Gray 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

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 Ōrākei 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	Ellerslie
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 7</i>	<ul style="list-style-type: none"> Main Highway East - Current speed limit is too fast through Village. Main Highway East - Please consider 40kph for roads in this area. Rockfield Road - Road has a school on it. Reduce the speed limit on Main Highway - East through the town centre from Arthur Street to Hudson Street. Reduce the speed limit on Ballin Street, it is a rat-run and not suitable for 50kph speed limit. Reduce the speed limit on Amy Street, cars often speed and especially difficult to slow down on a steep hill. Roberts Road and Main Highway: should also be reduced. There are many car vs pedestrian incidents on the crossing, and when crossing to the train station overbridge, cars can go fast around that corner and should be reduced speed limit here also.
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Rockfield Road - School has a raised crossing: current speed is appropriate. (No change proposed).
Other physical improvements suggested <i>Mentions: 3</i>	<ul style="list-style-type: none"> Roberts Road intersection is very dangerous and should be replaced with a roundabout. Reconfigure the Main Highway/Hudson/Kalmia St intersection which is very dangerous for pedestrian movement in any direction as well as turning right out of Kalmia onto the bridge. This intersection needs slower speeds and traffic lights or a roundabout and zebra crossings. Amy Street needs narrower lanes and add cycle lanes.
Other comments <i>ALL SUBURB - Mentions: 1</i>	<ul style="list-style-type: none"> AT doesn't listen to feedback. Most of these speed limits are not going to make any difference to the speed people drive, or the road safety results. This is purely a revenue gathering activity and the published outcome is not achievable. AT is wasting millions of dollars on a project that is not going to deliver the result they want.

Suburb	Glendowie
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Feedback Theme	Main points
<p>Other roads/suggestions for reduced vehicle speeds</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> Riddell Road, Glendowie should be considered for lower speed limit: There are three schools, a retirement village, and at least three kindergartens on this road. Vehicles consistently speed, and there has been a recent nasty accident due to this (Riddell Road, turning into Peacock Street). Riddell Road: there is a huge speeding problem. There should be multiple cameras. Crossfields Road between Mt Taylor Road and Washington Ave should have a pedestrian crossing. Kids from Sacred Heart College, Glendowie Primary and College and St Heliers School are all walking and crossing in and around there and it's a busy road.

Suburb	Karaka
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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"> The Auranga development needs speed bumps to lower speeds. There are many pedestrians, especially families with young children, who often walk around the neighbourhood and walkways. Changing only the speed limit is not enough to ensure pedestrian safety.

Suburb	Mission Bay
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 3</i>	<ul style="list-style-type: none"> Thatcher Street needs a lower speed limit and physical traffic calming - it is a residential street but is straight and regularly sees 60-70kph speeds. Grange Road in Mt Eden has two early childhood centres on it and so has many children below the age of 5 using the footpath and crossing the roads, and should be included in the lowered speed zone.

Suburb	Remuera
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> Grand Drive - speed is a problem, there are no speed humps or pedestrian crossings. Omahu Road - needs speed bumps or a reduced speed limit. It has 3 schools nearby, several intersecting roads. It is long and wide and straight, which attracts ridiculous speeds, and the inhibit line of sight is inhibited.
Other roads/suggestions for reduced speed limits <i>Mentions: 4</i>	<ul style="list-style-type: none"> Waiaatarua Road needs lower limit: drivers speed 50-80kph every day, and there is a school here with lots of children around. Omahu Road - needs speed bumps or a reduced speed limit. It has 3 schools nearby, several intersecting roads. It is long and wide and straight, which attracts ridiculous speeds, and the inhibit line of sight is inhibited. Mount Hobson Road and St Marks Road need lowered speed limit: too narrow to have parking on both sides of the road, and Mount Hobson Road overbridge and tennis club is a common place for parents to pick up their children (parking on a blind corner) and traffic tends to speed here. Bassett Road should be 30kph, due to St Michael’s Primary School entrance: and the school, school hall and parish hall are actively used all year round, and the road itself is not a major trunk route. There is traffic calming further along the road, but a lower limit would increase safety for the children at the school and deter rat-running behaviour.

Suburb	Saint Heliers
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Feedback Theme	Main points
<p>Other roads/suggestions for reduced speed limits</p> <p><i>Mentions: 8</i></p>	<ul style="list-style-type: none"> St Ignatius Catholic School needs lower speed limits on surrounding streets (particularly Long Drive) - currently 50kph and dangerous for parents and children crossing to/from the school. Vale Road and Cliff Road - reduce to 30kph. Boy racers and bikers use our streets as though they are their racetrack and drag strip, with high speeds, quick acceleration, and loud exhausts. Vale Road - reduce to 30kph (from the intersection of Tamaki Drive/Cliff Road to the intersection of Rarangi Road). New buildings and parking for the village and bus stop access means more parking on both sides of the road, resulting in reduced visibility and a narrow road particularly for cyclists and for residents turning from/into driveways, and traffic often speeds up once they have turned the corner after the chevron. Needs a lower speed limit and/or a speed camera here.

Suburb	Stonefields
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Feedback Theme	Main points
Other roads/suggestions reduced speed limit <i>Mentions: 6</i>	<ul style="list-style-type: none"> College Road - Speeding cars are noisy for residents. College Road - Current speed limit is appropriate for dual carriageway but needs better enforcement of this speed limit. Stonefields Primary school and surrounding streets should be 30kph.
Other suggestions for reduced vehicle speeds <i>Mentions: 3</i>	<ul style="list-style-type: none"> College Road - Is built to enable speeding. Need to narrow lanes, add street trees, add cycleways. College Road itself should be included in proposal - children come from Saint Johns to Stonefields School and need to cross this very busy/fast road (especially traffic heading down the hill towards the roundabout at Blue Grey).
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> College Road - No parking on either side of Tihi Street intersection, campers block visibility at intersection.
Other roads/suggestions for speed limit increases <i>Mentions: 1</i>	<ul style="list-style-type: none"> Ngahue Road - has turning bays and no driveways on one side. Should be 60kph.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Ngahue Road - Parking wardens required more often as cars park all over footpaths leaving pedestrians no choice but to risk walking on the road which is notorious for speeding.
Need to better enforce speed limits <i>Mentions: 3</i>	<ul style="list-style-type: none"> College Road - Enforce current speed limit, people will ignore slower ones.
Reduced speed limit will be safer <i>ALL SUBURB - Mentions: 4</i>	<ul style="list-style-type: none"> Roads in Stonefields are too narrow to go faster than the proposed speed limit. Lower speed limit to 30kph for all Stonefields streets.
The reduced speed limit is unnecessary <i>ALL SUBURB - Mentions: 17</i>	<ul style="list-style-type: none"> There is no problem with speeding at Stonefields. People do not drive through Stonefields, it is a destination and locals drive safely. Drivers that currently speed, will still speed at new limit. 40kph would work but 30kph is too slow except for school pick up times. Do not reduce limit on streets less than 500m long. What incidents of accidents have brought this problem forward?

Feedback Theme	Main points
Reducing speed limits will not reduce safety issues <i>ALL SUBURB - Mentions: 1</i>	<ul style="list-style-type: none"> • Drivers who disregard the speed limit will continue to do so. • 30kph limits on other roads has not made them any safer as very few drivers follow the limit.
Reducing speed limits will create safety issues <i>ALL SUBURB - Mentions: 1</i>	<ul style="list-style-type: none"> • Drivers will become irate and overtake dangerously.
Only support the reduced speed limit during school operation times <i>ALL SUBURB - Mentions: 6</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>ALL SUBURB - Mentions: 4</i>	<ul style="list-style-type: none"> • Changing all streets in the area is excessive. • Only support the proposed speed limit outside the school and early learning centre.
Alternative speed limit suggested (instead of as proposed) <i>ALL SUBURB - Mentions: 5</i>	<ul style="list-style-type: none"> • Entire suburb should be 40kph. • Small roads and school zones at drop off/pick times should be 30kph.

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

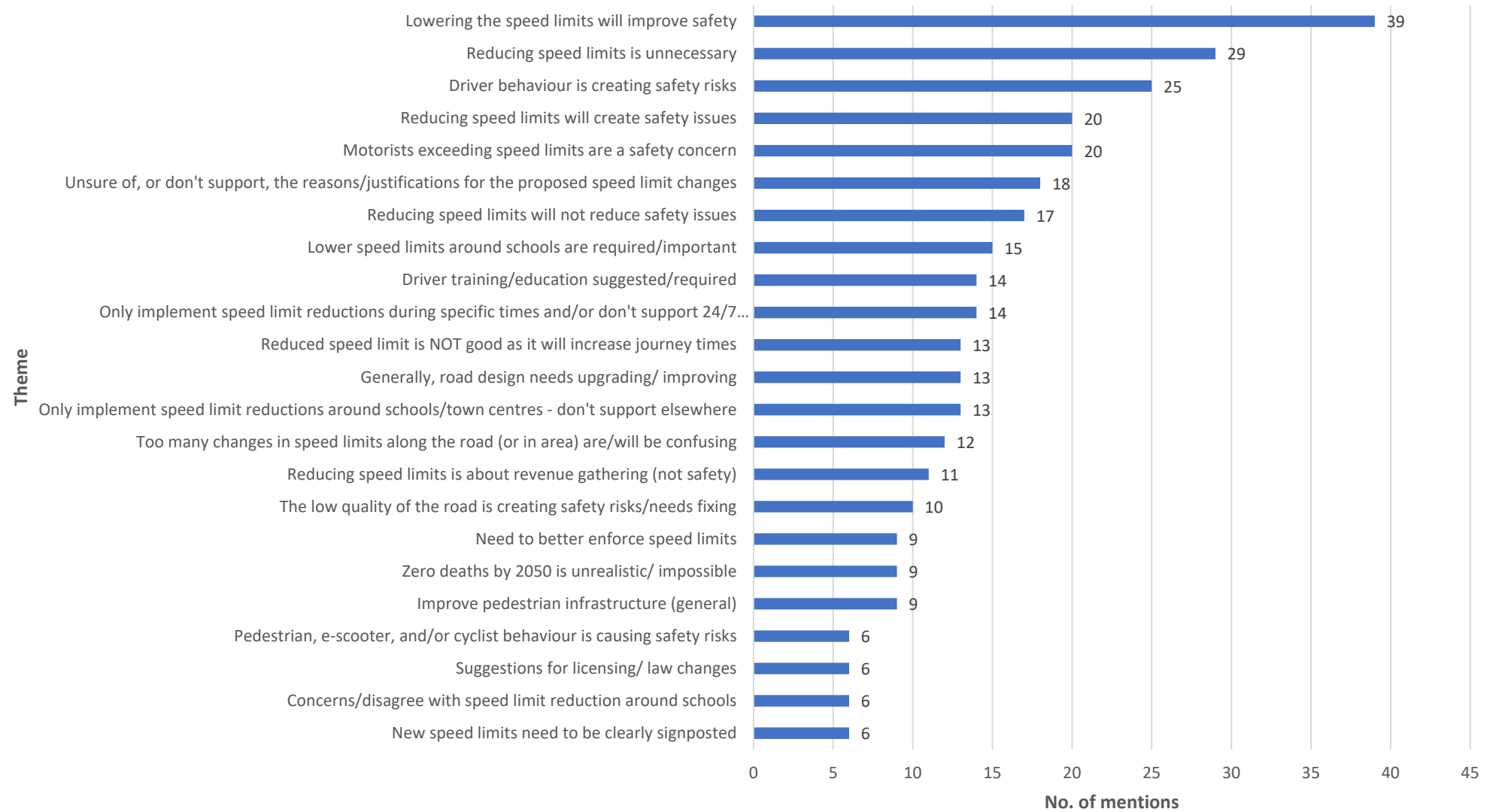
The feedback form also provided the opportunity for respondents to provide general comments on the Safe Speed Programme. Most this feedback was general in nature and could not be attributed to a particular road.

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

Top 23 general themes: Ōrākei 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: 73</i></p>	<ul style="list-style-type: none"> • Lowering the speed limits will improve safety (38) • Lower speed limits around schools are required/important (10) • Motorists exceeding speed limits are a safety concern (7) • Driver behaviour is creating safety risks (5) • Need to better enforce speed limits (5) • Lowering the speed limits will have other benefits (as well as/instead of safety) (3) • Lower speed limits around residential areas are required/important (3) • Lower speed limits on rural/unsealed/winding/narrow roads are required/important (2) • New speed limits need to be clearly signposted (2) • Driver training/education suggested/required (1) • Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes (1) • Generally, road design needs upgrading/improving (1) • Suggestions for licensing/ law changes (1) • Improve pedestrian infrastructure (1) • General suggestions for speed limit increases (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) • Other comments (2)
<p>Generally, do NOT support the safe speeds programme</p> <p><i>Mentions: 110</i></p>	<ul style="list-style-type: none"> • Reducing speed limits is unnecessary (22) • Reducing speed limits will create safety issues (17) • Driver behaviour is creating safety risks (15) • Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes (15) • Reducing speed limits will not reduce safety issues (14) • Driver training/education suggested/required (13)

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Generally, road design needs upgrading/ improving (11) • Reduced speed limit is NOT good as it will increase journey times (10) • Reducing speed limits is about revenue gathering (not safety) (10) • The low quality of the road is creating safety risks/needs fixing (9) • Motorists exceeding speed limits are a safety concern (9) • Only implement speed limit reductions during specific times and/or don't support 24/7 implementation (8) • Only implement speed limit reductions around schools/town centres (8) • Too many changes in speed limits along the road (or in area) are/will be confusing (8) • Zero deaths by 2050 is unrealistic/impossible (7) • Improve pedestrian infrastructure (7) • Suggestions for licensing/law changes (5) • Concerns/disagree with speed limit reduction around schools (5) • The proposed speed limit reductions lack local knowledge (4) • Pedestrian, e-scooter, and/or cyclist behaviour is causing safety risks (4) • General suggestions for speed limit increases (4) • Need to better enforce speed limits (3) • Concerns with the public engagement, and/or that AT won't listen to feedback (3) • New speed limits need to be clearly signposted (3) • Other suggestions for reduced vehicle speeds (3) • Improve public transport (2) • Improve cycle infrastructure (2) • Lowering the speed limits will improve safety (1) • Lower speed limits around schools are required/important (1) • Motorists going SLOWER than the speed limit are a safety concern (1) • Lower speed limits on rural/unsealed/winding/narrow roads are required/important (1) • Lower speed limits around marae/other high pedestrian areas are important (1) • Do not support reducing speed limits on arterial roads, main roads and/or highways (1) • Other comments (2)

<p>I support some proposals and do NOT support other proposals in the Safe Speed Programme</p> <p><i>Mentions: 41</i></p>	<ul style="list-style-type: none"> • Reducing speed limits is unnecessary (7) • Only implement speed limit reductions during specific times and/or don't support 24/7 implementation (6) • Driver behaviour is creating safety risks (5) • Only implement speed limit reductions around schools/town centres (5) • Motorists exceeding speed limits are a safety concern (4) • Lower speed limits around schools are required/important (4) • Too many changes in speed limits along the road (or in area) are/will be confusing (4) • Reducing speed limits will create safety issues (3) • Reducing speed limits will not reduce safety issues (3) • Reduced speed limit is NOT good as it will increase journey times (3) • Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes (2) • Zero deaths by 2050 is unrealistic/ impossible (2) • Pedestrian, e-scooter, and/or cyclist behaviour is causing safety risks (2) • Do not support reducing speed limits on arterial roads, main roads and/or highways (2) • The low quality of the road is creating safety risks/needs fixing (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) • Improve pedestrian infrastructure (1) • New speed limits need to be clearly signposted (1) • Lower speed limits around marae/other high pedestrian areas are important (1) • Lowering speed limits will have a negative effect on climate change/environment (1) • Concerns/disagree with speed limit reduction around schools (1) • Other suggestions for reduced vehicle speeds (general) (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 Ōrākei Local Board area, just themes.

Feedback Theme	Main points
<p>Lowering the speed limits will improve safety</p> <p><i>Mentions: 39</i></p>	<ul style="list-style-type: none"> • Lower speed limits will improve road safety and reorient public spaces to encourage walking, cycling and other forms of healthy transport. • Lower speed limits will protect cyclists, children, pedestrians, vulnerable people, horse riders on the road. • Reduced limits will force those currently speeding (and those who see 100kph as a target) to slow down. • Current speed limits in residential areas are too high to be safe. • High speeds (above current limit) contribute to more injuries and reducing speed can help. • Safer feeling community and atmosphere. • People tend to exceed the speed limit at least a little, particularly around schools and school buses: a lower limit will help. • People are driving faster and more recklessly, including main roads as well as residential streets. • New developments/increased pedestrians/traffic volumes in the area - need lower speed limits for safety. • There is a lot of evidence showing that lower speeds increase the likelihood of a vulnerable road user surviving a crash. • Lower speeds improve reaction times and stopping distance in the event of an accident. • Have been accidents in this area - agree with speed reductions to help prevent these. • Will be safer on roads that are narrow and/or have no shoulder/are dangerous to drive at current limit. • International experience has proven roads are much safer when their speed is set to the slowest user of those roads, and in particular when they are not set to that of cars. • Will lower the crash rate on roads where that is an issue due to speed. • We should make all roads 30kph and then increase speeds on the roads that have sufficient safety features. • I walk cycle and use my e-scooter on roads that are increasingly clogged with parked cars. It is dangerous for me to use the road between cars that are going 50kph and parked cars whose doors may open at any time. • The proposed 24/7 30kph speed limits will help keep kids safe during normal school hours, before and after school care and the other times when school kids and the community are using the school grounds for sports and leisure, including weekends. • Will improve bad habits people have of driving fast at unsafe speeds.

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

Feedback Theme	Main points
<p>Reducing speed limits will create safety issues <i>Mentions: 20</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: 17</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: 18</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: 12</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: 13</i></p>	<ul style="list-style-type: none"> • Traffic lights are still phased for the old 50kph limits, so driving at reduced limits means you catch every red light. • Reducing speeds in some areas adds significant time to journeys and fails to clear congestion. • Does not make sense to reduce speed limits on roads with bus services. • Businesses and drivers should be compensated for additional time and fuel spent travelling. • The estimate of increased journey times is significantly understated for people who live and commute rurally (e.g. top of Awhitu Road to the city is more than '1-2 minutes' delay). • It needs to be balanced without compromising the network and creating congestion. • Proposed changes are going to cause congestion/ gridlock. • People in rural areas will suffer the most, with extended journey times, fuel costs and engine wear. • Overall travel time costs have not been truly accounted for - 20% increase per person adds up. • The inability to move around Auckland with ease will be detrimental to the long-term attractiveness/ economic success of Auckland. • The proposal is going to increase/encourage rat-running behaviour/speeding to make up for lost time. • Don't have the time to waste going slow as a commercial driver. Get rid of the civilians then you can your low-speed zones during work day hours Monday to Friday. • Decreasing speed limits in so many areas will make daily life unbearable for the average person. • It will add to inflation as goods & services will cost more with longer travel times.

Feedback Theme	Main points
	<ul style="list-style-type: none"> Freight is significantly slowed, and with rising fuel costs coupled with an inefficient and high-cost public transport system, the increased time spent in cars will increase the costs of the working class.
<p>Reducing speed limits is unnecessary</p> <p><i>Mentions: 29</i></p>	<ul style="list-style-type: none"> Many of these roads can be driven on safely at higher speeds provided drivers are competent and attentive. Raised pedestrian crossings/existing traffic calming/traffic lights/roundabouts already slow down traffic (no need for lower limits). Area is not busy and lower limits are unnecessary as schools have footpaths connecting them already (Greenhithe). Roads in town centres and near schools already have traffic slowing measures. Roads are already perfectly safe at current speed limits. Cars are getting safer, with shorter stopping distances, and lots of safety features for occupants, other road users, and pedestrians. Should not apply where cyclists and pedestrians are separated from cars. The 60kph and 80kph speed limit reductions throughout East Auckland (e.g. Te Irirangi Drive, Chapel Road, Pakuranga Highway) make no sense as the roads are wide with minimal conflict zones, and designed to be driven at this speed. By your own assessment 90% of the drivers are ALREADY travelling slower than the existing speed limit. Unnecessary where there are not high accident rates and speeding/traffic volumes/pedestrian numbers. Schools already have safe speed zones in the morning and closing time, and town centres have significant traffic lights and pedestrian crossing areas. Therefore, 30kph zones are not required. Drivers who already ignore current speed limits will not suddenly adhere to a lower one. Instant fines and disqualifications will work best to reduce speed on roads. Reducing all streets to 30kph where they are not near schools, local parks and aged care facilities, is excessive. It will be bad for public morale if the limits for safe roads are reduced as this will look like a revenue gathering scheme. While I support and embrace the intent of the programme, speed limit proposals in areas that do not warrant it are not the way to achieve the outcome. The roads are already congested - there is no reason to lower speed limits as people are already forced to drive slowly.
<p>Reducing speed limits is about revenue gathering (not safety)</p> <p><i>Mentions: 11</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: 25</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: 20</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: 14</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: 6</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: 10</i></p>	<ul style="list-style-type: none"> • Instead, spend money on better quality/more regular maintenance of the roads. • Roads are not kept to a realistic/safe standard, despite the fuel tax and registration fees collected every year. • The real danger on rural roads is lack of maintenance. • Some roads are in terrible condition and aren't safe at any speed. • Fix the roads to improve safety so there is no need to lower speed limits. • The road condition needs to be attended to first - fix potholes, bad/dangerous shoulders, cracks in the road, bad camber on corners, deep/crumbling culverts and drains. • Some roads are poorly maintained and poorly designed - these locations should have lower limits. • Lowering speed limits won't stop road deaths. Better roads, less potholes, wider roads, more passing lanes, better road flow and safer intersections would all help. • If the roads were kept to a better standard, then there would be a lot less issues - smooth roads make them a lot more predictable. • The condition of roads in New Zealand is deteriorating every single day. The lack of funding and workmanship on the roads is poor at best and a major cause of our high road toll. • Fixing the roads themselves is a better start. The condition of the road is horrific the speed is not an issue. • Fix potholes properly in the first place, so you don't need to re-fix them three months later. • This proposal is just trying to replace/cover up/lower costs poor road quality/maintenance.

Feedback Theme	Main points
<p>Generally, road design needs upgrading/improving <i>Mentions: 13</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: 6</i></p>	<ul style="list-style-type: none"> • Need better road safety education for children. • At the proposed speeds, cyclists/e-bikes will be overtaking traffic and breaking the speed limit - very dangerous. If this is rolled out, you should also restrict cycle/scooter speed to 20kph. • What is making our roads and foot paths more dangerous is the number of young children under the age of 18 on electric scooters and the littering of these scooters all over the footpath. • Bicycles are allowed on most roads with no requirements to check brakes, tyres, or mechanical road worthiness. Unsafe for everyone. • Cyclists are allowed onto most roads without any check that they have any knowledge of road rules or that they can ride their bike competently - they should need a licence too, to prove they know the road rules and their responsibilities while sharing the road. • Cyclists who never follow any road rules and are the law onto themselves are also a big danger for motorists - reduced speed will help motorists avoid irresponsible cyclists. • More road safety classes in schools to teach children not to run across roads without stopping first and looking both ways then back again. • Pedestrians step out in front of cars while they are texting, talking, or listening to music on their phones. • This proposal is punishing everyone instead of focusing on those who aren't using due care while on the roads (both pedestrians and drivers). • Children/teenagers/pedestrians will still walk in front of oncoming cars. • It is a pedestrian's own responsibility to ensure they don't somehow walk in front of a car going 50kph. • Need to teach people how to cross the road safely. • Cyclists should be legally required to wear more protection than a helmet. • Parents need to look after their kids better and supervise them more especially around schools and general roads. The public should not be responsible for their child.

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

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

Note: It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Ōrākei 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: 14</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: 3</i></p>	<ul style="list-style-type: none"> • Look at parts of the Northwestern Motorway- 4+ lanes, good road condition, shoulder, separated from oncoming traffic, no side roads, well formed on and off ramps, and it is still only 80kph - this could safely be 100kph. • Lowering speeds on main arterial routes slows our economy down and causes frustration and more accidents. When road is built to accommodate large volumes/speeds of traffic, reducing speed limits is contradictory. • 50kph is fine as a minimum speed limit on urban roads. 60 or 70kph for main arterial roads. 100kph on motorways, highways and rural roads. If you can't drive to the conditions under these speed limits, then you shouldn't be driving at all. • I support lowering speed limits throughout except on the arterial roads/motorways/highways. Most expressways are safe to drive 100-110kph and motorways should be around 110-120kph. • Do not support a 40% drop in the speed limit in any area - especially trunk lines and main roads. • Some smaller countryside roads do warrant speed reductions but all the main roads between main towns and routes to the motorways from rural towns should have been left at 100kph.
<p>Concerns/disagree with speed limit reduction around schools</p> <p><i>Mentions: 6</i></p>	<ul style="list-style-type: none"> • Roads in town centres and near schools already have traffic slowing measures. • 30kph around schools cripples main roads: most modern cars don't naturally idle at that speed, and it adds to congestion in high pedestrian areas, adds to distractions i.e. watching speed not hazards. 40kph is an accepted balance. • Use better techniques (than 30kph speed limit): make some roads one way; close key roads during school drop off/pick up (if safety is the real reason, parents should deal with that). • Schools should have entry/exit designs so that cars aren't massed uncontrolled around them. • There are already sufficient safety measures around schools and other risk areas where there are children: traffic calming/variable speeds/lower speed limits/signage advising "reduce your speed" /pedestrian crossings/walking school bus/decent signage alerting drivers to the school zone. • Schools have the ability now to reduce speeds around their crossings in the 30 minutes in the morning and 30 minutes in the afternoon when this is useful. Does not need blanket speed limits. • Dropping speed limits around many of these schools outside school times is only going to lead to the deadly combination of aggressive driving and false sense of pedestrian security. • Vehicle drop offs to school by parents must be reduced to lessen the congestion impact around these schools though. Schools have a responsibility to police this effectively rather than the burden shifting onto the wider residential area. • Speed limit of 30kph around schools is unreasonable. No one will obey the limit. We are just training drivers to ignore the rules. • Congestion around the school slows traffic due to high volumes - lowering the speed limit has little benefit, and no benefit outside school hours. • Including roads further out from the school will only frustrate drivers and they will be less likely to slow down around the school. • The general drag net put out around some schools and not others clearly point to this not legitimately being about safety: either the immediate streets around every school gets it, or this strategy is hypocritical and does not make sense.

- Other parking/traffic issues are not addressed in this proposal. These impact on car movement and travel in and around the schools. There are safe speeds around Hillsborough Primary but in my experience the biggest issue are the parents and their need to block and turn in dangerous places.
- My children feel safe, as do I under the current set of rules which govern traffic safety around schools.
- There should be blanket rule that all roads within a certain distance to a school and without separated cycleways should be limited to 30kph. While this is a good improvement it is too piecemeal and will cause confusion.
- Due to the extremely high number of cars around schools while children are being dropped off and collected there is absolutely no possibility of anyone being able to speed in these areas during these times – changing speed limits around schools is purely academic.
- Don't agree with your obvious intention to scrap the variable speed limits around schools which has worked so well for the past 10 years.
- I love the light signs for school zones during school arrival and exit times and would support those all going to 30kph during those times (arrival and exiting).

General locations where speed limit reductions are supported

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 Ōrākei Local Board area, just themes.

Feedback Theme	Main points
<p>Lower speed limits around schools are required/important</p> <p><i>Mentions: 15</i></p>	<ul style="list-style-type: none"> • People tend to exceed the speed limit at least a little, particularly around schools and school buses: a lower limit will help. • All streets around schools should be 30kph/10kph or under. • Agree people should slow down around schools but 40kph is sufficient. • There need to be permanent speed reductions around ALL primary schools, irrespective of location. • Safe speeds and parking are a huge issue around schools and local kindergartens. • All Kindergartens should be included in the proposal as these age children don't have much road safety awareness. • Schools have been ignored in many areas.
<p>Lower speed limits in residential areas are required/important</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • Current speed limits in residential areas are too high. • All residential areas should be 40kph and include some residential 'safe street' spaces. • Treat rural as rural (low traffic, driveways, pedestrians), and urban as urban (high volumes, low speeds). • Lowering speed limits in residential areas will ensure greater safety and accessibility for all: children, cyclists, pedestrians, disabled people, and elderly as well as motor vehicle users. • All residential streets/ suburban roads/ urban areas should have their speed limited to 30kph. • New Zealanders drive far too fast on suburban streets that are not designed well enough to accommodate today's vehicles.
<p>Lower speed limits on rural/unsealed/winding/narrow roads are required/important</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • Our roads are too varied for just 100kph or 50kph - 80kph is far safer for country/winding roads, due to increased traffic volumes. • 100kph is too fast and dangerous for some rural roads - should reduce to 80kph. • Lower speed limits have made a huge difference to rural communities in particular - it's becoming safe to drive / walk our roads • Some roads are narrow and have no shoulder - 80kph (from 100kph) makes sense. • It's required particularly on hilly, snaking roads in West Auckland, which are made ever more treacherous by rain. • Some rural roads are 100kph, but you would never reach this speed due to the windy/narrow/hilly nature of the road: seems reasonable to change the speed to suit a normal speed. • It is absurd that some single-lane country roads have the same speed limit as a motorway. • Lowering some rural roads to 80kph – and changing the open road limits to 80kph too - is a good idea.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • City drivers that leave the city are not prepared for country roads, and country roads within 100km of the city centre should be 80kph.
<p>Lower speed limits in/around town/shopping centres are required/important <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Should be 40kph blanket speed for residential streets, and only 30kph in town centre and outside schools. • All streets around town centres should be 30-40kph. • Roads close to and through town centres and beaches should have speed limits reduced to at least 30kph.
<p>Lower speed limits around marae/other high pedestrian areas are important <i>Mentions: 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: 13</i></p>	<ul style="list-style-type: none"> • Should be 40kph blanket speed for residential streets, and only 30kph in town centre and outside schools. • Lower limits should only apply to the streets directly around schools (nowhere else). • People should slow down around schools, but 40kph is sufficient - reducing speeds on open roads risks dangerous driving. • Speeds around schools and other high care areas should be low. • I accept that schools should have reduced speed limits right around them (not miles away). • Having 40kph speed limit around schools and school times is sufficient. No need to permanently decrease the limit. • Perhaps some of the main thoroughfares could be reduced around school hours to protect the little ones and still give residents their freedoms. • Keep suburbs at 50kph (excepting schools). • Areas around schools within each slow zone are too large and have wider impacts on the suburb (should only apply to streets schools are on). • The only places where speed limits are needed are close to schools. Within 200 metres.

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

Other speed limit/physical improvement suggestions

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

Feedback Theme	Main points
<p>Alternative speed limit suggested (instead of as proposed)</p> <p><i>Mentions: 5</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: 5</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). • 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: 9</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: 2</i></p>	<ul style="list-style-type: none"> • Some of the cycle lanes are dangerous and endanger cyclists. • Lowering speed limits feels like a poor cop out for not building safe passage for cyclists, runners, and horses. • To make roads safer for cyclists, build roads with cycle ways. • Get rid of under-used cycleways. • The retrospective bus and bike lanes are a shambles, they take so long to construct, and sit there empty. • Need to instead focus on superior construction of safe zones/barriers for cycleways and footpaths. • Fix parking and bike lane access first. • Need safer bike lanes for kids leaving schools too. • Don't allow parking in painted cycleways. • Zone areas to safely separate walkers, cyclists, and vehicles. • Invest in more cycle routes. • All main arterials with higher speed limits should have protected cycle lanes, pedestrian only footpaths and frequent pedestrian crossings. • Cycle paths should be added all around Lake Pupuke on Hurstmere, Kitchener, Killarney as well as Shakespeare and Taharoto Roads, which have inadequate and unsafe cycle infrastructure today. • The size (SUV) and power of vehicles used on Auckland roads adds to the danger to road users, particularly cyclists. AT should be focusing on the types of vehicles that people use, not just speed. • Bike lanes need to be regularly cleaned. • Connect parks and schools to create a green route for bikes: bikes don't want to be where cars are. • Cycleways are often put in the wrong locations and so are not used.
<p>Improve public transport <i>Mentions: 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.

	<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</p> <p><i>Mentions: 5</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 Ōrākei Local Board area, just themes.

Feedback Theme	Main points
<p>Concerns with the public engagement, and/or that AT won't listen to feedback</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • Expect Auckland Council/AT will not listen to or do what people want anyway. • AT acts arbitrarily and does not take taxpayers feedback into account. • I disagree with your strategy of sending out pamphlets asking for feedback with three days to respond and no direct link provided. • Have a look at the feedback you see on Facebook. It's frustrating to hear AT say that they will listen, but you do as they please anyway. • I feel that whoever proposed these changes have made a broad-brush approach without knowing the geography. This is further exemplified by having Upper Harbour, Oteha Valley and Albany Schools classed as West Auckland in this plan. • This change is not backed by detailed research on the roads involved as evidenced by the incorrect listing of posted speed limits on some of the roads listed. • I can't see what changes you are making on the map in this website. • Re Takapuna Town Centre: The brochure refers wrongly to Devonport, but the map is correct. • Online form doesn't have the correct roads in Henderson suburb. • The research (AP-R560-18), the proposals and the delivery of them come across as predetermined. I don't believe that AT will be influenced by the public opinion. I would rather see a reduction in AT power and procedures than our road speeds. • Because there is not enough consultation on the changes. Ask the people instead of assuming you have got it right. • We are under no illusion that AT will listen or cancel the approach, despite the public feedback opposed to the city centre speed limit changes, AT went ahead with those anyway. • There are too many roads to review at one time to provide an opinion on the whole safe speeds programme. • AT has no accountability - previous concerns/requests to AT have been brushed off with no explanation. • Materials are inconsistent and contradict themselves - traffic lights vs roundabout for safety, for example. • What is there to consult on when you have a Vision Zero policy, just do it. • Don't put your junk mail pamphlets in a letter box marked 'No Junk Mail'. • What is the point of consulting on this? Are we supposed to make the streets less safe because it would upset a driver or something? Hurry up and implement the changes already.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • It would be more informative if AT can also provide statistics on death/accidents by location. In that way we can better decide on a good speed for each of the areas specified. • Spend less money on reducing speeds and this consultation - invest in making the roads themselves safer instead (maintenance). • AT should not operate above the public; we deserve to make the decision on our roads. If consultation indicates a majority disagree with lowering speed limits, then DO NOT IGNORE THIS! This is a democracy and AT is in the public sector, majority rules. • You did not listen on phase 1 or 2 changes and were not prepared to publish feedback results as they obviously were against the changes in general. • It is patronizing to even suggest that you want feedback if you are blatantly ignoring the rights of law-abiding drivers. • Online survey is very hard to find. • QR code links to a wrong URL. • Some sections of the roads mentioned don't appear to exist. • If reducing the speed limits does not work, will you put the speeds back up again? Will you actually listen to what the public want because you do not have a good reputation for doing that? • Concerned most people are not able to have their say due to their personal circumstances. • Take a survey of the public's opinion on this and you'll find the overwhelming majority is against it. Tell us the names of people in Council who come up with these ideas so we can vote them out next election - democracy matters. • Note your map shows Hibiscus Drive incorrectly named as Eaves Bush Parade. • Under 'benefits of the proposed changes' in the Safe Speeds Programme pamphlet, an icon showing a child kicking a ball could be seen as a dangerous invitation to this activity.
<p>Zero deaths by 2050 is unrealistic/ impossible</p> <p><i>Mentions: 9</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: 6</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: 5</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 Ōtara-Papatoetoe
Local Board area



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

During March and April 2022, 31 people from within the Ōtara-Papatoetoe 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 Ōtara-Papatoetoe 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 Ōtara-Papatoetoe 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	Angus 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	Antrim 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	Antych 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	Athelstan 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	Berrett Place
Part of road	Full Length
Proposal	Current 50kph: Proposed 360kph

What do you think of the proposed speed limit change for this road?	No. of mentions
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	Birch 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	Blampied 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	Bolton 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	Bond 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	Campana Road
Part of road	Full length
Proposal	Current 100kph: Proposed 60kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Motorists can't drive 100kph here anyway. • This road has no houses. • There have been several road upgrades, making a reduction in the speed limit unnecessary.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Don't waste money on new signs, leave the 'open road' signs.

AT recommended way forward
<p>Implement safe and appropriate speed limit as proposed.</p> <p>As the road is not suitable to drive at 100 km/h, reviewing the speed limit to indicate the already slower speeds creates a more cohesive speed environment compared to retaining a higher, unsafe speed limit.</p>



Road name	Capstick 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	Carey 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	Cavendish Drive (Manukau)
Part of road	between Great South Road and Lambie Drive
Proposal	Current 60kph: Proposed 50kph

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

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	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: 1</i>	<ul style="list-style-type: none"> The current speed limit is dangerous for active modes of transport.
Reduced speed limit will create safety issues <i>Mentions: 3</i>	<ul style="list-style-type: none"> Reducing the speed limit will cause more accidents. A reduction in the speed limit will frustrate some drivers, causing impatient drivers to overtake dangerously. Drivers will be spending more time checking the speedometer and looking for speed cameras, rather than keeping their eyes on the road. Lowering the speed limit will make it more dangerous as drivers will be less attentive, and dangerously drowsy, due to extended slow drive times on long straight roads.
Reduced speed limit will not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> People will ignore lower speed limits.
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> This road functions perfectly well at the current speed limit. The speed limit reduces at peak times anyway. The current 60kph speed limit is safe for this road. At off peak times, very few buses, cyclists and pedestrians use this road. Drivers will ignore the speed limit.

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unsuitable for this road <i>Mentions: 3</i>	<ul style="list-style-type: none"> • This is a main/arterial road. • The road was designed to be a main thoroughfare. • This is a dual carriageway. • This road was designed for faster speeds.
Reduced speed limit is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Will make my commute into a long slow trip.
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. • Council should look at introducing Limited Speed Zone times, i.e. leave speed limits as they currently are on major arterial routes between the hours of 7pm to 7am, and reduced speed limits applied ONLY at peak times and school start/finish times.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed

The collective risk on this section of Cavendish Drive is high, based on Waka Kotahi NZTA's Crash Analysis System (CAS), there were Eighty-five crashes recorded between 2016 and 2020. Within all the recorded crashes, there were one four serious, eleven minor and seventy non-injury crashes. The reduced speed limit will reduce the potential and severity of crash risk for all road users.



Road name	Cavendish Drive (Papatoetoe)
Part of road	between Lambie Drive and Noel Burnside Road
Proposal	Current 60kph: Proposed 50kph

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

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
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: 1</i>	<ul style="list-style-type: none"> The proposed speed limit is appropriate for this road.
The reduced speed limit is unsuitable for this road <i>Mentions: 3</i>	<ul style="list-style-type: none"> This is a major arterial road. This is a commercial area.
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> Few pedestrians use this road. No need for this change. This road functions perfectly well at the current speed limit. This road has been recently built with respect of the current limits. The current speed limit of 60 kph is safe for this road.

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



Road name	Civil 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	Clarkson 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	Clayton 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	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
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	Cooper 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	Cosmo 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	Crown 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	Dairy 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	Don 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	Doughty 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	East Tamaki Road (Otara)
Part of road	between SH1 On/Off Ramp and Preston Road
Proposal	Current 60kph: Proposed 50kph

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

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be higher than the existing speed limit	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	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 not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> • People won't follow the lower speed limit.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> • This road is safe at the current speed limit – have been very limited incidents on this road. • The current speed limit is appropriate for the road and the traffic flows well.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> • This is largely a commercial area with no residential properties directly linked to this road.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> • The police can't enforce the rules currently; they will not be able to enforce lower speed limits.



AT recommended way forward

Implement safe and appropriate road speed limit as proposed

Road name	East Tamaki Road (Otara)
Part of road	between Preston Road and Springs Road
Proposal	Current 60kph: Proposed 50kph

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

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be higher than the existing speed limit	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	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 not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> • People won't follow the lower speed limit.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> • This road is safe at the current speed limit – have been very limited incidents* on this road. • The current speed limit is appropriate for the road and the traffic flows well.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> • This is largely a commercial area with no residential properties directly linked to this road.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> • The police can't enforce the rules currently; they will not be able to enforce lower speed limits.



Road name	East Tamaki Road (Papatoetoe)
Part of road	between Huia Road and SH1 On/Off Ramp
Proposal	Current 60kph: Proposed 50kph

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

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

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

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

Road name	East Tamaki Road (East Tamaki)
Part of road	between Springs Road and 'The Depot' Main Entrance
Proposal	Current 60kph: Proposed 50kph

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

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

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

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> The road is safe at the current speed - there is no need to change the speed limit. This is a straight road with no risks or hazards. This is a commercial area. There are no immediate driveways that would make this road unsafe. There have been a limited number of incidents on this road.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> This is a major thoroughfare.

AT recommended way forward

Implement safe and appropriate speed limit as proposed.

Road name	East Tamaki Road (East Tamaki)
Part of road	between 'The Depot' Main Entrance and Accent Drive
Proposal	Current 60kph: Proposed 50kph

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

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

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

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 5</i>	<ul style="list-style-type: none"> • Area has minimal pedestrians. • Shopping centre shops back onto this road rather than face it. • The road is safe at the current speed - there is no need to change the speed limit. • This is a straight road with no risks or hazards. • This is a commercial area. • There are no immediate driveways that would make this road unsafe. • There have been a limited number of incidents on this road.

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unsuitable for this road <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Traffic flow is important on this road. • This is a major thoroughfare.
The reduced speed limit is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Will increase traffic in an already heavy area.

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



Road name	East Tamaki Road (East Tamaki)
Part of road	between Accent Drive and Paul Stevenson Place
Proposal	Current 60kph: Proposed 50kph

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

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

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

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

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

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



Road name	East Tamaki Road (East Tamaki)
Part of road	between Paul Stevenson Place and Craigavon Drive
Proposal	Current 60kph: Proposed 50kph

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

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

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

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

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



Road name	Eileen 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	Elsa 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	Everitt 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	Ferguson 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	Fisher 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	Flat Bush Road
Part of road	between Preston Road and the western end of Flat Bush 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">• Current speed limit is unsafe for children walking to school.

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



Road name	Fulton 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	Garrett 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	Grant 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	Great South Road
Part of road	between Te Irirangi Drive and Lakewood Court
Proposal	Current 60kph: Proposed 50kph

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

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

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
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: 1</i>	<ul style="list-style-type: none"> Lowering speeds will reduce the harm caused by accidents.
Reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> This is an arterial road.
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> This road is safe at the current speed limit. There is no need for this change.

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

Road name	Great South Road
Part of road	between Reagan Road and Te Irirangi Drive
Proposal	Current 60kph: Proposed 50kph

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

What do you think of the proposed speed limit change for this road?	No. of mentions
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
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: 1</i>	<ul style="list-style-type: none"> Lowering speeds will reduce the harm caused by accidents.
Reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> This is an arterial road.
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> This road is safe at the current speed limit. There is no need for this change.



AT recommended way forward

Implement safe and appropriate road speed limit as proposed



Road name	Grundy 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	Gubb 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	Guthrey 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	Hamill 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	Hannah 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	Herald 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	Hills 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	Ingram 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	Ivon 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	Johnstones 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 unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> This road serves buses to and from South and East Auckland.
Reduced speed limit is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Slowing the buses will cause delays to public transport and longer travel times.

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



Road name	Jukes 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	Kudu 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	Kurt 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	Lambie Drive (Manukau)
Part of road	between Ronwood Ave and Wiri Station Road
Proposal	Current 60kph: Proposed 50kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unsuitable for this road <i>Mentions: 3</i>	<ul style="list-style-type: none"> • This is a main/arterial road. • This road is in a commercial area. • This road is designed to handle traffic moving at 60kph.
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> • You cannot drive fast in peak traffic. • The traffic lights slow traffic. • This road functions perfectly well at the current speed limit. • There is not much pedestrian traffic on this road.

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



Road name	Lambie Drive (Manukau)
Part of road	between Cavendish Drive and Ronwood Ave
Proposal	Current 60kph: Proposed 50kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none">• This will make it safer for people crossing the road to access the shops, the park and the education institutions.
The reduced speed limit is unsuitable for this road <i>Mentions: 3</i>	<ul style="list-style-type: none">• This is a main/arterial road.• This road is in a commercial area.• This road is designed to handle traffic moving at 60kph.
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none">• This road functions perfectly well at the current speed limit.• There is not much pedestrian traffic on this road.

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

Road name	Lambie Drive (Papatoetoe)
Part of road	between Puhinui Road and Cavendish Drive
Proposal	Current 60kph: Proposed 50kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be higher than the existing speed limit	2
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	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"> The proposed speed limit is appropriate for this road. A lower speed limit will be safer for all road users.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> If the road really is safe for over 50kph, then it's safe for at least 70kph. The current speed limit of 60kph is safe. There is good visibility on this road. 60kph is appropriate for this road.
Too many changes in speed limits along the road (or in area) will be confusing <i>Mentions: 1</i>	<ul style="list-style-type: none"> Keep speed limits consistent.

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



Road name	Largo 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	Lawrence 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	Leonards 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	Lester 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	Manukau Station Road
Part of road	Full Length
Proposal	Current 60kph: Proposed 50kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	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: 1</i>	<ul style="list-style-type: none"> We had an accident recently - slower speeds will be safer.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> This is an arterial road with a dual carriageway.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> The current 60kph speed limit is safe for this 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 slow travel by bus, making this option less attractive to users.

AT recommended way forward



Road name	Matamata 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	Nairn 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	Nola 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	Oconnor 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	Ormiston Road
Part of road	between Springs Road and Te Irrirangi Drive
Proposal	Current 60kph: Proposed 50kph

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

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	2
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 unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> This is a major thoroughfare.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> It is a straight road, with no risks or hazards.

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



Road name	Oroua 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	Orrs 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	2
Other	4

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unsuitable for this road <i>Mentions: 3</i>	<ul style="list-style-type: none"> Proposed limit is too slow for this kind of road. Designed for faster speed - road is like an expressway.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none"> Should be 60kph.
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> Safe and designed for current speed limit. Has safe shared path for walking and cycling.
The proposed speed limit reductions lack local knowledge <i>Mentions: 1</i>	<ul style="list-style-type: none"> Look at road and see if sign change really is necessary.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> Just a waste of money changing signs.
Other roads/suggestions for speed limit increases <i>Mentions: 1</i>	<ul style="list-style-type: none"> Road is like an expressway - needs a higher limit.

AT recommended way forward

As the road is not suitable to drive at 100 km/h, reviewing the speed limit to complement the already slower speeds creates a more cohesive speed environment compared to retaining a higher, unsafe speed limit
However, based on the feedback, we proposed to reduce the speed limit to 60 km/h instead of 40 km/h to be more consistent with nearby roads.





Road name	Pearl Baker Drive
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

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

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



Road name	Perth 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	Piako 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	Prices 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	2

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> • No accidents here. • People drive to the conditions. • The speed limit is fine the way it is. • Some people are already driving slower than the limit is – no reason to lower it.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Don't waste money on new signs – leave the 'open road' signs.

AT recommended way forward
<p>Implement safe and appropriate speed limit as proposed.</p> <p>As the road is not suitable to drive at 100 km/h, reviewing the speed limit to complement the already slower speeds creates a more cohesive speed environment compared to retaining a higher, unsafe speed limit</p>



Road name	Ross 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



Miss

Road name	Sandbrook 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	Sandra 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	Springs Road
Part of road	between East Tamaki Road and Lady Ruby Drive
Proposal	Current 60kph: Proposed 50kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be higher than the existing speed limit	1
I think the current speed limit on this road should be kept the same	5

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Safe dual carriageway. • Traffic is self-regulating when congested. • Significant median strip for right turning lanes. • This is a commercial area. • There are no immediate driveways that would make this road unsafe. • There have been a limited number of incidents on this road.
The reduced speed limit is unsuitable for this road <i>Mentions: 2</i>	<ul style="list-style-type: none"> • This is a main arterial road. • Essential link for businesses in and out of East Tamaki. • Traffic flow is important here.
Reducing speed limits will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Drivers concentrating on varying speeds is dangerous. • Speeds that are too slow cause road rage.
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"> • Difficult for truck drivers concentrating on so many different speeds.



AT recommended way forward

Implement safe and appropriate speed limit as proposed.



Road name	Stainton 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	Sutcliffe 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	Tate 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	Te Irirangi Drive (Clover Park)
Part of road	between 100m north of Belinda Avenue and State Highway 1
Proposal	Current 60kph: Proposed 50kph

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

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	14
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"> It is dangerous to cycle on this road. This road is used to access events and activities in and around the velodrome.
Reduced speed limit will create safety issues <i>Mentions: 4</i>	<ul style="list-style-type: none"> It is important to keep people off local roads - lowering the speed limit on this road will force people back onto local roads. This road was designed for higher speeds to keep traffic off local/residential roads. This will increase driver frustrations and in line with that, dangerous manoeuvres.
The reduced speed limit is unsuitable for this road <i>Mentions: 7</i>	<ul style="list-style-type: none"> This is a major arterial road. This road is designed to handle lots of traffic moving at 60kph. This is a major transit route between suburbs and carries a large amount of traffic on and off the motorway.
The reduced speed limit is unnecessary <i>Mentions: 10</i>	<ul style="list-style-type: none"> There is no need for this change. This road functions perfectly well at the current speed limit. This is a wide road with good visibility. Why change a speed which is already working perfectly well.
Reduced speed is not good as it will increase journey times <i>Mentions: 2</i>	<ul style="list-style-type: none"> Lowering the speed limit would cause congestion and increase travel times. Reducing the speed limit will make already bad congestion worse.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed

Road name	Te Irirangi Drive (Manukau)
Part of road	between State Highway 1 and Great South Road
Proposal	Current 60kph: Proposed 50kph

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

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be higher than the existing speed limit	1
I think the current speed limit on this road should be kept the same	3

Why do you feel this way?	
Feedback Theme	Main points
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. Council should look at introducing Limited Speed Zone times, i.e. leave speed limits as they currently are on major arterial routes between the hours of 7pm to 7am, and reduced speed limits applied ONLY at peak times and school start/finish times.
Reduced speed limit will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Drivers will be checking the speedo and looking for speed cameras, rather than keeping their eyes on the road. Lower speed limit will make drivers will be less attentive and dangerously drowsy, due to extended drive times on long straight roads. All Council will be doing is frustrating people.
Reduced speed limit will not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> People will ignore lower speed limits.
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> At off peak times, very few buses, cyclists and pedestrians use this road. The current speed limit is safe for this road.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> Traffic slows at peak times anyway, due to congestion. Drivers will ignore the speed limit.
The reduced speed limit is unsuitable for this road <i>Mentions: 2</i>	<ul style="list-style-type: none"> This is a main arterial route designed for faster speeds.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Reduced speed limits will increase commuting times.
Other comments	<ul style="list-style-type: none"> In the case of Te Irirangi Drive, east Aucklanders thought (when it was proposed to be built) we were going to get a motorway to connect us to Manukau and the southern motorway, but instead we got an expressway (80kph limit), and this programme now proposes it to be a slow-way (60kph). Enforcement of lower speed limits will make ratepayers even more angry and frustrated and grow more hate towards council and enforcement agencies.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed



Road name	Terry 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	Tindall 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	Tyrone 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	Valder 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	Velvet 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	Vickerman 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	Vilma 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 functions perfectly well at the current speed limit. No need for this change.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> This is a major arterial road. This road is designed to handle traffic moving at 60kph.

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



Road name	Waimate 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	Whitley 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	Williams 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	Wroughton 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	Wyona 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



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 Ōtara-Papatoetoe 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	Manukau
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Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none">Do not reduce limits on Casper Road Service Lane: The current speed limit is fine. Traffic slows naturally when it needs to. <i>[No change proposed]</i>



Suburb	Manukau Heads
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Feedback Theme	Main points
Reduced speed limit will create safety issues <i>ALL SUBURB – Mentions: 2</i>	<ul style="list-style-type: none">• Reducing the speed limits will not reduce deaths on our roads (Manukau Heads to Drury) and will only induce road rage.• At 60kph people will start to fall asleep and use their phones all sorts of other silly things because it is simply far too slow.

Suburb	Otara
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Feedback Theme	Main points
Other roads/suggestions for speed limit increases <i>Mentions: 1</i>	<ul style="list-style-type: none"> Highbrook Drive (Northbound/Otara): should be increased to 80kph - industrial area, wide road with no hazards (driveways/tight bends).

Suburb	Papatoetoe
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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"> • Swaffield Road: Reduce the speed limit on this road to make it safer for bike users. • Wyllie Road: The current speed allows vehicles to dangerously speed through the intersection near the Manukau Cemetery.
Other roads/suggestions for increased speed limits <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Puhinui Road (Highway 20B) – Increase speed limit to 70kph or 80kph. The current speed limit on this new road (with a separated cycleway, footpath, centre barriers, and no overtaking lanes), is too slow. At peak times congestion will slow traffic, however outside peak times, drivers are becoming frustrated stuck at 50/60kph and overtake dangerously. • Puhinui Rd 20B Entry off Highway 20 – Raise the speed limit from 60kph to 70kph. There are no pedestrians or cyclists on this entry way, and no opposing traffic or intersections.

Suburb	Papatoetoe
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Feedback Theme	Main points
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none">• The intersection of Hollyford Drive and Aspiring Avenue needs to be redesigned. The turn from out of Aspiring Avenue on to Hollyford Drive is dangerous.• The intersection at Hollyford Drive needs traffic lights.

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

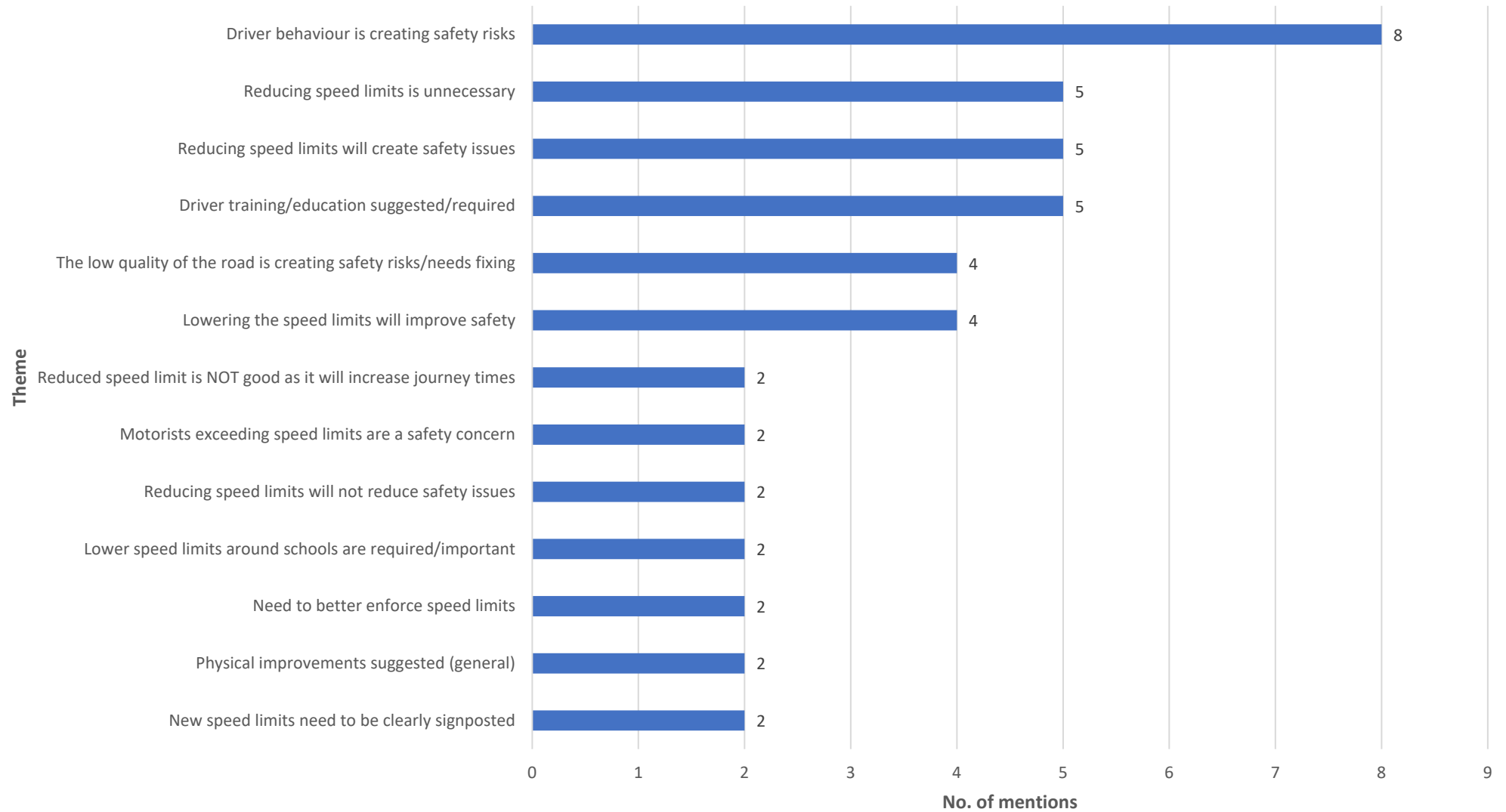
The feedback form also provided the opportunity for respondents to provide general comments on the Safe Speed Programme. Most this feedback was general in nature and could not be attributed to a particular road.

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 Ōtara-Papatoetoe 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 Ōtara-Papatoetoe 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 Ōtara-Papatoetoe Local Board area, just themes.

Top 13 general themes: Ōtara-Papatoetoe 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: 7</i></p>	<ul style="list-style-type: none"> • Lowering the speed limits will improve safety (4) • Driver behaviour is creating safety risks (1) • Motorists exceeding speed limits are a safety concern (1) • Lower speed limits around schools are required/important (1) • Generally, road design needs upgrading/ improving (1) • Lowering the speed limits will have other benefits (as well as/instead of safety) (1)
<p>Generally, do NOT support the safe speeds programme</p> <p><i>Mentions: 14</i></p>	<ul style="list-style-type: none"> • Driver behaviour is creating safety risks (5) • Driver training/education suggested/required (4) • Reducing speed limits will create safety issues (3) • Reducing speed limits is unnecessary (2) • The low quality of the road is creating safety risks/needs fixing (2) • Reducing speed limits will not reduce safety issues (2) • Need to better enforce speed limits (2) • Reduced speed limit is NOT good as it will increase journey times (1) • Motorists exceeding speed limits are a safety concern (1) • Reducing speed limits is about revenue gathering (not safety) (1) • Suggestions for licensing/ law changes (1) • Motorists going SLOWER than the speed limit are a safety concern (1) • General suggestions for speed limit increases (1) • New speed limits need to be clearly signposted (1)
<p>I support some proposals and do NOT support other proposals in the Safe Speed Programme</p> <p><i>Mentions: 9</i></p>	<ul style="list-style-type: none"> • Reducing speed limits is unnecessary (3) • Driver behaviour is creating safety risks (2) • The low quality of the road is creating safety risks/needs fixing (2) • Reducing speed limits will create safety issues (2)

Feedback Theme	Main points
	<ul style="list-style-type: none"> • 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 around schools are required/important (1) • The proposed speed limit reductions lack local knowledge (1) • New speed limits need to be clearly signposted (1) • Lower speed limits around marae/other high pedestrian areas are important (1) • Other suggestions for reduced vehicle speeds (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 Ōtara-Papatoetoe Local Board area, just themes.

Feedback Theme	Main points
<p>Lowering the speed limits will improve safety</p> <p><i>Mentions: 4</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: 1</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 Ōtara-Papatoetoe Local Board area, just themes.

Feedback Theme	Main points
<p>Reducing speed limits will create safety issues</p> <p><i>Mentions: 5</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: 2</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>Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • This is impeding the city, commerce, and the ability of everyone to go about their day, in favour of AT's ideological hatred of the private vehicle. • Is there any high crash data or evidence of pedestrians being hit to justify changes? • Crash/death toll after previous round of lowered speed limits were higher than before reductions - negative outcomes do not justify more changes of the same. • Not aware of any serious (or any) accidents in some areas for roads proposed for 30kph. • Consultation materials state there are many factors besides speed, and traffic is already travelling slower than posted speeds but still have accidents - look at the other risk factors before changing speed limits. • The research does not support/there is insufficient data that reducing speed limits from 50kph to 30kph will significantly impact injury/death rates. • Where a road is obviously unsafe (history) and natural quality/design then a lower posted limit has value communicating that. When you have so many roads with randomly different values and no obvious reason, the posted limits lose credibility. • Many of the current proposed changes are over-the-top and not based on real risks. • AT is not focussing on the roads that have high crash rates - this is unacceptable and should be reviewed to reduce speed limits on roads that matter in terms of lives.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Publishing the data of accidents within the current vs proposed speed limits, including determined cause (i.e. alcohol involved) will be a convincing argument to support this programme. If crashes are due to alcohol or other factors, then these should be focussed on to fix instead of speed. • 100kph roads should not be considered for lower limits unless significant death toll justifies the change. • High number of signs/visual pollution/inconsistent speeds is leading to confusion, frustration, and accidental law breaking. • If necessary, utilise cameras in areas that the accident injury rate confirms data to support the changes, don't negatively affect all road users without anything to warrant the changes. • Are AT people going out and seeing if these reductions are working or is it all computer simulation, calculations, and reconfiguration? • Has the lowering of speed limits around the Auckland CBD been successful? How many road deaths have the lowering of speed limits saved? I'm interested to see the road toll statistics for the Auckland CBD in prior years to currently. • There has been a complete failure of justification of the reduced speeds. Where are the stats showing the accidents / injuries / fatalities on each of these roads? • I do not trust AT have done the due diligence or have any substantial data to back up the speed limit reduction proposals for ALL the roads they are targeting. There are many roads which could be made safer which are not featured here. • How many of the 36 deaths on Auckland roads in 2020 occurred on roads you are proposing changes to? • Look at the accidents in the last 5 years (posted on the Devonport Community Facebook site), none are in the area in which you are "proposing" to lower the speed limits. • A blanket approach is not correct – roads need to be independently assessed for suitable speed limits, considering accident data, geographical setting, road quality and camber, etc. If you do not have the data, then you need to study/assess the road until you have it to justify changes. • Request for evidence of injury/crash data for specific area, including cause of crash, speed of vehicles, and if any pedestrian/cyclist involvement. • I don't believe "Current guidelines do not recommend speed limits of 70kph or 90kph because they have been proven to confuse drivers and lead to them driving faster than the speed limit" is a valid reason for a speed change. If people are confused with 70 or 90kph then as a human race we have a big problem - these people should not be on the roads. • The stated benefits of these speed changes have been exaggerated by manipulation of statistics (such as using figures prior to and during the pandemic lockdowns). Comparing 18 months accidents with a 5-year number, when a lot of the 18 months data was during lockdowns is not a fair comparison. • I call into question the calculations that the death risk figures from the AR-R560-18 report, which were cited in the AT Proposed speed limit changes brochure.

<p>Reduced speed limit is not good as it will increase journey times <i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Traffic lights are still phased for the old 50kph limits, so driving at reduced limits means you catch every red light. • Reducing speeds in some areas adds significant time to journeys and fails to clear congestion. • Does not make sense to reduce speed limits on roads with bus services. • Businesses and drivers should be compensated for additional time and fuel spent travelling. • The estimate of increased journey times is significantly understated for people who live and commute rurally (e.g. top of Awhitu Road to the city is more than '1-2 minutes' delay). • It needs to be balanced without compromising the network and creating congestion. • Proposed changes are going to cause congestion/ gridlock. • People in rural areas will suffer the most, with extended journey times, fuel costs and engine wear. • Overall travel time costs have not been truly accounted for - 20% increase per person adds up. • The inability to move around Auckland with ease will be detrimental to the long-term attractiveness/ economic success of Auckland. • The proposal is going to increase/encourage rat-running behaviour/speeding to make up for lost time. • Don't have the time to waste going slow as a commercial driver. Get rid of the civilians then you can your low-speed zones during work day hours Monday to Friday. • Decreasing speed limits in so many areas will make daily life unbearable for the average person. • It will add to inflation as goods & services will cost more with longer travel times. • Freight is significantly slowed, and with rising fuel costs coupled with an inefficient and high-cost public transport system, the increased time spent in cars will increase the costs of the working class.
<p>Reducing speed limits is unnecessary <i>Mentions: 5</i></p>	<ul style="list-style-type: none"> • Many of these roads can be driven on safely at higher speeds provided drivers are competent and attentive. • Raised pedestrian crossings/existing traffic calming/traffic lights/roundabouts already slow down traffic (no need for lower limits). • Area is not busy and lower limits are unnecessary as schools have footpaths connecting them already (Greenhithe). • Roads in town centres and near schools already have traffic slowing measures. • Roads are already perfectly safe at current speed limits. • Cars are getting safer, with shorter stopping distances, and lots of safety features for occupants, other road users, and pedestrians. • Should not apply where cyclists and pedestrians are separated from cars. • 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.

	<ul style="list-style-type: none"> • 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) <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Poor attempt to address the issue - speed limits are easier to enforce than other safety measures and are good revenue-gathering opportunities. • Are businesses/drivers going to be compensated for additional time/fuel spent travelling or is this more about revenue gathering? • Lower speed limits will just be exploited by mobile speed camera operators. • Reducing speeds on safe 100kph country roads seems like financially based policing. • Rather than having speed traps in locations and conditions that are perfectly safe for higher speeds, Police resources should be focused on locations and conditions that are dangerous. It feels like a revenue generation approach. • If you're lowering speed limits, lower the fines at the same time. It's about safe speed, not about the money. You already know fines are not working - although a penalty still needs to be incurred, lower fines might get paid more often.
<p>Driver behaviour is creating safety risks <i>Mentions: 8</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.

	<ul style="list-style-type: none"> • Reducing the speed limits panders to/'nannies' the incompetent drivers who then have no reason to learn to drive better. • Road deaths are mostly the cause of drunk or drugged driving. • Human error is what causes accidents - a lower speed limit will reduce these by giving drivers more time to react, or others to react to bad driving. • Advertise the evils of poor and anti-social driving rather than spending on promoting the virtues of reduced speed limits. • This proposal is punishing everyone instead of focusing on those who aren't using due care while on the roads (both pedestrians and drivers). • Slower speed limit would reduce rat-running behaviour. • Safety issues are less about speed and more about the people who drive with no licenses and drive people on restricted licenses. • Many drivers cross the centre line repeatedly even on blind corners. This is not speed dependent, even slow drivers do this. • Lower speeds will make it less likely that drivers will cross the centreline when traversing right hand bends which is currently very common.
<p>Motorists going SLOWER than the speed limit are a safety concern <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • It's people driving under the speed limit that cause the accidents, and this proposal will make that worse. They cause people to make angry, irrational decisions/driving because of holding other drivers up. • Some drive less than the speed limit. They will be even more of a hazard on the road with people flying past them to overtake. • People drive too slowly (usually while looking at their phones) which cause frustration and overtaking in dangerous locations out of desperation. • At the moment, some tourists tend to drive a lot slower than the speed limit as is (sometimes 30-60kph below the limit which is very dangerous).
<p>Motorists exceeding speed limits are a safety concern <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</p> <p><i>Mentions: 5</i></p>	<ul style="list-style-type: none"> • Money would be better spent on improving/subsidising driver training/teaching young learners to be courteous on our roads. • Reducing speed limits is not the answer - teach people to drive well, confidently, and safely. • More/better driver training needs to be available/encouraged/required. • Driver education is the key: 'kept left, pass right' signs on motorways; more highway patrol cops; hefty fines for using phones while driving; two second following rule. • Learning to drive is NOT just about the road code. Drivers need to be TAUGHT how to drive, recognise hazards etc. • The most dangerous driving around schools tends to be red light runners or people driving through orange when could clearly stop. This behaviour seems exasperated by short or badly phased light changes and lack of clarity or education about not queuing through intersections. • Driver education/defensive driver training WORKS. • Foreign immigrants and visitors need to be taught how to drive on NZ roads, by taking the NZ driving test. • We don't need to slow traffic down, but we do need initiatives to get drivers to stay alert and look for hazards. • Skills/lessons lacking in NZ drivers: feel of speed, distance etc (overtaking when entering an opposite lane, not passing lane); recognition of other drivers' movements; headlights on during the day as well as at night; safe following distances; parking appropriately; driving on rural/unsealed roads. • Make proper driving schools with instructors mandatory and include driver safety courses, how to merge and drive safely around corners/windy roads as a mandatory class as part of those. • 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.
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<p>New speed limits need to be clearly signposted</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Especially with many different speed limits in an area, there needs to be frequent signage to remind people. • When you change a speed to a "SAFE SPEED" - you really need to put a colour on the road, like they do in Australia - Worlds Best Practices - that's where most drivers look (not at the trees on the side of the road). • Signposting of speed limits and enforcement around schools and suburban areas is crucial. • If the signage is clear regarding the speed limits that would be great. Currently it's not wonderful around schools. • Be more proactive with speed signs on both posts either side of the road and with painted signs on the road - both when there is a speed change, as at present, and as reminders at various distances along roads. Perhaps the reminders could be painted signs using non-slip paint. It is possible to miss a speed change sign because of other things happening when driving and so reminders are useful. • Unless you live in an area and use certain roads you will not necessarily see signs due to obstruction of large vehicles – more signage required, particularly painted on-road.
<p>Need to better enforce speed limits</p> <p><i>Mentions: 2</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. • Harsher penalties needed for speed offences (e.g. instant 28 day roadside disqualification whenever an offender is caught 20kph above the limit, not 40kph as current). • Put extra speed cameras before even considering lowering the speed limits.

<p>The low quality of the road is creating safety risks/needs fixing <i>Mentions: 4</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 <i>Mentions: 1</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.

	<ul style="list-style-type: none"> • Too many road junctions are on blind corners with traffic flow controls. • Too many bus stops are adjacent to the corner of a junction - why increase hazards in an already hazardous zone? • Infrastructure/roads should change to match the new speed limits - this means making roads narrower and corners tighter. • Shrubbery needs to be trimmed away from signs, crossings, and intersections. • Lower speeds should be part of a whole package which include road quality (median barriers, surface quality, camber etc) and control improvements (signage, crossing, rumble strips, lights etc). • You need to be upgrading roads (more lanes in arterial routes) in expanding residential areas not choking the traffic with speed limit reductions on neighbourhood streets. • To make the road safer, you should have at least two lanes if possible or a barrier for opposite lanes to avoid head-on collision. • Seals should be asphalt not chip seal - and maintained. • Why are roads resealed in the first place? Also are you determining this off previous core samples or are you taking any samples before touching a road that doesn't need to be touched? • High level roads that include bus/trucks should have asphalt over concrete. • Where are the upgrades or even the bypass for Kumeu? • Would rather money be spent on upgrading the Weiti bridge to 4 Lanes. • Focus instead on fixing road designs which offer no logic, the turning lane markers that appear too late at an intersection, the rail crossings that offer no real barriers, the poorly lit/maintained pedestrian crossings, or the roundabouts that not one kiwi understands the give way rule on when entering. • Need more passing lanes/ slow vehicle bays to encourage safe overtaking. • The roads need to be re-engineered to be self-explaining roads if drivers are expected to stick to 30kph - the road needs to match the sign. • This proposal is just overcompensating for poor road design/planning/investment. • Invest in road upgrades and design BEFORE allowing housing and land development.
<p>The proposed speed limit reductions lack local knowledge <i>Mentions: 1</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.

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 Ōtara-Papatoetoe Local Board area, just themes.

Feedback Theme	Main points
<p>Lower speed limits around schools are required/important</p> <p><i>Mentions: 2</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 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. • 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.

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 Ōtara-Papatoetoe Local Board area, just themes.

Feedback Theme	Main points
<p>Alternative speed limit suggested (instead of as proposed)</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • 30kph in areas that are not shared spaces is dangerous as it causes frustration and poor decisions. Suggest 40kph as happy compromise. • I agree people should slow down around schools, but 40kph is sufficient. • 40kph (rather than 30kph) will have a better chance of compliance/more realistic/ better for both drivers and pedestrians creating safety while avoiding driver frustration. • Would make more sense to change the whole of Auckland's speed limit from 50 to 40-45kph. • Motorways/highways/open roads should be 90kph/100kph/110kph/120kph. • Rural/country roads should be 80kph with advisory signs of advised safe speeds around certain more hazardous spots. • Built up/urban/residential/town areas should be 30kph/40kph/50kph/60kph. • School/high pedestrian areas should be 20kph/25kph/30kph/40kph. • The programme should be revised to consider every Auckland road and seek to implement dynamic 30kph limits during peak school times near schools, 40kph limits on residential areas and around schools during non-peak times, and appropriate arterial road limits should be increased to 60kph. • Better, cheaper, quicker, and less confusing for drivers to make a few simple rules and apply them everywhere: e.g. shopping strips and schools 30kph; low building density roads 80kph; bends and intersections and everything else 50kph. • Going from 50kph down to 30kph seems far over the top. There are some streets on Waiheke that are very narrow and have terrible visibility. Starting with 40kph speed limit should be the first step instead of a reduction of 20kph. • A drop of 10kph is sufficient, this is enough to make people aware of a speed change. • I would be in favour of slower speeds rolling out everywhere especially in urban areas - 50kph along arterials with separated cycle infrastructure and 30kph on all other roads. • As intensification is increasing at a faster rate, general residential areas should all be 30kph no exceptions, main roads/arterials 50kph, and 80-100kph should only be for motorways, end of story. • There is no need to have traffic crawling at 50kph an hour: 60kph in non-residential suburban areas would enable free traffic flow. • 50kph is too slow - 60kph is sufficient for most roads (excluding around schools, near shops and malls, and high pedestrian areas like parks).

<p>Suggestions for speed limit increases</p> <p><i>Mentions: 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: 1</i></p>	<ul style="list-style-type: none"> • Instead, we need enforcement or traffic calming that stops people from exceeding the posted speed limit (not lower limits). • There are streets where just one or two humps would be sufficient to slow traffic. • Speed humps don't need to be so big that people are encouraged to drive big cars that can get over the bumps. • Raised crossings/speed bumps/judder bars/'stop' signs are more effective/will be better than lower speed limits. • Traffic calming around schools is a good thing. • Speed bumps/traffic calming alongside lower limits would help people stick to the limit. • Strongly disagree with these rough speed bumps everywhere, instead of just a speed camera. • Highly reconsider traffic calming strategies instead of a blanket 30kph speed limit which hardly anyone is going to follow anyway. Designs like at Hobsonville Point is what I was expecting. • Better spend the money on traffic calming within built up areas/villages/towns so we can enjoy our local streets safely (without cars speeding around causing noise and pollution). • Way too many speed humps.

	<ul style="list-style-type: none"> • On the roads where the speed is dropped to 30kph or 40kph I assume all the road humps and raised crossings will be removed because the vehicles will be driving slow enough. • HATE the raised platforms on otherwise perfectly safe roads – vehicles have to slow down and/or stop for pedestrian crossings anyway: Prefer normal pedestrian crossings with the round flashing orange pedestrian crossing lights (not full traffic lights systems), are all that is needed. • Sticking new road signs up is different from designing the roads to encourage slower driving. Placement of barriers, narrowing roads, raised platforms and other traffic calming measures are needed. • Lower speeds should be part of a whole package which include road quality (median barriers, surface quality, camber etc) and control improvements (signage, crossing, rumble strips, lights etc). • Too many roads in Auckland have speed bumps. For those of us with back injuries, these are very uncomfortable to drive over, and I have also been told they are not good for vehicles. • Should not have physical traffic calming (speed bumps) in areas that don't have accidents.
<p>Physical improvements suggested</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • More signage (not just for new speed limits) is needed to remind people what the speed limit is, especially with many different ones in an area. • Review traffic light phasing to improve traffic flow. • The issue isn't speed - it's poor road layouts which lower limits won't help (Transit Lanes turned into Bus lanes but buses are empty; poorly designed merging lanes). Design safer roads and improve existing infrastructure instead of lowering limits. • Residential roads with high crash rates should have reduced speeds or more yellow lines to prevent parked cars causing blind corners. • Fix parking and bike lane access/focus on superior construction of safe zones/barriers for cycleways and footpaths. • Roads need to be made wider to accommodate modern/bigger vehicles. • Need more centre barriers to separate traffic. • Feeder roads need to be widened to allow better traffic flow. • Install light-controlled crossings (instead of lowering speed limits) if the concern is pedestrian safety. • Change off-street parking regulations to clear cars from parking along streets, both sides, and therefore improve road safety through clearer roads. • The better way to reduce accidents is to improve the road and remove roadside obstructions (overgrown trees, narrow bridges, blind bends, potholes). • Rural roads need to be better maintained, and for passing lanes to be installed. • Improve visibility around crossings and bike lanes. • Stop people parking on verges and footpaths that greatly reduce visibility of pedestrians. • This will have a low return (i.e. harm reduction) for the investment compared to other safety initiatives e.g. changing dangerous intersections, improving pedestrian crossings etc. • Install slow vehicle bays on the roads you wish to slow down. That way people can pass safely and not put others at risk.

- Provide better places for people to park their cars. More generations are living under one roof due to the cost of housing: find a way to reduce the berms so that with cars parked on roads the road isn't narrow then you won't have as many issues as what you have.
- Safe speeds and parking are a huge issue around schools and local kindergartens.
- The most dangerous driving around schools tends to be red light runners or people driving through orange when could clearly stop, likely due to short or badly phased light changes and lack of clarity or education about not queuing through intersections. Red light cameras and more sensor-driven lights would help.
- If you want to make the road safer, install road barriers (instead of lowering speed limits).
- Traffic light phasing needs to be synched better for a 30kph limit (see Auckland City where lights turn orange as a driver crosses the line and is red before the driver reaches the other side). This can be especially hazardous to pedestrians and bikers and results in risky stopping or speeding manoeuvres and much confusion.
- Start adding street lights and more reflector posts, anything that make rural roads more visible at night. No matter what the speed limit is, there will be accidents if you can't see what's ahead of you.
- Invest in rail to remove the growing volumes of road haulage in New Zealand.
- Need safer/more pick up zones for parents around schools.
- To achieve actual speed reductions on roads whose design encourages travel at higher speed, a lower speed limit needs to be paired with either design changes to slow cars down or enforcement.
- Invest this money into red light camera and drunk driving checks.
- Roads with no road markings should have these in place instead of lowering speed limits.
- Remove more on-street car parking, add cycle lanes, and consider turning some roads into one way for cars. What has been done on part of Hurstmere Road should be done elsewhere.
- Once safer (lower) speed limits are in place, existing physical traffic calming (speed humps, artificial street narrowing 'sticks, etc) should be reviewed and, where no longer necessary, removed. These can be distracting, impede traffic flow, damage vehicles, and makes driving in Auckland less pleasant in general. Safety comes first, but if they are not required, should be removed.
- Use the correct roading materials, put centre lines in, stop narrowing roads, work with the Council to ensure new builds have car parks to remove parked cars from the roadside. Put flashing lights on pedestrian crossings when people are crossing.
- AT needs to hurry up and put in the motorway bi-pass from West Gate to Waimauku.
- Speed is only one factor. There is insufficient infrastructure in no footpaths, insufficient lighting, no passing bays or parking bays on narrow roads, high volumes of traffic on gravel roads.
- Reduce berms to widen streets to allow for off street parking. As more infill housing is built it's safer to have cars further to the side of roads to allow any emergency vehicle down any street in AKL and increasing visibility to navigate all roads.
- If road safety is problem the council needs to consider ensuring all houses have two off-street car parks to reduce the number of cars being parked on the road. The safety of drivers, pedestrians, and cyclists will be improved. Too many cars are parked on the road.

- All main roads should have no parking on them if they do not have separate cycle lanes. Parking should be available on side roads only to allow more room for cyclists/scooters etc.
- What if you had designated drop off and pick up areas for cars in high pedestrian areas (schools/marae/shopping malls) that were as far removed from main roads as possible. Make these drop off areas a mandatory part of designing carparks.
- Expenditure should be focused on accident black spots such as the Royal Oak roundabout which should be converted to a traffic light-controlled system.
- Any road in Auckland not wide enough for two cars to pass with parked vehicles on either side needs parking restrictions, with extensions to create a safety buffer when turning a corner.
- Ban parking on the berms.
- AT's approach using extensive applications of road furniture (speed humps, chicanes, etc) is flawed as it slows emergency service vehicles, thus the unintended consequences of a greater level of property/life loss will occur due to delayed attendance by emergency responders.
- Spend these funds on alternative safety measures like improved signage, road markings and barriers. For example, many lane merges in Auckland are not marked by a sign. Consider the use of colour for merge markers.
- Have pedestrian crossing lights synchronise with the traffic lights so that the green zone traffic will not be interrupted.

Other comments and concerns

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

Feedback Theme	Main points
<p>Suggestions for licensing/law changes</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Licensing in NZ: all drivers should re-sit their licence every 5/10/15 years – there should be an ongoing review of driving ability. • Make licenses harder to get with a heavier focus on driver training. • The age of 16 is too low to expect a child to handle a vehicle: the driver age is too low and too easy. • 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.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Make it compulsory that drivers can only use hands free and must not have physical access to their phones while driving/prevent phones from being able to send/receive texts in a moving car. • Car insurance/3rd party motor insurance should be mandatory in NZ for all drivers: Insurance companies identify the high risks and increase premiums accordingly which will remove higher risk drivers from our roads. Or if they are repeat offenders and do not care for the consequences of their actions, the police will have the power to prosecute and again remove them from our roads. • Speed limit changes won't change behaviour unless speed camera fines increase drastically to make people take them seriously. • Parking distance before and after speed humps must be increased and if they are not respected then the car owners need to be penalized. • All cyclists should need to have a license, so they know the dangers of riding on the roads and what precautionary actions they need to take. • Electric scooters should have a speed limit to avoid any accidents with pedestrians and other forms of transport and if they are for one person, if two are using it, they can get ticketed as it is unsafe use.