

## Attachment 1



**Your feedback on:**

# **Speed limit changes in Auckland's west and north**



Public feedback report: Speed Limit Changes in Auckland's west and north



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# 1. Summary

## Overview

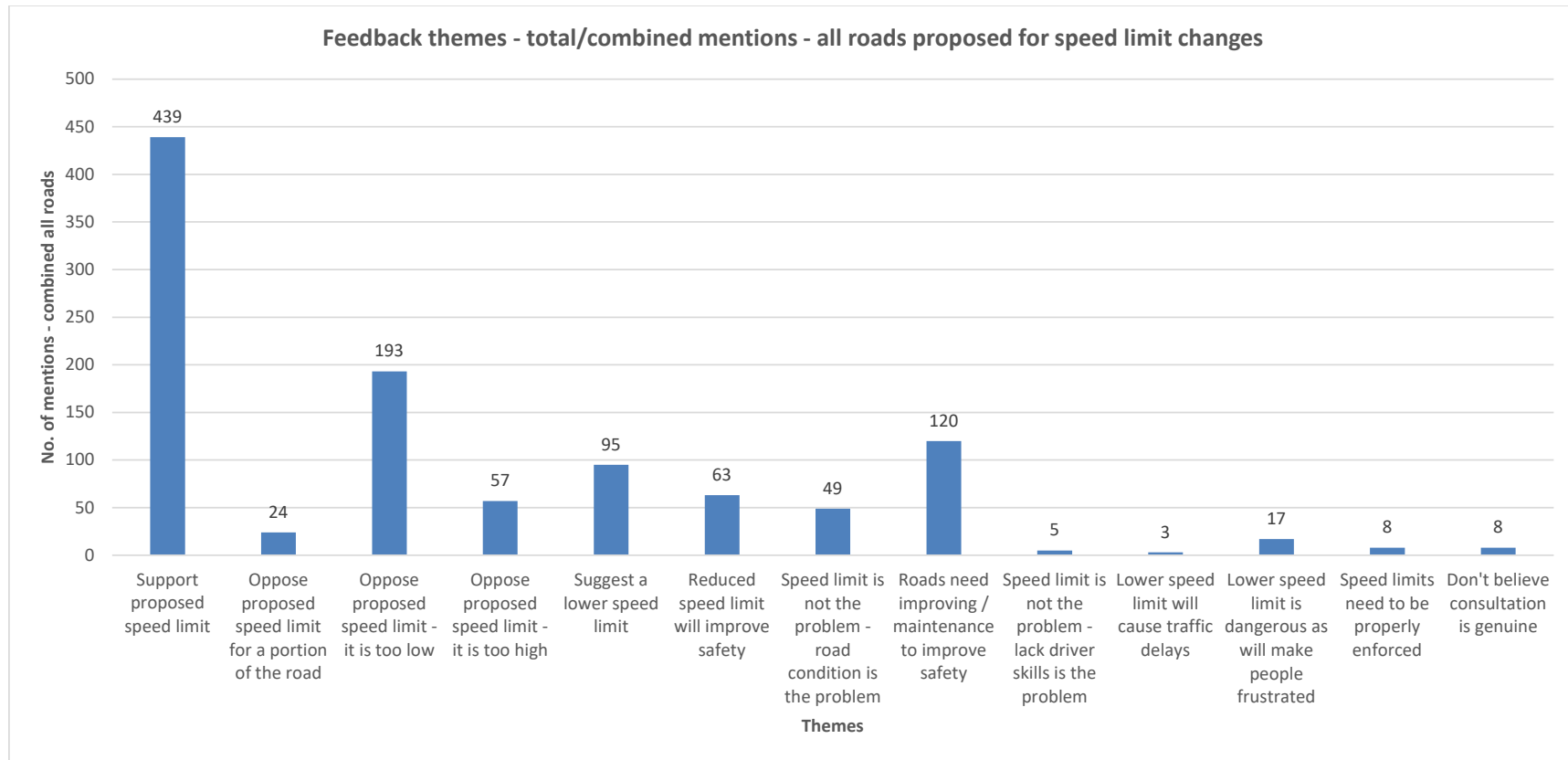
From 9 November 2020 – 17 January 2021 we sought public feedback on proposed speed limit changes to 26 roads in Auckland's west and north. In total **337 submissions** were received.

This feedback has been grouped into four sections under the **Feedback received** section of this report:

- **Feedback on roads proposed for speed limit changes** – This section outlines the feedback themes from each of the roads that were proposed to have speed limit changes.
- **General feedback themes** – This section outlines the feedback themes that are more general and relate to roads in general, rather than specific roads.
- **Other roads suggested for speed limit changes and/or improvements** – This section outlines other roads that submitters have requested speed limit changes for, and/or other changes to.
- **Key interest groups** – This section outlines the key interest groups/organisations that provided feedback on the proposed speed limit changes. For a copy of their submissions please refer to **Attachment 3**.

## 2. Public feedback at a glance

The graph below outlines the total/combined times each feedback theme was mentioned across all 26 roads proposed for speed limit changes. Please refer to the [Feedback on roads proposed for speed limit changes](#) section of this report for a road-by-road analysis of the feedback received.





## Project decisions

After considering the public feedback we have made the following decisions:

Road	Original Proposal	Decision
<b>Swanson</b>		
<b>Christian Road</b> <i>Between 140m south of Swanson Road and 65m southwest of Mettam Drive (UTA boundary*)</i>	Reduce speed limit from 80km/h to 50km/h	
<b>Christian Road</b> <i>65m southwest of Mettam Drive (UTA boundary) and the southwest end of Christian Road</i>	Reduce speed limit from 80km/h to 60km/h	
<b>O'Neils Road</b> <i>Between the urban traffic area (UTA)* boundary (being approx. 475m south of Pooks Road) and Drower Road</i>	Reduce speed limit from 70km/h to 50km/h	
<b>O'Neils Road</b> <i>Between Drower Road and Christian Road</i>	Reduce speed limit from 100km/h to 60km/h	
<b>Tram Valley Road</b> <i>Between Christian Road and 430m southwest of Christian Road (UTA boundary*)</i>	Increase speed limit from 50km/h to 60km/h	After considering new information related to subdivision activity happening on the land adjacent to the southern side of Tram Valley Road at its eastern end, we have changed our recommendation for this section to retaining the 50km/h speed limit rather than changing it to match the proposed rural 60km/h speed limit on the western part of Tram Valley Road
<b>Tram Valley Road</b> <i>Between 430m southwest of Christian Road (UTA boundary) and southwest end of Tram Valley Road</i>	Reduce speed limit from 100km/h to 60km/h	
<b>Welsh Hills Road</b> <i>Entire length of road</i>	Reduce speed limit from 80km/h to 60km/h	
<b>Massey</b>		
<b>Birdwood Road</b> <i>Between Red Hills Road and 190m northwest of Crows Road</i>	Reduce speed limit from 100km/h to 60km/h	
<b>Chamberlain Road</b>	Reduce speed limit from 100km/h to 60km/h	

Road	Original Proposal	Decision
<i>Between Birdwood Road and 950m southwest of Tiriwa Drive</i>		
<b>Mudgeways Road</b> <i>Entire length of road</i>	Reduce speed limit from 100km/h to 40km/h	
<b>Yelash Road</b> <i>Entire length of road</i>	Reduce speed limit from 100km/h to 40km/h	
<b>Warkworth</b>		
<b>Edwards Road</b> <i>Entire length of road</i>	Reduce speed limit from 100km/h to 40km/h	
<b>Hepburn Creek Road</b> <i>Between 540m south of Wilson Road (UTA boundary*) 610m south of Wilson Road (50m east of UTA boundary)</i>	Reduce speed limit from 100km/h to 50km/h	
<b>Hepburn Creek Road</b> <i>Between 610m south of Wilson Road (50m east of UTA boundary*) and Edwards Road</i>	Reduce speed limit from 100km/h to 40km/h	
<b>Hodgart Road</b> <i>Entire length of road</i>	Reduce speed limit from 100km/h to 40km/h	
<b>Wilson Road</b> <i>Between Hepburn Creek Road and the eastern end of Wilson Road</i>	Reduce speed limit from 50km/h to 40km/h	
<b>Matakana</b>		
<b>Govan Wilson Road</b> <i>Entire length of road</i>	Reduce speed limit from 100km/h to 40km/h	
<b>Matakana Valley Road</b> <i>Between 950m northwest of Leigh Road (UTA boundary) and 20m south of Smith Road</i>	Reduce speed limit from 100km/h to 80km/h	
<b>Matakana Valley Road</b> <i>Between 20m south of Smith Road and 2,720m south of Pakiri Road</i>	Reduce speed limit from 100km/h to 60km/h	
<b>Matakana Valley Road</b> <i>Between 2,720m south of Pakiri Road and Pakiri Road</i>	Reduce speed limit from 100km/h to 80km/h	
<b>Smith Road</b> <i>Entire length of road</i>	Reduce speed limit from 100km/h to 40km/h	
<b>Ward Road</b> <i>Entire length of road</i>	Reduce speed limit from 100km/h to 40km/h	

Road	Original Proposal	Decision
<b>Tāwharanui Peninsula</b>		
<b>Baddeleys Beach Road</b> <i>Between Takatu Road and 730m north of Clinton Road</i>	Reduce speed limit from 100km/h to 80km/h	
<b>Baddeleys Beach Road</b> <i>Between 730m north of Clinton Road and the southern end of Baddeleys Beach Road</i>	Reduce speed limit from 50km/h to 40km/h	
<b>Bishop Lane</b> <i>Entire length of road</i>	Reduce speed limit from 100km/hr to 40km/h	
<b>Buckleton Road</b> <i>Entire length of road</i>	Reduce speed limit from 50km/h to 40km/h	
<b>Campbell Road</b> <i>Entire length of road</i>	Reduce speed limit from 50km/h to 40km/h	
<b>Clinton Road</b> <i>Entire length of road</i>	Reduce speed limit from 50km/h to 40km/h	
<b>Haywood Lane</b> <i>Entire length of road</i>	Reduce speed limit from 100km/h to 60km/h	
<b>Kookaburra Drive</b> <i>Entire length of road</i>	Reduce speed limit from 50km/h to 40km/h	
<b>Pigeon Place</b> <i>Entire length of road</i>	Reduce speed limit from 100km/h to 40km/h	
<b>Takatu Road</b> <i>Between Leigh Road and 2000m east of Baddeleys Beach Road</i>	Reduce speed limit from 100km/h to 80km/h	
<b>Takatu Road</b> <i>Between 2,000m east of Baddeleys Beach Road and Tawharanui Regional Park entrance</i>	Reduce speed limit from 100km/h to 60km/h	
<b>Whitmore Road</b> <i>Between Takatu Road and 1,200m north of Bishop Lane</i>	Reduce speed limit from 100km/h to 60km/h	
<b>Whitmore Road</b> <i>Between 1,200m north of Bishop Lane and 1,200m north of Buckleton Road</i>	Reduce speed limit from 50km/h to 60km/h between 1,200m north of Bishop Lane and 1,040m north of Buckleton Road	After considering consultation feedback and meeting with the Buckleton Beach Residents and Ratepayers Association, to improve speed limit signage visibility we have changed our recommendation for the speed limit boundary on Whitmore Road to be 1,200m north of Buckleton Road instead of 1,040m north of Buckleton Road (i.e. a change of 160m).
<b>Whitmore Road</b> <i>Between 1,200m north of Buckleton Road and Buckleton Road</i>	Reduce speed limit from 50km/h to 40km/h between 1,040m north of Buckleton Road and Buckleton Road	

## Other speed limit requests

As part of this consultation, we received a number of additional speed limit requests.

All of the feedback provided on roads/areas not proposed for speed limit changes in this bylaw will be taken into consideration as part of any future speed limit changes. New permanent speed limits may only be set by way of bylaw following a process of proposal and consultation as required by law (including the requirements under the Land Transport Rule: Setting of Speed Limits 2017). Therefore, AT is unable to set new permanent speed limits for roads that have not been proposed for change or consulted on as part of the currently proposed bylaw. Thank you to all of those who provided feedback on roads not proposed to have speed limit changes in this bylaw.

In particular, we would like to acknowledge the petition presented to AT, signed by 5,601, requesting a footpath the length of Candia Road.

Through the new footpath programme, we are investigating installing a footpath from opposite Burtons Drive to the driveway of 50 Candia Road, approximately 70m north of the Coulter Road intersection. This would extend the footpath to the current urban boundary of Candia Road. Further south along Candia Road is a more rural environment and the destinations become less dense, with roadside constraints. Because of this we are currently unable to prioritise continuing the footpath further south.

We will be investigating the speed limit of Candia Road as part of the rural road package in an upcoming tranche of works. Our investigations will commence by September 2021. If our assessments find that Candia Road needs a new safe and appropriate speed limit, we will seek public feedback on the proposed change. If the AT Board decides to implement the proposed change, following public consultation, then the new speed limit could be implemented before the end of 2022.

## Next steps

- <<<To be updated following the AT Board's decision >>>



## 3. Background

### What did we seek feedback on?

We proposed new safe and appropriate permanent speed limits for 26 roads in Auckland's west and north. The roads are located in the following areas:

- Swanson
- Massey
- Warkworth
- Matakana
- Tāwharanui Peninsula

For more detailed information on the proposal, please refer to [Attachment 1](#) or visit the [project page on our website](#).

For more information on our Safe Speeds Programme, [please refer to our website](#).

## Why did we propose changes to the speed limit on these roads?

The current speed limits on some of Auckland's roads are not suitable for the existing conditions. Many of our rural roads are twisting, have sharp bends and are hilly with narrow unforgiving lanes that pose challenges to even the most experienced drivers. The consequences of small driver errors on such roads can be fatal.

These types of road conditions can result in drivers travelling slower than the speed limits.

All 26 of the roads we are proposing speed limit changes on are 'self-explaining roads'. This means drivers already travel at a lower speed due to the road conditions. In rural areas, this could be due to the road being narrow, windy or hilly. And in urban areas it could be due to the residential environment and things like speed bumps.

These 26 roads are classified as being at a high-risk of deaths or serious injuries occurring, or they are close to high-risk roads. We are introducing safe and appropriate speeds across areas rather than individual roads.

### The criteria for reviewing speed limits

When reviewing speed limits, there are a number of things we have to consider. The Land Transport Rule: Setting of Speed Limits 2017 requires AT to review speed limits to ensure they are safe and appropriate with regard to all of the following:

- The characteristics of the road and roadsides – e.g. Are there sharp bends? Are there blind corners? Is there a central median strip to provide a buffer zone between oncoming traffic?
- The crash risk for all road users.
- The number of deaths and serious injuries.
- The function and use of the road – this includes things like who uses the road and the speed vehicles travel at.
- Traffic volumes.
- Nearby land use.
- The number of intersections and property accessways.
- Planned modifications to the road – things like raised tables, median strips or barriers to separate oncoming vehicles.
- The views of interested people and groups.
- Information and guidance on speed management from Waka Kotahi NZ Transport Agency.

More information is [available on our website](#).

## 4. Feedback activities

From 9 November – 17 January 2021, we sought public feedback on proposed speed limit changes to 26 roads in Auckland's west and north.

### What we asked you

- What roads would you like to provide feedback on?
- What do you think about the proposed new speed limit on these roads?
- Do you have any general feedback on the proposed speed limit changes?

### Activities to raise awareness

To let you know about the opportunity to provide feedback on the project, we:

- Sent letters with free post feedback forms to properties on each of the 26 roads.
- Sent brochures with freepost feedback forms to around 16,000 properties.
- Published adverts in the NZ Herald, Rodney Times, Western Leader and Mahurangi Matters.
- Emailed information to stakeholders and interest groups.
- Posted to AT's social media channels.
- Ran a geo-targeted social media campaign.
- Issued a media release.
- Created a project page on the AT website with a link to an online feedback form.
- Held public drop-in sessions in Warkworth, Matakana and Ranui.

### How people provided feedback

You could provide feedback using an online submission form on the project webpage or a freepost form included in the project brochure. See [Attachment 2](#) for a copy of the feedback form.

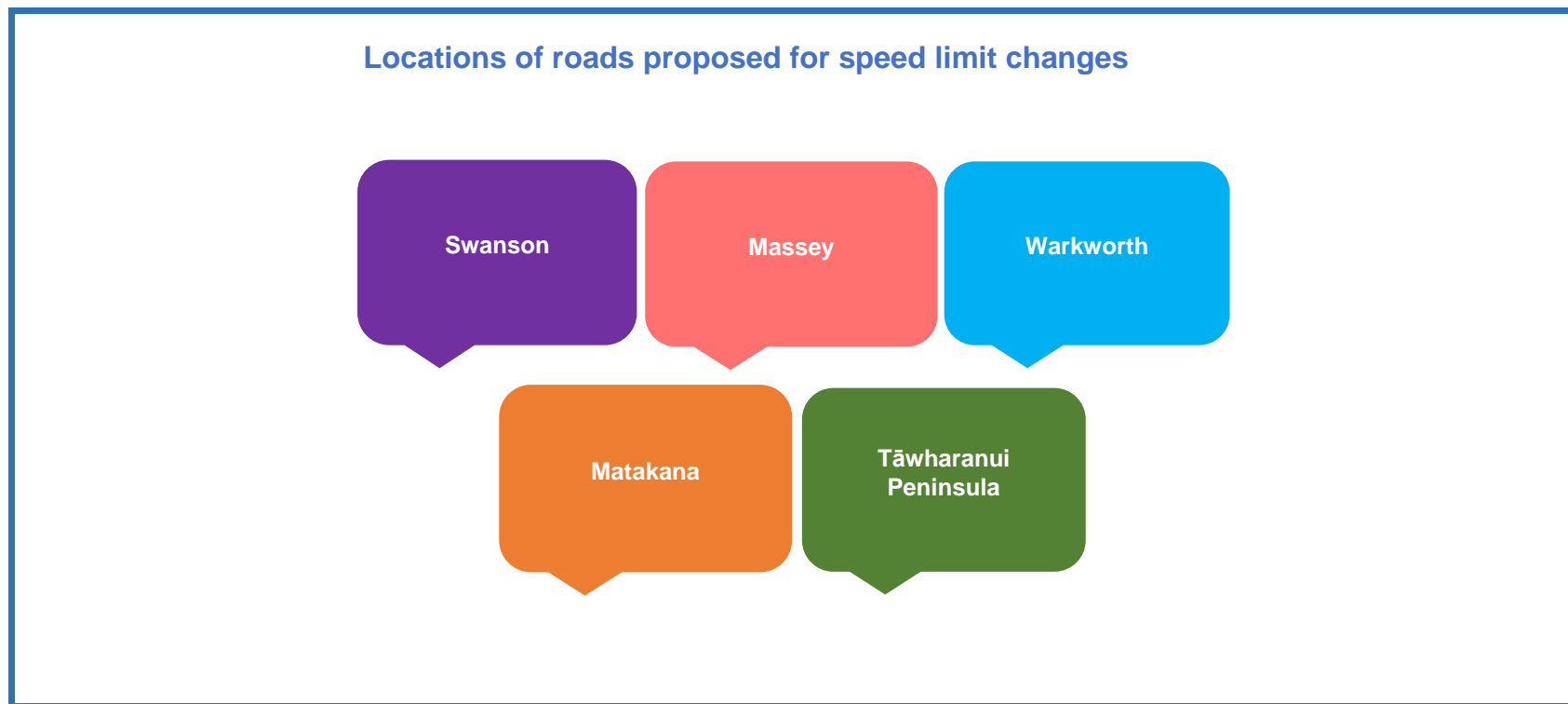
## 5. Feedback received

### Feedback overview

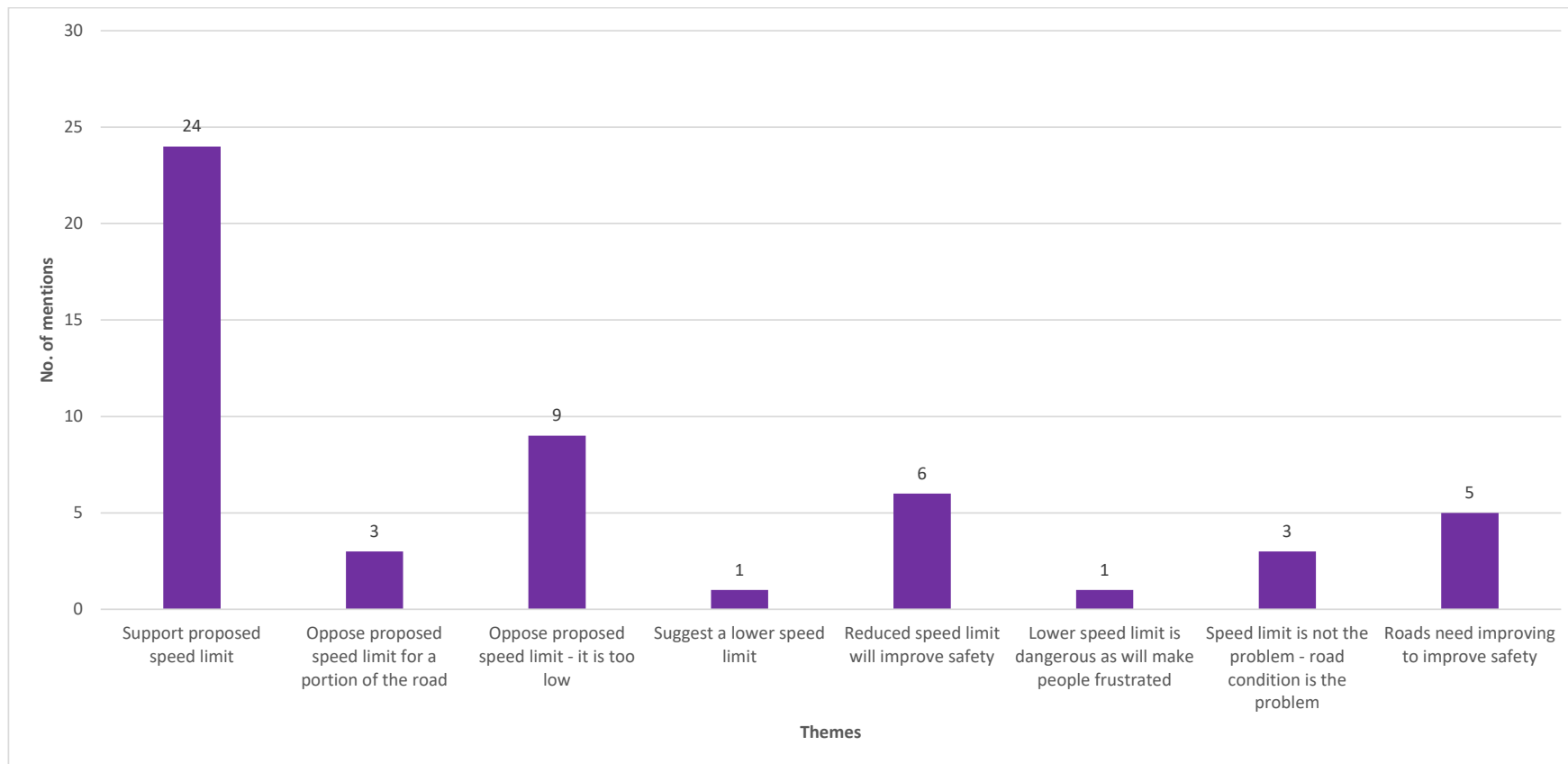
- In total **337 submissions** were received, which included:
  - Submissions from the general public and local community.
  - Submissions from nine key interest groups.
- A petition signed by 5,601 people was also received. It requested a footpath the length of Candia Road.
- In the section below this feedback has been grouped into **four sections**:
  - **Feedback on roads proposed for speed limit changes** – This section outlines the feedback themes from each of the roads that were proposed to have speed limit changes.
  - **Other roads suggested for speed limit changes and/or improvements** – This section outlines other roads that submitters have requested speed limit changes for, and/or other changes to.
  - **General feedback themes** – This section outlines the feedback themes that are more general and relate to roads in general, rather than specific roads.
  - **Key interest groups** – This section outlines the key interest groups/organisations that provided feedback on the proposed speed limit changes. For a copy of their submissions please refer to [Attachment 3](#).

## Feedback on roads proposed for speed limit changes

This section outlines the feedback themes from each of the roads that were proposed to have speed limit changes. It also outlines AT's responses to each feedback themes. One person's or organisation's submission can count towards multiple themes.



**Swanson – Christian Road**  
*(140m south of Swanson Road to 65m southwest of Mettam Drive)*



Feedback Theme	Main points	Auckland Transport's Responses
<p>Support proposed speed limit <i>Mentions: 24</i></p>	<ul style="list-style-type: none"> <li>• Generally support speed limit change.</li> <li>• Reduced speed limit needed with increasing housing density in the area.</li> <li>• People speed along this road.</li> <li>• Speed limit reduction is particularly important outside Swanson Play Centre.</li> <li>• Safer for people walking.</li> <li>• Safer for children.</li> <li>• Seen lots of accidents over the years.</li> </ul>	<p>Thank you for sharing your views with us. We are pleased to hear you support the proposed speed limit change.</p>
<p>Oppose proposed speed limit for a portion of the road <i>Mentions: 3</i></p>	<ul style="list-style-type: none"> <li>• Speed limit should be lower than proposed outside Swanson Play Centre - 40km/hr most commonly suggested (3 mentions).</li> </ul>	<p>Thank you for sharing your concern with us. Our road safety team have reviewed this request and concluded that because the roadside activity outside the play centre is infrequent and for only short periods, a lower speed limit throughout the day cannot be provided.</p>
<p>Oppose proposed speed limit - it is too low <i>Mentions: 9</i></p>	<ul style="list-style-type: none"> <li>• Generally oppose proposed speed limit.</li> <li>• Proposed speed limit is too low.</li> <li>• Fine as it is.</li> <li>• Mainly local use roads and know the conditions.</li> <li>• People are responsible enough to drive to the conditions.</li> <li>• Leave as 80km/hr.</li> <li>• Should be 70km/hr.</li> </ul>	<p>We are sorry to hear you do not support the proposed speed limit change. Policy direction at both central and local government levels supports implementing safe and appropriate speed limits.</p> <p>Operating speed data shows that motorists currently drive at or below the proposed new speed limit. Therefore, the new speed limit will align with the speed that drivers are already travelling at.</p> <p>When reviewing speed limits, there are a number of things we have to consider. The Land Transport Rule: Setting of Speed Limits 2017 requires AT to review speed limits to ensure they are safe and appropriate with regard to a number of criteria. More information is available on the <a href="#">project page on the AT website</a>.</p>
<p>Suggest a lower speed limit <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> <li>• Speed limit should be 40km/hr.</li> </ul>	<p>The change to urban land use in this area justifies a 50km/h speed limit. A further reduction below 50km/h would need to be supported by engineering measures which are outside the scope of this proposal.</p>
<p>Reduced speed limit will improve safety</p>	<ul style="list-style-type: none"> <li>• Generally will improve safety.</li> </ul>	<p>Thank you for sharing your views with us. We are pleased to hear you support the proposed speed limit change.</p>

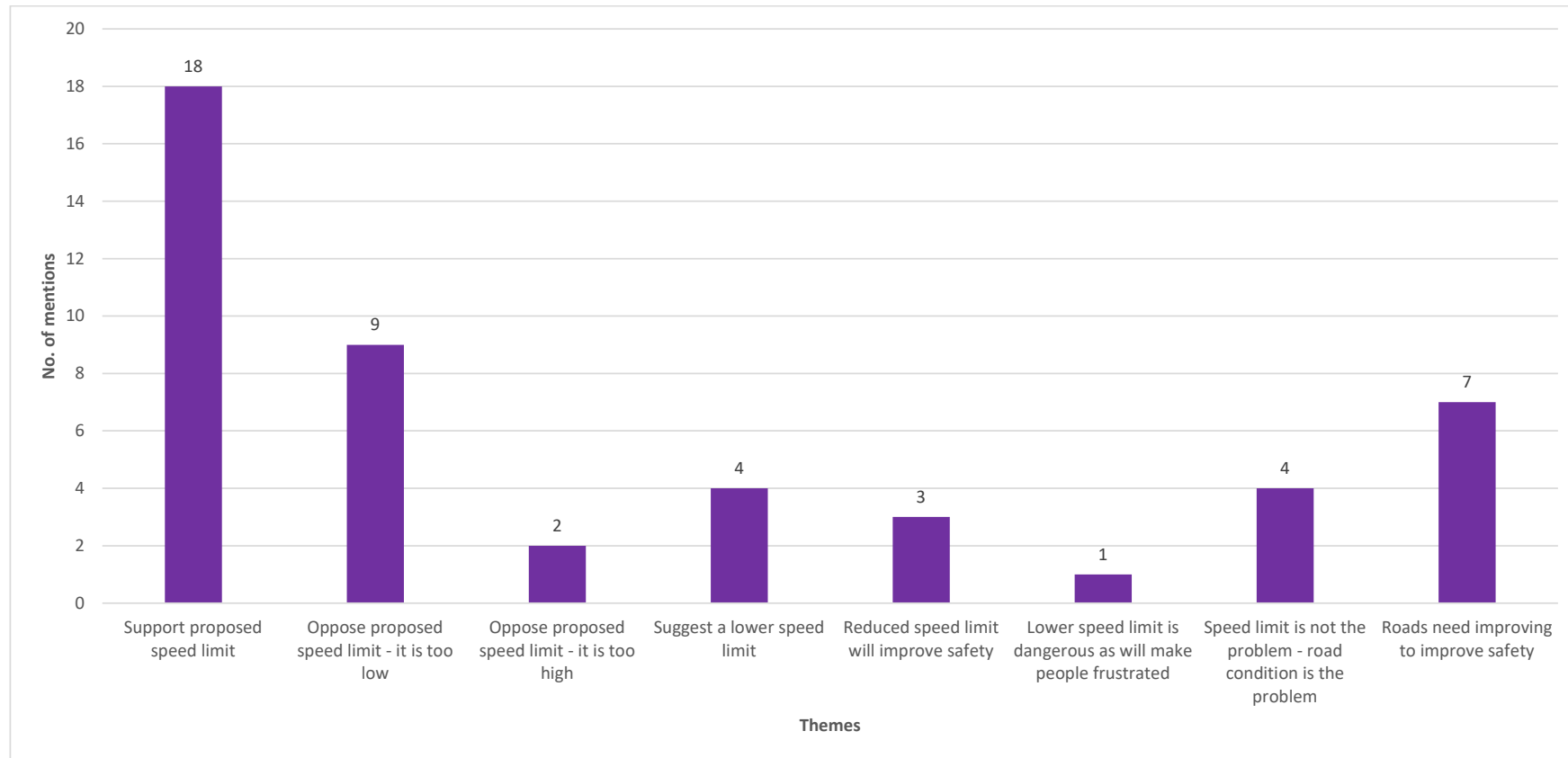


Feedback Theme	Main points	Auckland Transport's Responses
<p><i>Mentions: 6</i></p>	<ul style="list-style-type: none"> <li>• Speed limit reduction is particularly important outside Swanson Play Centre.</li> <li>• Safer for people walking.</li> <li>• Safer for children.</li> <li>• Seen lots of accidents over the years.</li> </ul>	
<p>Lower speed limit is dangerous as will make people frustrated</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> <li>• People driving slower will frustrate some people and they will do dangerous things, like try over-take.</li> </ul>	<p>We are sorry to hear you feel that way. The operating speed data shows that on these roads, most drivers are already driving at or slower than the proposed speed limit. While the proposed speed limit will restrict the speed of some faster drivers, it is unlikely to significantly alter the speed of most motorists. We encourage all road users to be patient and considerate of each other.</p>
<p>Speed limit is not the problem - road condition is the problem</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> <li>• If road were maintained better it would be safer.</li> <li>• Generally, road needs better maintenance.</li> <li>• Road lacks a footpath for pedestrian safety.</li> <li>• There are tree roots lifting the road.</li> </ul>	<p>For this section of Christian Road, the speed limit reduction is justified due to the change in the surrounding land use to urban residential use.</p>
<p>Roads need improving to improve safety</p> <p><i>Mentions: 5</i></p>	<ul style="list-style-type: none"> <li>• Road needs a footpath (5 mentions)</li> <li>• Widen the road.</li> <li>• Road needs repairing where a tree stump has pushed the road up.</li> <li>• Road needs better maintenance.</li> </ul>	<p>Thank you for sharing these requests with us. Non-speed issues (e.g. maintenance issues, new footpath requests, road widening and other safety issues) have been referred to the relevant AT teams for further investigation.</p>



**Swanson – Christian Road**

*(65m southwest of Mettam Drive to southwest end of Christian Road)*



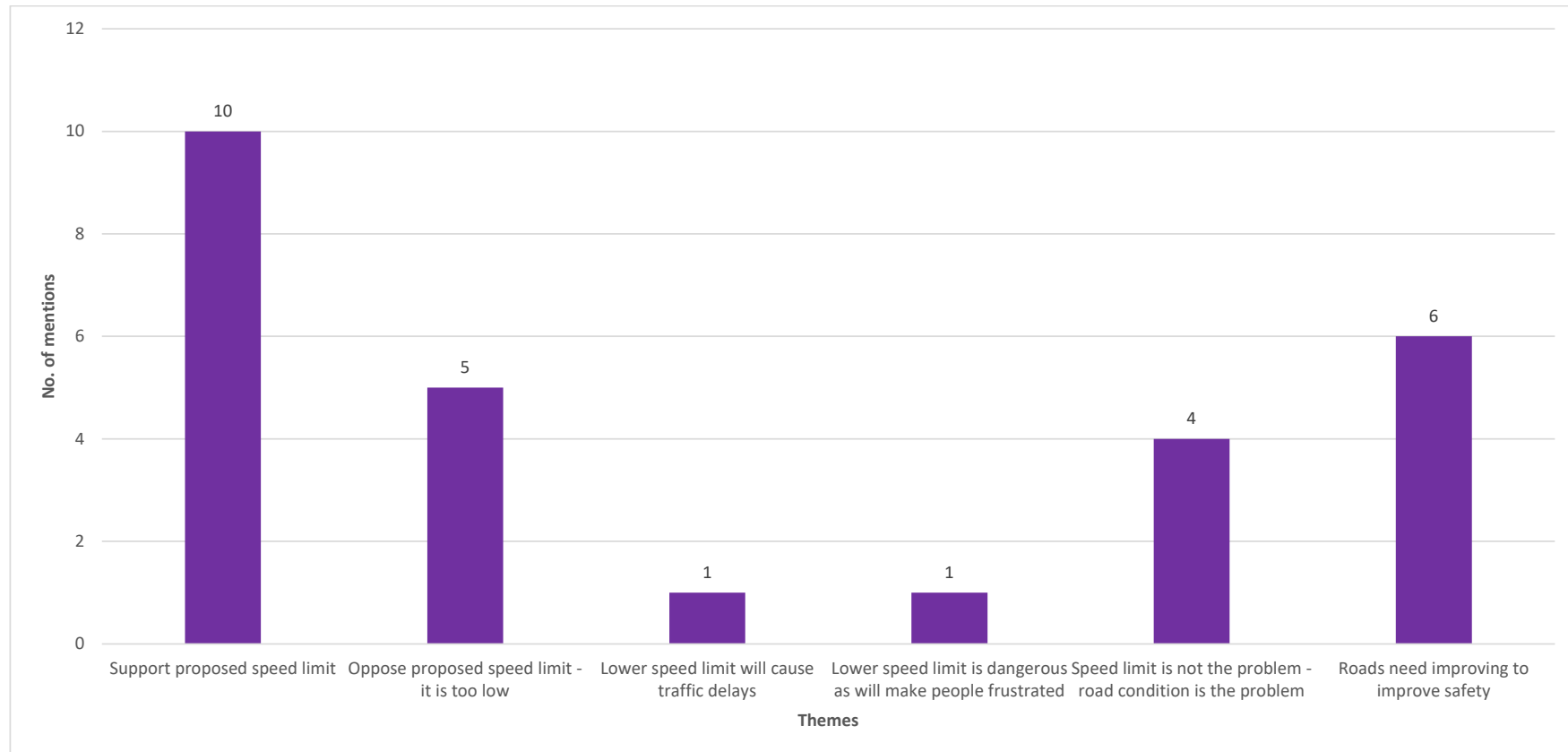


Feedback Theme	Main points	Auckland Transport's Responses
<p>Support proposed speed limit <i>Mentions: 18</i></p>	<ul style="list-style-type: none"> <li>• Generally support speed limit change.</li> <li>• Needed with increasing housing density in the area.</li> <li>• People speed along this road.</li> <li>• Seen lots of accidents over the years.</li> <li>• Safer for people walking and/or biking.</li> <li>• Road is narrow.</li> <li>• Road has blind corners.</li> </ul>	<p>Thank you for sharing your views with us. We are pleased to hear you support the proposed speed limit change.</p>
<p>Oppose proposed speed limit - it is too low <i>Mentions: 9</i></p>	<ul style="list-style-type: none"> <li>• Generally oppose proposed speed limit.</li> <li>• Proposed speed limit is too low.</li> <li>• Fine as it is.</li> <li>• Mainly local use roads and know the conditions.</li> <li>• People are responsible enough to drive to the conditions.</li> <li>• Keep it 80km/hr.</li> <li>• Speed limit should be 70km/hr.</li> </ul>	<p>We are sorry to hear you do not support the proposed speed limit change. Policy direction at both central and local government levels supports implementing safe and appropriate speed limits.</p> <p>Operating speed data shows that motorists currently drive at or below the proposed new speed limit. Therefore, the new speed limit will align with the speed that drivers are already travelling at.</p> <p>When reviewing speed limits, there are a number of things we have to consider. The Land Transport Rule: Setting of Speed Limits 2017 requires AT to review speed limits to ensure they are safe and appropriate with regard to a number of criteria. More information is available on the <a href="#">project page on the AT website</a>.</p>
<p>Oppose proposed speed limit - it is too high <i>Mentions: 2</i></p>	<ul style="list-style-type: none"> <li>• Speed limit should be 40km/hr.</li> <li>• Speed limit should be 50km/hr.</li> <li>• Confusing to change speed limit part way along the road. Make it all 50km/hr.</li> <li>• Lots of people walk up road from subdivision.</li> <li>• 15% increase in the risk of death to pedestrians when vehicle speeds go from 50km/hr - 60km/hr.</li> </ul>	<p>The change in speed limit part way along the road is proposed to provide a clear distinction between the urban (50km/h) part of the road and the rural (60km/h) part of the road. Of the range of rural speed limits that are available to us, 60km/h is considered to most closely align to the dimensions and existing operating speeds on this road.</p>
<p>Suggest a lower speed limit <i>Mentions: 4</i></p>	<ul style="list-style-type: none"> <li>• Speed limit should be 40km/hr.</li> <li>• Speed limit should be 50km/hr.</li> </ul>	<p>The change in speed limit part way along the road is proposed to provide a clear distinction between the urban (50km/h) part of the road and the rural (60km/h) part of the road. Of the range of rural speed limits that are available to us, 60km/h is</p>

Feedback Theme	Main points	Auckland Transport's Responses
	<ul style="list-style-type: none"> <li>• Confusing to change speed limit part way along the road. Make it all 50km/hr.</li> <li>• Lots of people walk up road from subdivision.</li> <li>• 15% increase in the risk of death to pedestrians when vehicle speeds go from 50km/hr - 60km/hr.</li> </ul>	<p>considered to most closely align to dimensions and existing operating speeds on this road.</p>
<p>Reduced speed limit will improve safety <i>Mentions: 3</i></p>	<ul style="list-style-type: none"> <li>• Generally will improve safety.</li> <li>• Seen lots of accidents over the years.</li> <li>• Safer for people walking and/or biking.</li> <li>• Safety needs to be improved now there is a new housing development in the area.</li> </ul>	<p>Thank you for sharing your views with us. We are pleased to hear you support the proposed speed limit change.</p>
<p>Lower speed limit is dangerous as will make people frustrated <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> <li>• People driving slower will frustrate some people and they will do dangerous things, like try over-take.</li> </ul>	<p>We are sorry to hear you feel that way. The operating speed data shows that on these roads, most drivers are already driving at or slower than the proposed speed limit. While the proposed speed limit will restrict the speed of some faster drivers, it is unlikely to significantly alter the speed of most motorists.</p>
<p>Speed limit is not the problem - road condition is the problem <i>Mentions: 4</i></p>	<ul style="list-style-type: none"> <li>• If road were maintained better it would be safer.</li> <li>• Generally, road needs better maintenance.</li> <li>• Road lacks a footpath for pedestrian safety.</li> <li>• There are tree roots lifting the road.</li> </ul>	<p>The lower speed limit is justified by the constrained road dimensions including the narrowness of the roadway, the limited sight distances, and the twisting nature of the road. The rugged terrain and the relatively low traffic use of the road make it uneconomic to engineer up the road to support a higher speed limit.</p>
<p>Roads need improving to improve safety <i>Mentions: 7</i></p>	<ul style="list-style-type: none"> <li>• Generally, road needs better maintenance.</li> <li>• Road needs a footpath. (5 mentions)</li> <li>• Widen the road.</li> <li>• Road needs repairing where a tree stump has pushed the road up.</li> <li>• There needs to be a sign for "no donuts" on intersection with O'Neills Rd.</li> </ul>	<p>Thank you for sharing these requests with us. Non-speed issues (e.g. maintenance issues, new footpath requests, road widening and other safety issues) have been referred to the relevant AT teams for further investigation.</p>

**Swanson – O’Neils Road**

*(475m south of Pooks Road to Drower Road)*



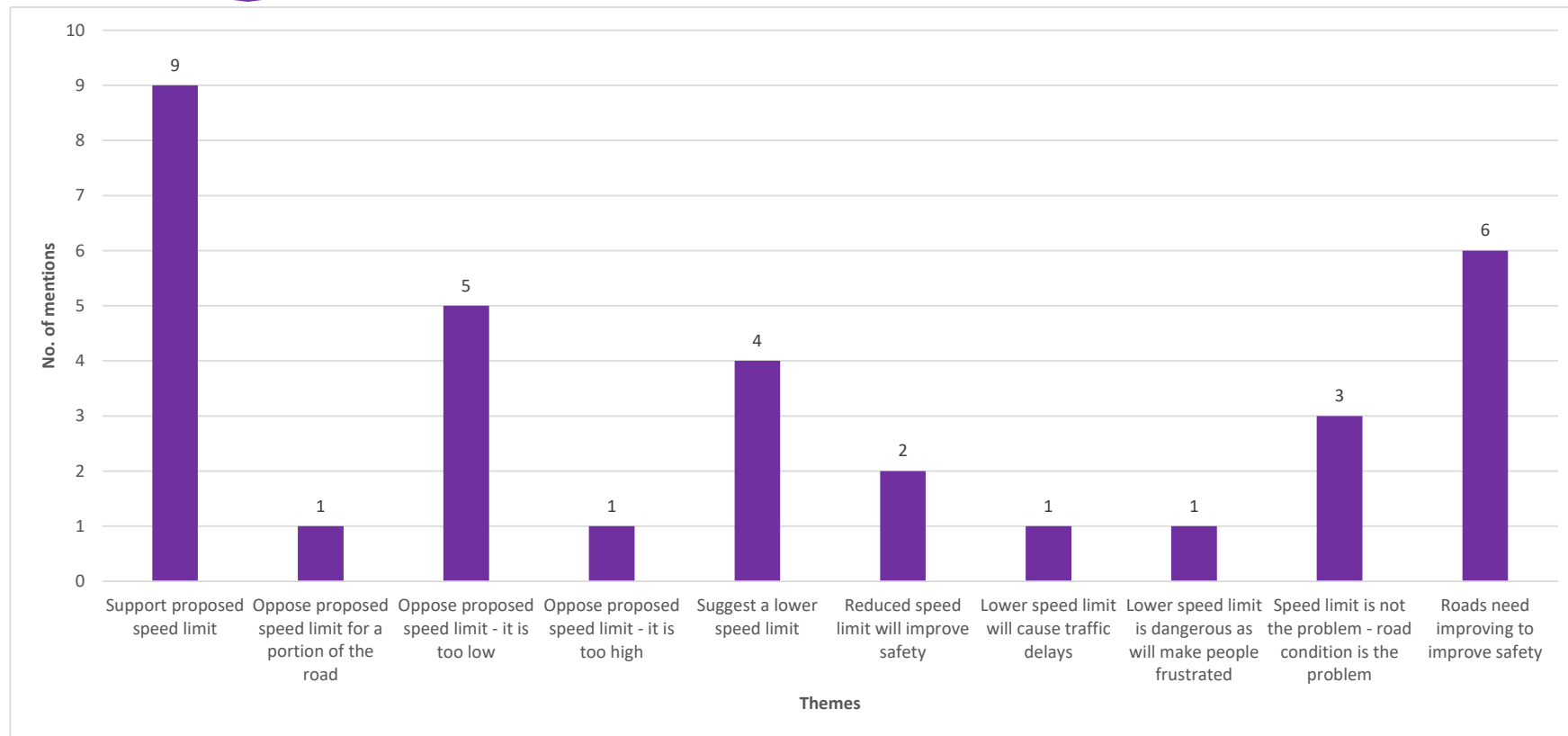


Feedback Theme	Main points	Auckland Transport's Responses
Support proposed speed limit <i>Mentions: 10</i>	<ul style="list-style-type: none"> <li>• Generally support speed limit change.</li> <li>• It makes sense.</li> <li>• Safety needs to be improved now there is a new housing development in the area.</li> </ul>	Thank you for sharing your views with us. We are pleased to hear you support the proposed speed limit change.
Oppose proposed speed limit - it is too low <i>Mentions: 5</i>	<ul style="list-style-type: none"> <li>• Speed limit should be 80km/hr.</li> <li>• Speed limit should be 70km/hr.</li> </ul>	<p>The proposed speed limit is justified by the constrained road dimensions including the narrowness of the roadway, the limited sight distances, and the twisting nature of the road. It is also more consistent with the current operating speeds.</p> <p>When reviewing speed limits, there are a number of things we have to consider. The Land Transport Rule: Setting of Speed Limits 2017 requires AT to review speed limits to ensure they are safe and appropriate with regard to a number of criteria. More information is available on the <a href="#">project page on the AT website</a>.</p>
Lower speed limit will cause traffic delays <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Lower speed limit will cause traffic delays</li> </ul>	We are sorry to hear you feel that way. The operating speed data shows that on this road, most drivers are already driving at or slower than the proposed speed limit. While the proposed speed limit will restrict the speed of some faster drivers, it is unlikely to significantly alter the speed of most motorists.
Lower speed limit is dangerous as will make people frustrated <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Lower speed limit is dangerous as will make people frustrated</li> </ul>	
Speed limit is not the problem - road condition is the problem <i>Mentions: 4</i>	<ul style="list-style-type: none"> <li>• If road were maintained better it would be safer.</li> <li>• Generally, road needs better maintenance.</li> <li>• Road has too many potholes.</li> <li>• Road needs slow vehicle bays for safe passing.</li> <li>• Cut down trees blocking blind corners.</li> </ul>	The lower speed limit is justified by the constrained road dimensions including the narrowness of the roadway, the limited sight distances, and the twisting nature of the road. The rugged terrain and the relatively low traffic use of the road make it uneconomic to engineer up the road to support a higher speed limit.
Roads need improving to improve safety <i>Mentions: 6</i>	<ul style="list-style-type: none"> <li>• Generally, road needs better maintenance.</li> <li>• Fix pot holes.</li> <li>• Road needs slow vehicle bays for safe passing of vehicles choosing to drive slower.</li> <li>• Road needs slow vehicle bays for safe passing.</li> </ul>	Thank you for sharing these requests with us. Non-speed issues (e.g. maintenance issues, new footpath requests, road widening and other safety issues) have been referred to the relevant AT teams for further investigation



Feedback Theme	Main points	Auckland Transport's Responses
	<ul style="list-style-type: none"> <li>• Road needs a footpath for pedestrians.</li> <li>• Road needs a footpath (3 mentions).</li> </ul>	

**Swanson – O’Neils Road**  
*(Drower Road to Christian Road)*





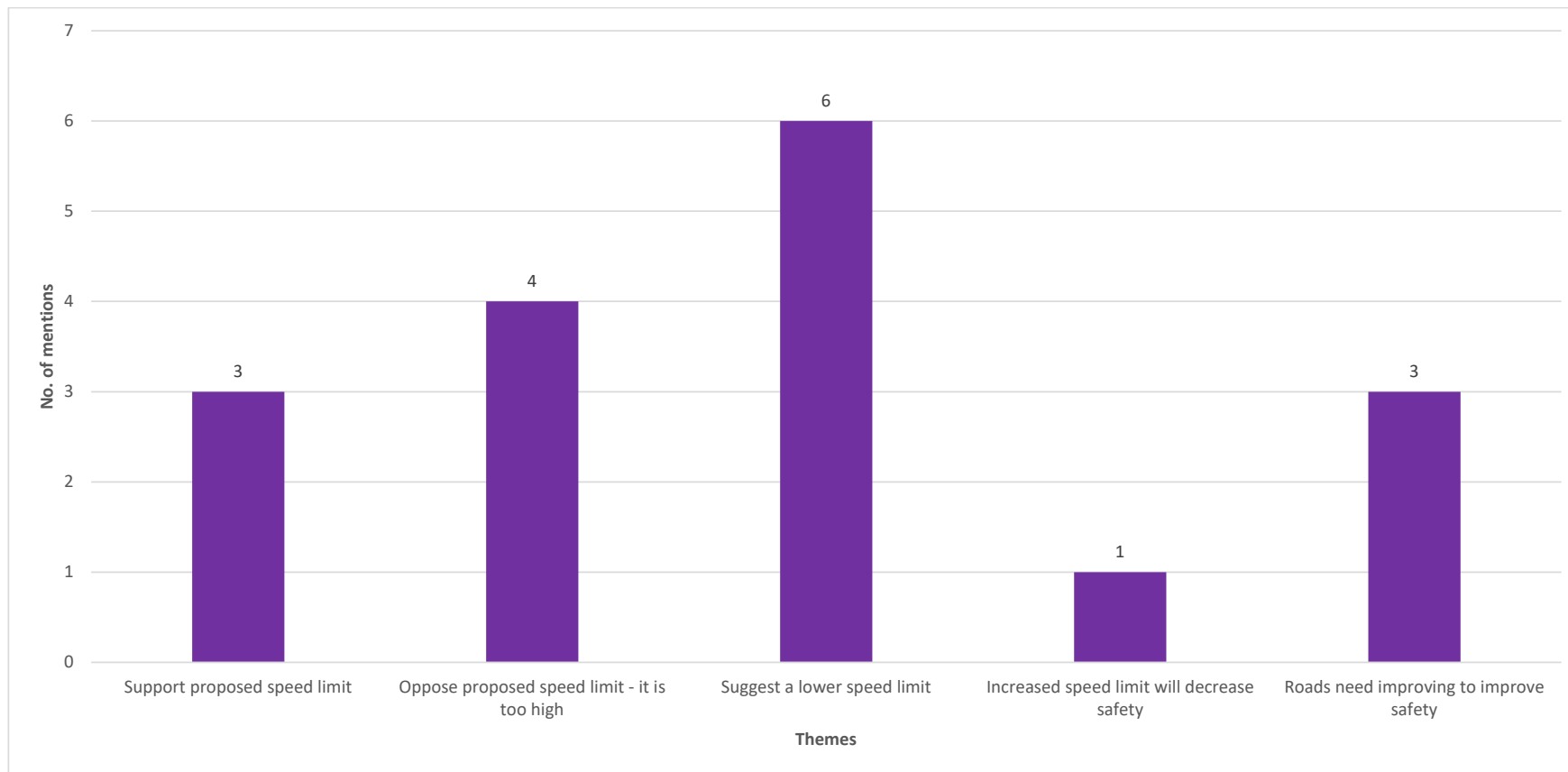
Feedback Theme	Main points	Auckland Transport's Responses
<p>Support proposed speed limit <i>Mentions: 9</i></p>	<ul style="list-style-type: none"> <li>• Generally support speed limit change.</li> <li>• It makes sense.</li> <li>• Safety needs to be improved now there is a new housing development in the area.</li> </ul>	<p>Thank you for sharing your views with us. We are pleased to hear you support the proposed speed limit change.</p>
<p>Oppose proposed speed limit for a portion of the road <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> <li>• Generally oppose proposed speed limit.</li> <li>• Do not change limit along the road, make all 50km/hr.</li> </ul>	<p>Thank you for sharing your views with us. The change in speed limit part way along the road is proposed to provide a clear distinction between the urban (50km/h) part of the road and the rural (60km/h) part of the road. Of the range of rural speed limits that are available to us, 60km/h is considered to most closely align to the road dimensions and existing operating speeds on this road.</p>
<p>Oppose proposed speed limit - it is too low <i>Mentions: 5</i></p>	<ul style="list-style-type: none"> <li>• Will cause frustration with slow drivers.</li> <li>• Will slow down commuters.</li> <li>• Speed limit should be 80km/hr.</li> <li>• Speed limit should be 70km/hr.</li> </ul>	<p>We are sorry to hear you do not support the proposed speed limit change. Policy direction at both central and local government levels supports implementing safe and appropriate speed limits. Engineering up to support 100km/h operating speeds on the non-highway parts of the rural network is unaffordable. Therefore, reducing speeds to align with the quality and function of the rural roads is necessary.</p> <p>When reviewing speed limits, there are a number of things we have to consider. The Land Transport Rule: Setting of Speed Limits 2017 requires AT to review speed limits to ensure they are safe and appropriate with regard to a number of criteria. More information is available on the <a href="#">project page on the AT website</a>.</p>
<p>Oppose proposed speed limit - it is too high <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> <li>• Speed limit should be 50km/hr.</li> <li>• Keep the speed limit the same on whole length of road.</li> </ul>	<p>The change in speed limit part way along the road is proposed to provide a clear distinction between the urban (50km/h) part of the road and the rural (60km/h) part of the road. Of the range of rural speed limits that are available to us, 60km/h is considered to most closely align to the road dimensions and existing operating speeds on this road.</p>
<p>Suggest a lower speed limit <i>Mentions: 4</i></p>	<ul style="list-style-type: none"> <li>• Speed limit should be 50km/hr.</li> <li>• Keep the speed limit the same on whole length of road.</li> </ul>	<p>The change in speed limit part way along the road is proposed to provide a clear distinction between the urban (50km/h) part of the road and the rural (60km/h) part of the road. Of the range of rural speed limits that are available to us, 60km/h is considered to most closely align to the road dimensions and existing operating speeds on this road.</p>





Feedback Theme	Main points	Auckland Transport's Responses
<p>Reduced speed limit will improve safety <i>Mentions: 2</i></p>	<ul style="list-style-type: none"> <li>Safety needs to be improved now there is a new housing development in the area.</li> </ul>	<p>Thank you for sharing your views with us. We are pleased to hear you support the proposed speed limit change.</p>
<p>Lower speed limit will cause traffic delays <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> <li>People will drive slower holding up traffic.</li> </ul>	<p>We are sorry to hear you feel that way. The operating speed data shows that on these roads, most drivers are already driving at or slower than the proposed speed limit. While the proposed speed limit will restrict the speed of some faster drivers, it is unlikely to significantly alter the speed of most motorists.</p>
<p>Lower speed limit is dangerous as will make people frustrated <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> <li>Lower speed limit is dangerous as will make people frustrated</li> </ul>	
<p>Speed limit is not the problem - road condition is the problem <i>Mentions: 3</i></p>	<ul style="list-style-type: none"> <li>If road were maintained better it would be safer.</li> <li>Generally, road needs better maintenance.</li> <li>Fix pot holes.</li> <li>Road needs slow vehicle bays for passing.</li> </ul>	<p>The lower speed limit is justified by the constrained road dimensions including the narrowness of the roadway, the limited sight distances, and the twisting nature of the road. The rugged terrain and the relatively low traffic use of the road make it uneconomic to engineer up the road to support a higher speed limit.</p>
<p>Roads need improving to improve safety <i>Mentions: 6</i></p>	<ul style="list-style-type: none"> <li>Generally, road needs better maintenance.</li> <li>Fix pot holes.</li> <li>Road needs slow vehicle bays for safe passing of vehicles choosing to drive slower.</li> <li>Road needs a footpath (3 mentions).</li> </ul>	<p>Thank you for sharing these requests with us. Non-speed issues (e.g. maintenance issues, new footpath requests, road widening and other safety issues) have been referred to the relevant AT teams for further investigation</p>

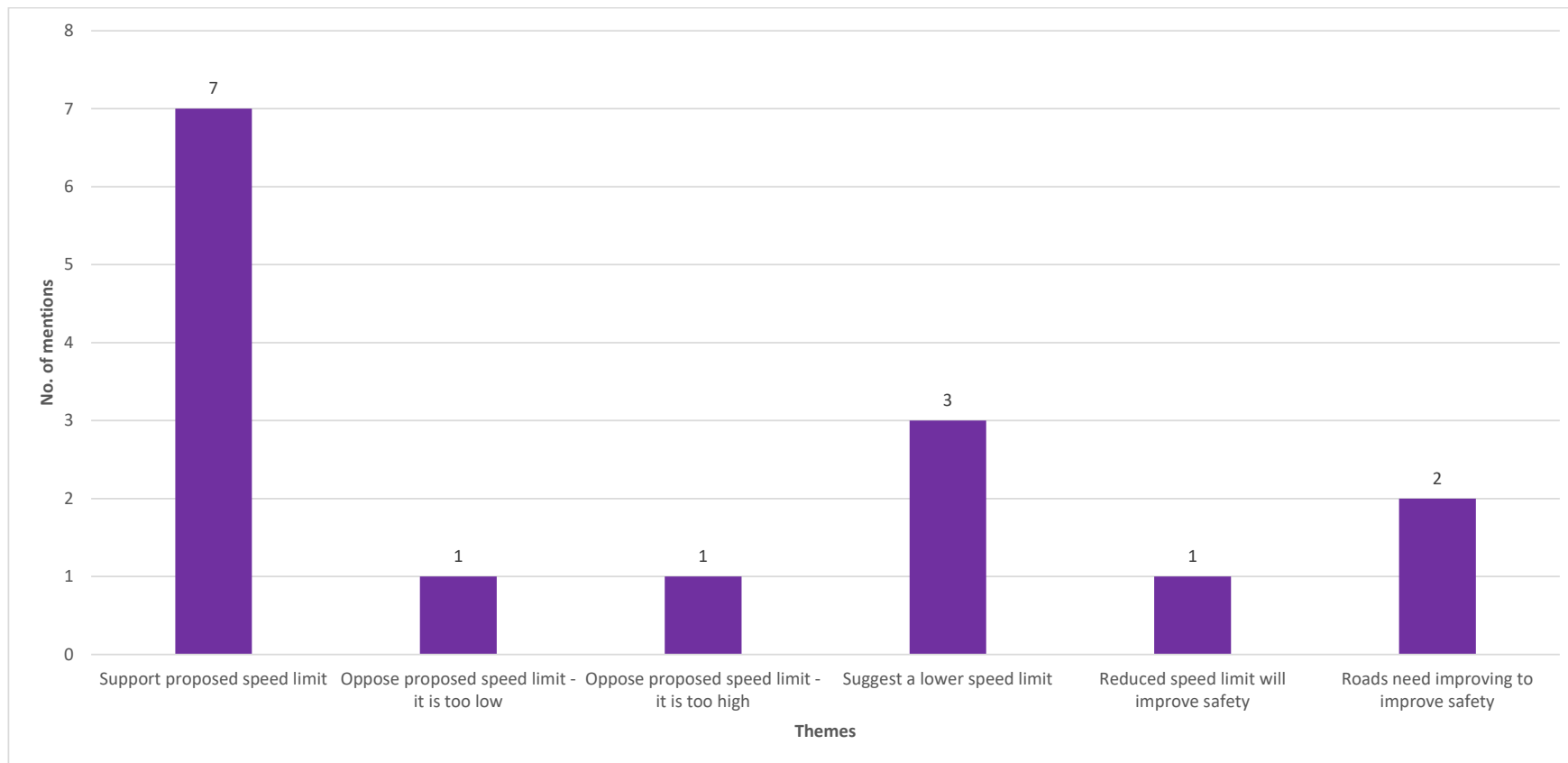
**Swanson – Tram Valley Road**  
*(Christian Road to 430m southwest of Christian Road)*





Feedback Theme	Main points	Auckland Transport's Responses
Support proposed speed limit <i>Mentions: 5</i>	<ul style="list-style-type: none"> <li>• Generally support speed limit change.</li> <li>• Appropriate when other road speeds are changing to change limit here.</li> </ul>	Thank you for sharing your views with us. We are pleased to hear you support the proposed speed limit change.
Oppose proposed speed limit - it is too high <i>Mentions: 4</i>	<ul style="list-style-type: none"> <li>• Keep the speed limit to 50km/hr for consistency with other speeds in area.</li> <li>• Keep the speed limit at 50km/hr as road is part of the Hillary Track.</li> <li>• Increasing the speed limit is a backward step.</li> </ul>	After considering new information related to subdivision activity happening on the land adjacent to the southern side of Tram Valley Road at its eastern end, we have changed our recommendation for this section to retaining the 50km/h speed limit rather than changing it to match the proposed rural 60km/h speed limit on the western part of Tram Valley Road.
Suggest a lower speed limit <i>Mentions: 6</i>	<ul style="list-style-type: none"> <li>• Keep the speed limit to 50km/hr for consistency with other speeds in area.</li> <li>• Keep the speed limit at 50km/hr as road is part of the Hillary Track.</li> <li>• Increasing the speed limit is a backward step.</li> </ul>	
Increased speed limit will decrease safety <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Road has no shoulders and is part of the Hillary Track.</li> <li>• Keep it 50km/hr and add footpaths.</li> </ul>	
Roads need improving to improve safety <i>Mentions: 3</i>	<ul style="list-style-type: none"> <li>• Road needs footpaths, including for pedestrians on the Hillary track.</li> <li>• Decrease speed at bridge and have alighting system for one way.</li> </ul>	Thank you for sharing these requests with us. Non-speed issues (e.g. maintenance issues, new footpath requests, road widening and other safety issues) have been referred to the relevant AT teams for further investigation.

**Swanson – Tram Valley Road**  
*(430m southwest of Christian Road to southwest end of Tram Valley Road)*



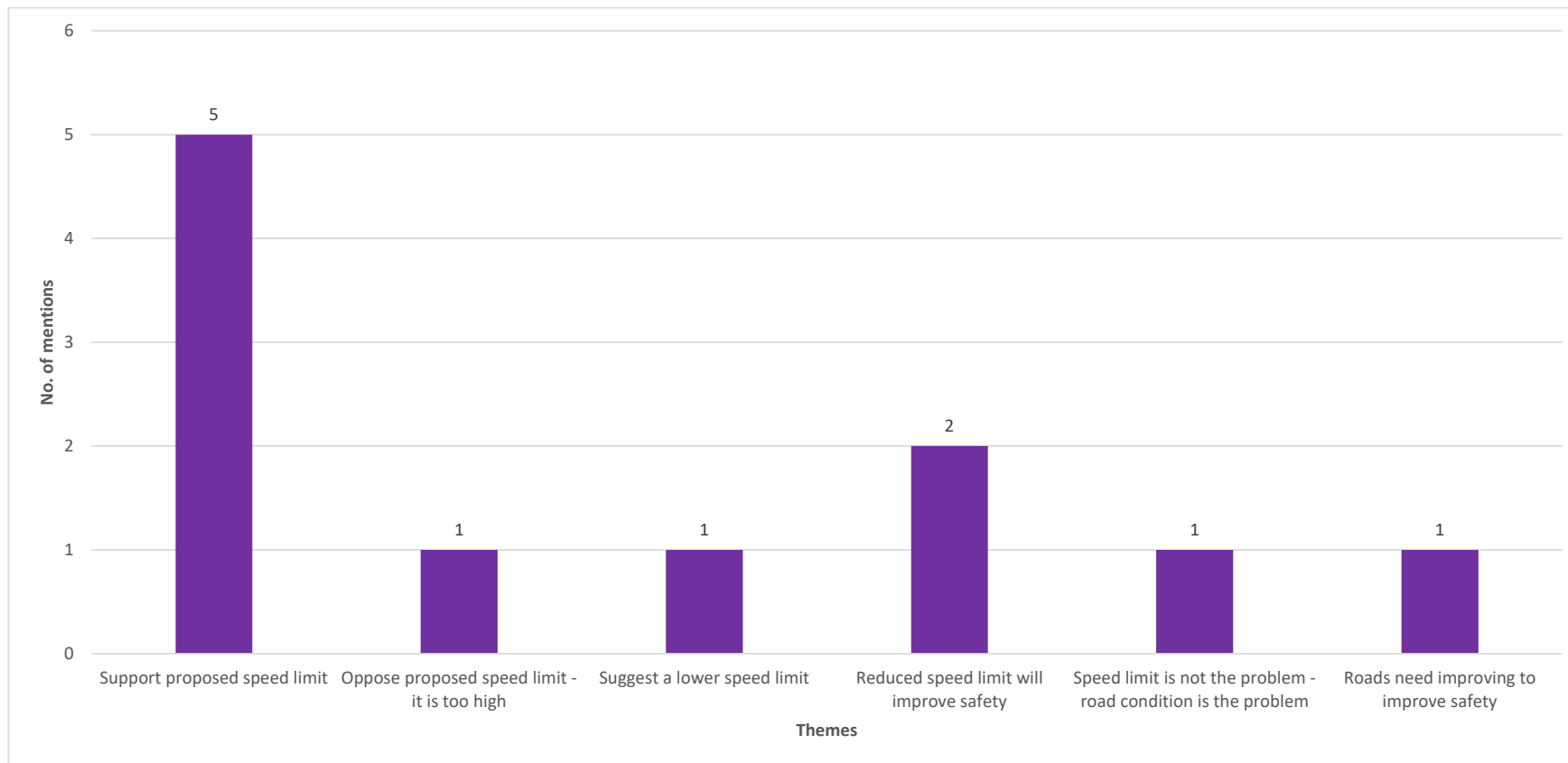


Feedback Theme	Main points	Auckland Transport's Responses
<p>Support proposed speed limit <i>Mentions: 7</i></p>	<ul style="list-style-type: none"> <li>• Generally support speed limit change.</li> <li>• There are accidents on this stretch.</li> <li>• Appropriate when other road speeds are changing to change speed limit here.</li> <li>• Safety needs to be improved now there is a new housing development in the area.</li> </ul>	<p>Thank you for sharing your views with us. We are pleased to hear you support the proposed speed limit change.</p>
<p>Oppose proposed speed limit - it is too low <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> <li>• Apart from the subdivision end it is open country side.</li> </ul>	<p>We are sorry to hear you do not support the proposed speed limit change. Policy direction at both central and local government levels supports implementing safe and appropriate speed limits. Engineering up to support 100km/h operating speeds on the non-highway parts of the rural network is unaffordable. Therefore, reducing speeds to align with the quality and function of the rural roads is necessary.</p> <p>When reviewing speed limits, there are a number of things we have to consider. The Land Transport Rule: Setting of Speed Limits 2017 requires AT to review speed limits to ensure they are safe and appropriate with regard to a number of criteria. More information is available on the <a href="#">project page on the AT website</a>.</p>
<p>Oppose proposed speed limit - it is too high <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> <li>• As there is a new subdivision on end of the road it should be 50km/hr.</li> </ul>	<p>Thank you for sharing this with us. Having taken this feedback into consideration, we have decided to retain the 50km/h speed limit south of this section to accommodate for the new subdivision. The change in speed limit part way along the road is proposed to provide a clear distinction between the urban (50km/h) part of the road and the rural (60km/h) part of the road. Of the range of rural speed limits that are available to us, 60km/h is considered to most closely align to the road dimensions and existing operating speeds on this road.</p>
<p>Suggest a lower speed limit <i>Mentions: 3</i></p>	<ul style="list-style-type: none"> <li>• Change the speed limit to 50km.hr.</li> <li>• Road is part of the Hillary Trail.</li> </ul>	<p>The change in speed limit part way along the road is proposed to provide a clear distinction between the urban (50km/h) part of the road and the rural (60km/h) part of the road. Of the range of rural speed limits that are available to us, 60km/h is considered to most closely align to the road dimensions and existing operating speeds on this road.</p>



Feedback Theme	Main points	Auckland Transport's Responses
Reduced speed limit will improve safety <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Support as safer for pedestrians.</li> <li>• Road surface is unsafe.</li> </ul>	Thank you for your support of safe and appropriate speed limits.
Roads need improving to improve safety <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>• Road needs footpaths, including for pedestrians on the Hillary track.</li> </ul>	Thank you for sharing these requests with us. Non-speed issues (e.g. maintenance issues, new footpath requests, road widening and other safety issues) have been referred to the relevant AT teams for further investigation

**Swanson – Welsh Hills Road**  
*(Entire length of road)*



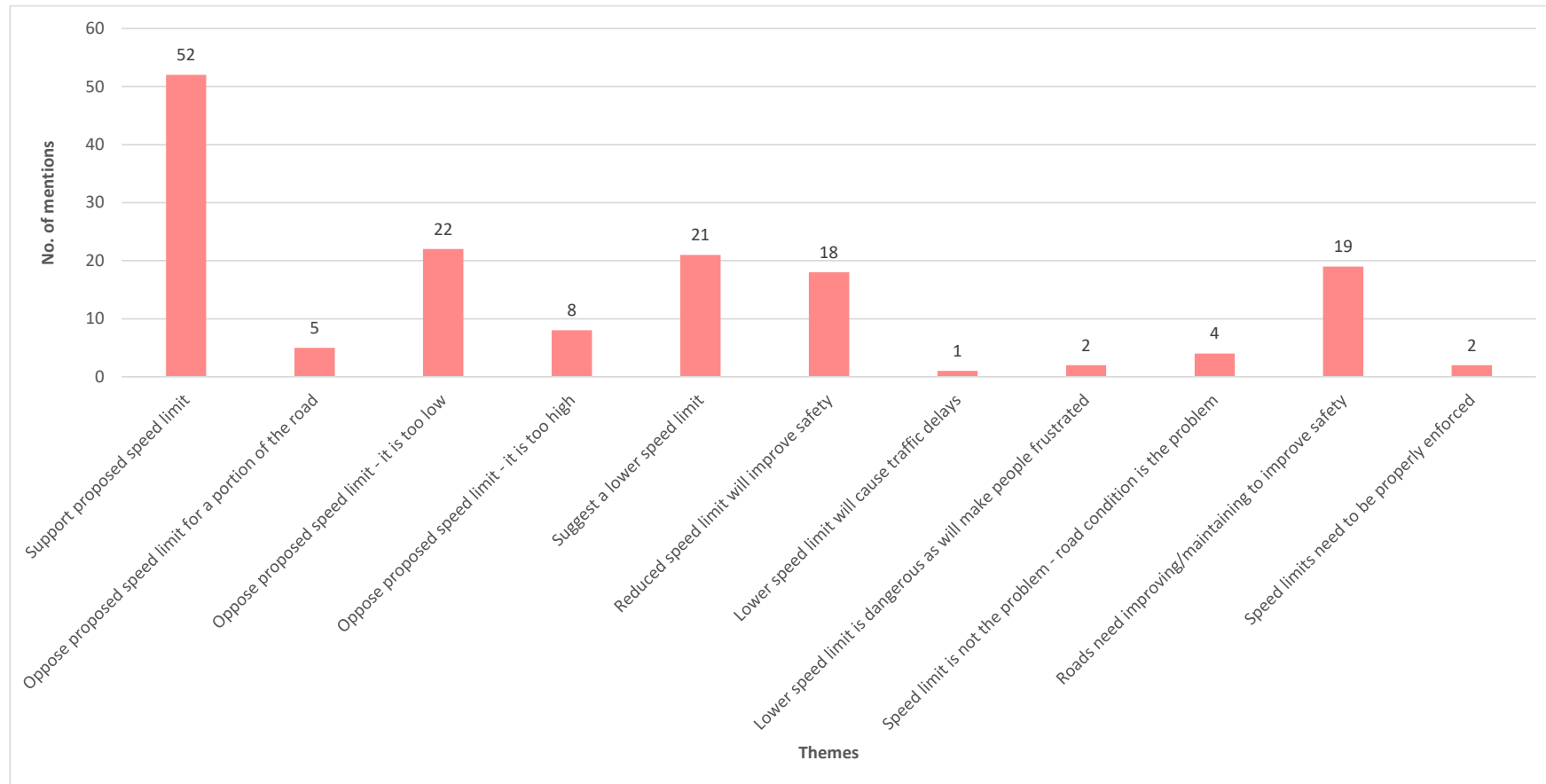


Feedback Theme	Main points	Auckland Transport's Responses
Support proposed speed limit <i>Mentions: 5</i>	<ul style="list-style-type: none"> <li>• Generally support speed limit change.</li> <li>• Appropriate when other road speeds are changing to change limit here.</li> <li>• Safety needs to be improved now there is a new housing development in the area.</li> </ul>	Thank you for sharing your views with us. We are pleased to hear you support the proposed speed limit change.
Oppose proposed speed limit - it is too high <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Change speed limit to 50km/hr.</li> </ul>	The change in speed limit part way along the road is proposed to provide a clear distinction between the urban (50km/h) part of the road and the rural (60km/h) part of the road. Of the range of rural speed limits that are available to us, 60km/h is considered to most closely align to the road dimensions and existing operating speeds on this road.
Suggest a lower speed limit <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Change speed limit to 50km/hr.</li> </ul>	The change in speed limit part way along the road is proposed to provide a clear distinction between the urban (50km/h) part of the road and the rural (60km/h) part of the road. Of the range of rural speed limits that are available to us, 60km/h is considered to most closely align to the nature of the road and existing operating speeds on this road.
Reduced speed limit will improve safety <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>• Safety needs to be improved now there is a new housing development in the area.</li> </ul>	Thank you for your support of safe and appropriate speed limits.
Speed limit is not the problem - road condition is the problem <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• If road were maintained better it would be safer.</li> <li>• Generally, road needs better maintenance.</li> <li>• Fix the pot holes.</li> <li>• Fix the road before considering speed limit reductions.</li> </ul>	The lower speed limit is justified by the constrained road dimensions including the narrowness of the roadway, the limited sight distances, and the twisting nature of the road. The rugged terrain and the relatively low traffic use of the road make it uneconomic to engineer up the road to support a higher speed limit.
Roads need improving to improve safety <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Generally, road needs better maintenance.</li> <li>• Fix the pot holes.</li> </ul>	Thank you for sharing these requests with us. Non-speed issues (e.g. maintenance issues, new footpath requests, road widening and other safety issues) have been referred to the relevant AT teams for further investigation.



**Massey – Birdwood Road**

*(Red Hills Road to 190m northwest of Crows Road)*



Feedback Theme	Main Points	Auckland Transport's Responses
<p>Support proposed speed limit <i>Mentions: 52</i></p>	<ul style="list-style-type: none"> <li>• Generally support speed reduction.</li> <li>• Speed reduction will improve safety.</li> <li>• Road is too windy and/or narrow for current speed limit.</li> <li>• Road surface is dangerous.</li> <li>• Road is getting busier.</li> <li>• Will help to reduce racing on the road.</li> <li>• Lots of accidents with current speed limit.</li> <li>• Busy route to Massey Primary and Massey High.</li> <li>• Approx. 500 new houses being built in subdivision nearby.</li> <li>• Poor lighting.</li> <li>• No footpaths for pedestrians or cyclists.</li> <li>• Many driveways that are difficult to exit and enter.</li> </ul>	<p>Thank you for sharing your views with us. We are pleased to hear you support the proposed speed limit change.</p>
<p>Oppose proposed speed limit for a portion of the road <i>Mentions: 5</i></p>	<ul style="list-style-type: none"> <li>• Should be able to go 100km/hr on the straights.</li> <li>• 50km/hr from Glen Road to Red Hills Road.</li> <li>• Reduced speed should apply until Glen Road as there is still no footpath.</li> <li>• Reduced speed should apply until Kay Road as there is still no footpath.</li> </ul>	<p>We are sorry to hear you feel that way. Our assessments found that the proposed speed limit is justified by the combination of tight corners and straight sections resulting in an operating speed which is consistent with the proposed speed limit.</p>
<p>Oppose proposed speed limit - it is too low <i>Mentions: 22</i></p>	<ul style="list-style-type: none"> <li>• Proposed speed limit is too low.</li> <li>• Current speed limit is safe/fine.</li> <li>• Could accept 80km/hr.</li> <li>• It is safe to travel 80km/hr along this road and some section 100km/hr is safe.</li> <li>• Should be able to go 100km/hr on the straights.</li> <li>• 70km/hr is a more suitable speed limit.</li> <li>• By setting a 100km/hr limit (instead of an open road limit) it means people travelling to much slower than speed limit are breaking the law).</li> </ul>	<p>We are sorry to hear you do not support the proposed speed limit change. Policy direction at both central and local government levels supports implementing safe and appropriate speed limits. Engineering up to support 100km/h operating speeds on the non-highway parts of the rural network is unaffordable. Therefore, reducing speeds to align with the quality and function of the rural roads is necessary.</p> <p>When reviewing speed limits, there are a number of things we have to consider. The Land Transport Rule: Setting of Speed Limits 2017 requires AT to review speed limits to ensure they are safe and appropriate with regard to a number of criteria. More information is available on the <a href="#">project page on the AT website</a>.</p>
<p>Oppose proposed speed limit - it is too high</p>	<ul style="list-style-type: none"> <li>• 60km/hr is too high for this road.</li> </ul>	<p>We are sorry to hear you feel that way. Our assessments found that the proposed speed limit is justified by the combination of</p>



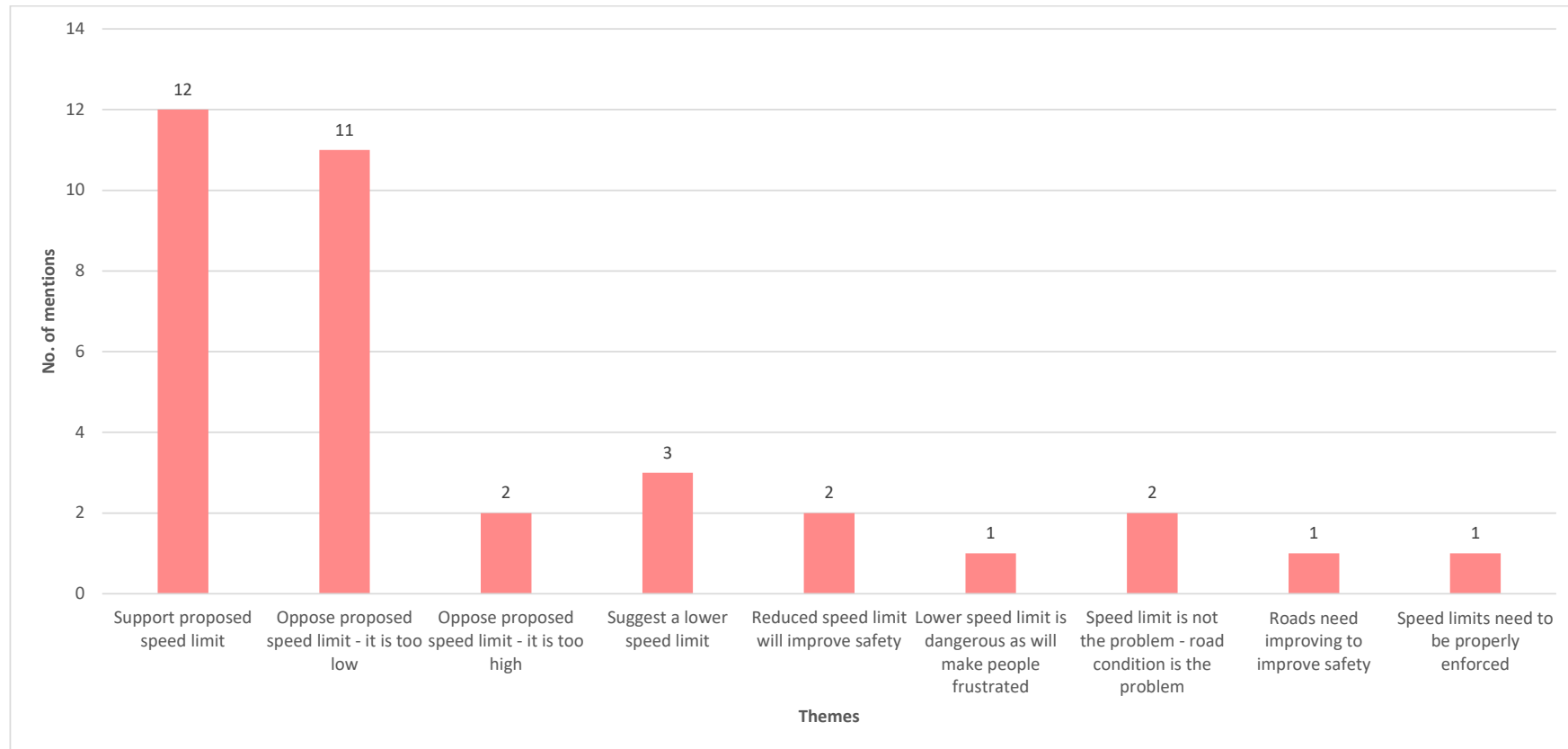
Feedback Theme	Main Points	Auckland Transport's Responses
<p><i>Mentions: 8</i></p>	<ul style="list-style-type: none"> <li>• Residential road so speed limit should be lower than 60km/hr.</li> <li>• Lots of bends that are unsafe to travel at 60km/hr around.</li> <li>• Change the speed limit to 50km/hr (several mentions).</li> <li>• Change the speed limit to 40km/hr.</li> <li>• Change the speed limit to 30km/hr.</li> </ul>	<p>tight corners and straight sections resulting in an operating speed which is consistent with the proposed speed limit.</p>
<p>Suggest a lower speed limit <i>Mentions: 21</i></p>	<ul style="list-style-type: none"> <li>• 60km/hr is too high for this road.</li> <li>• Residential road so speed limit should be lower than 60km/hr.</li> <li>• Lots of bends that are unsafe to travel at 60km/hr around.</li> <li>• Change the speed limit to 50km/hr (lots of mentions).</li> <li>• Change the speed limit to 40km/hr.</li> <li>• Change the speed limit to 30km/hr.</li> <li>• Generally, speed limit could be lower than proposed.</li> <li>• Support proposal but would prefer a lower speed limit.</li> </ul>	<p>We are sorry to hear you feel that way. Our assessments found that the proposed speed limit is justified by the combination of tight corners and straight sections resulting in an operating speed which is consistent with the proposed speed limit.</p>
<p>Reduced speed limit will improve safety <i>Mentions: 18</i></p>	<ul style="list-style-type: none"> <li>• Lower speed limit will improve safety.</li> <li>• Road is currently dangerous.</li> <li>• Will improve safety for cyclists.</li> <li>• Road is too windy and/or narrow for current speed limit.</li> <li>• Road surface is dangerous.</li> <li>• Road is getting busier.</li> <li>• Motorists cross centreline.</li> <li>• Will help to reduce racing on the road.</li> <li>• Lots of accidents with current speed limit.</li> </ul>	<p>Thank you for sharing your views with us. We are pleased to hear you support the proposed speed limit changes.</p>
<p>Lower speed limit will cause traffic delays <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> <li>• Will cause traffic to go slower.</li> </ul>	<p>We are sorry to hear you feel that way. The operating speed data shows that on these roads, most drivers are already driving at or slower than the proposed speed limit. While the proposed</p>



Feedback Theme	Main Points	Auckland Transport's Responses
<p>Lower speed limit is dangerous as will make people frustrated <i>Mentions: 2</i></p>	<ul style="list-style-type: none"> <li>• People driving slower will frustrate some people and they will do dangerous things, like try over-take.</li> <li>• Slow driving can cause accidents too if people become frustrated.</li> </ul>	<p>speed limit will restrict the speed of some faster drivers, it is unlikely to significantly alter the speed of most motorists.</p>
<p>Speed limit is not the problem - road condition is the problem <i>Mentions: 4</i></p>	<ul style="list-style-type: none"> <li>• If road were maintained better / improved it would be safer.</li> <li>• Generally, road needs better maintenance/improving.</li> <li>• Fix the potholes properly.</li> </ul>	<p>Thank you for this feedback. Our assessments found that the proposed speed limit is justified by the combination of tight corners and straight sections resulting in an operating speed which is consistent with the proposed speed limit.</p>
<p>Roads need improving/maintaining to improve safety <i>Mentions: 19</i></p>	<ul style="list-style-type: none"> <li>• Generally, road needs better maintenance/improving.</li> <li>• Fix the potholes properly.</li> <li>• Need changes to road to support reduced speed limit.</li> <li>• Introduce speed tables to reduce speeds.</li> <li>• Need a speed camera to enforce proposed speed limit.</li> <li>• Section of Birdwood Road between Red Hills Road and Swanson Road is poorly maintained.</li> <li>• Red Hills Rd to Glen Rd has no lighting.</li> <li>• Road needs a footpath for children walking to school.</li> <li>• Road needs to be widened, frequented by buses returning to depot.</li> <li>• Upgrade one way bridge to two way.</li> <li>• Intersection with Glen Rd is dangerous for crossing pedestrians as it is a blind corner.</li> <li>• Heavy traffic should not be allowed to use Birdwood Rd, it is too narrow.</li> <li>• Road needs footpaths.</li> </ul>	<p>Thank you for sharing these requests with us. Non-speed issues (e.g. maintenance issues, new footpath requests, road widening and other safety issues) have been referred to the relevant AT teams for further investigation</p>
<p>Speed limits need to be properly enforced <i>Mentions: 2</i></p>	<ul style="list-style-type: none"> <li>• Need a speed camera to enforce proposed speed limit.</li> </ul>	<p>Operating speed data shows that most drivers already drive at or slower than the proposed limit. AT will monitor and evaluate speed and compliance data after implementation of the new speed limits and support the requirement of enforcement by NZ Police should monitoring and evaluation data suggest it as necessary.</p>

**Massey – Chamberlain Road**

*(Birdwood Road to 950m southwest of Tiriwa Drive)*

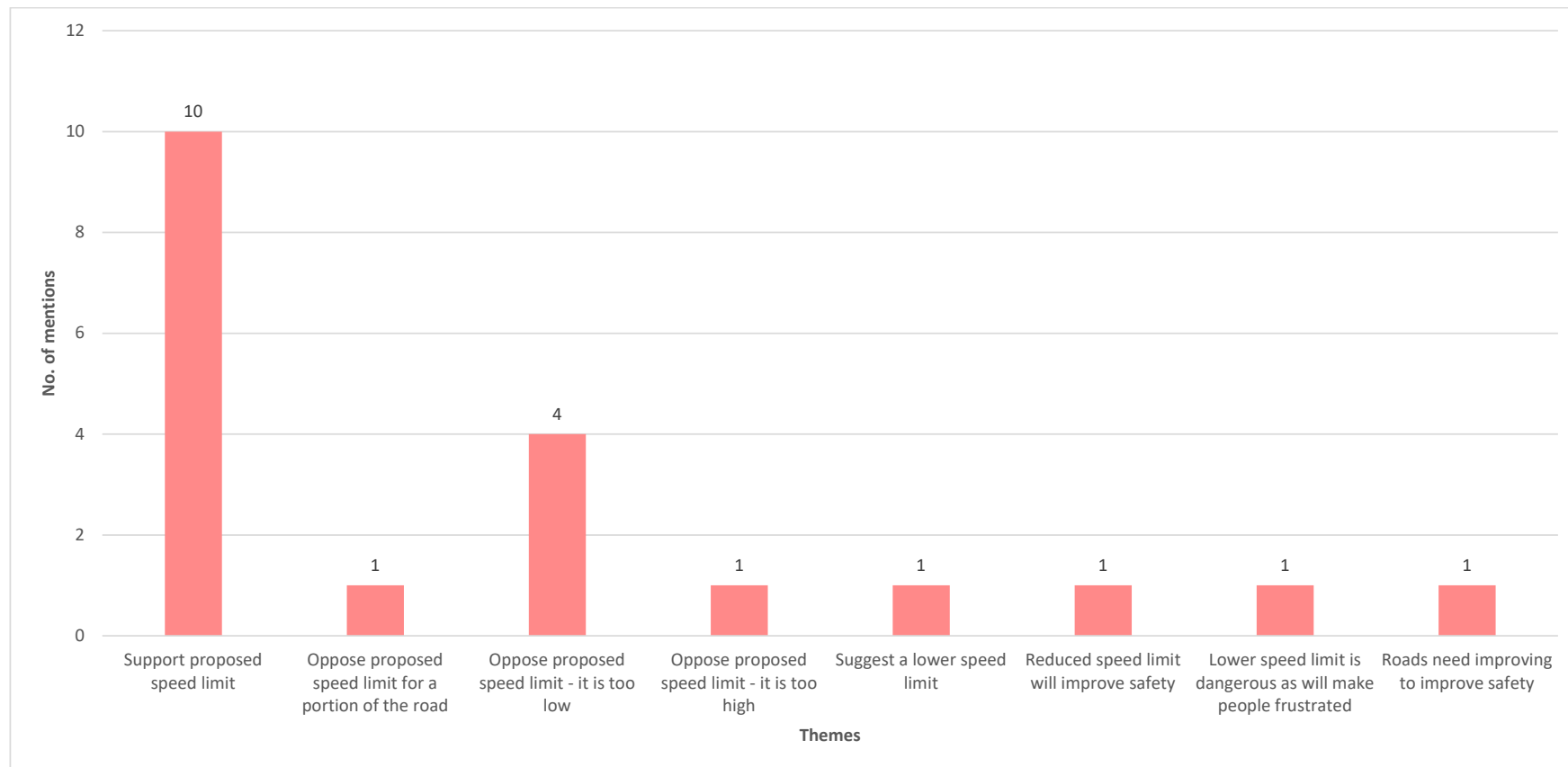


Feedback Theme	Main Points	Auckland Transport's Responses
<p>Support proposed speed limit <i>Mentions: 12</i></p>	<ul style="list-style-type: none"> <li>• Generally support speed limit change.</li> <li>• 60km/hr is safer.</li> <li>• Road is busier than it originally was.</li> <li>• Road is too narrow and/or windy to drive 100km/hr.</li> <li>• Appropriate when other road speeds are changing to change limit here.</li> <li>• Road has a 1 lane bridge,</li> <li>• There is a lot of Massey schools student traffic on this road.</li> <li>• Drivers feel pressure to drive faster on this road than they should.</li> </ul>	<p>Thank you for sharing your views with us. We are pleased to hear you support the proposed speed limit change.</p>
<p>Oppose proposed speed limit - it is too low <i>Mentions: 11</i></p>	<ul style="list-style-type: none"> <li>• Generally oppose proposed speed limit.</li> <li>• Could accept 80km/hr.</li> <li>• Speed limit is fine as it is.</li> </ul>	<p>We are sorry to hear you do not support the proposed speed limit change. Policy direction at both central and local government levels supports implementing safe and appropriate speed limits. Engineering up to support 100km/h operating speeds on the non-highway parts of the rural network is unaffordable. Therefore, reducing speeds to align with the quality and function of the rural roads is necessary.</p> <p>When reviewing speed limits, there are a number of things we have to consider. The Land Transport Rule: Setting of Speed Limits 2017 requires AT to review speed limits to ensure they are safe and appropriate with regard to a number of criteria. More information is available on the <a href="#">project page on the AT website</a>.</p>
<p>Oppose proposed speed limit - it is too high <i>Mentions: 2</i></p>	<ul style="list-style-type: none"> <li>• 60km/hr is too fast.</li> <li>• Change speed limit to 40km/hr.</li> </ul>	<p>We are sorry to hear you feel that way. The proposed speed limit aligns with the requirements of The Land Transport Rule: Setting of Speed Limits 2017. Our assessments found that the proposed speed limit is justified by the constrained road geometry, the limited sight distances, and the twisting geometry of the road. It is also more consistent with the current operating speeds.</p>
<p>Suggest a lower speed limit <i>Mentions: 3</i></p>	<ul style="list-style-type: none"> <li>• 60km/hr is too fast.</li> <li>• Change speed limit to 40km/hr.</li> </ul>	<p>The proposed speed limit is justified by the constrained road geometry, the limited sight distances, and the twisting geometry of the road. It is also more consistent with the current operating speeds.</p>
<p>Reduced speed limit will improve safety</p>	<ul style="list-style-type: none"> <li>• Generally think proposed speed limit is safer.</li> <li>• Road is too narrow and/or windy to drive 100km/hr.</li> </ul>	<p>Thank you for sharing your views with us. We are pleased to hear you support the proposed speed limit change.</p>



Feedback Theme	Main Points	Auckland Transport's Responses
<i>Mentions: 2</i>		
Lower speed limit is dangerous as will make people frustrated <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• People driving slower will frustrate some people and they will do dangerous things, like try over-take.</li> <li>• Slow driving can cause accidents too if people become frustrated.</li> </ul>	Operating speed data shows that most drivers already drive at or slower than the proposed limit. While the proposed speed limit will restrict the speed of some of the faster drivers it is unlikely to significantly alter the speed of the average drivers.
Speed limit is not the problem - road condition is the problem <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>• If road were maintained better it would be safer.</li> <li>• Generally, road needs better maintenance.</li> </ul>	The lower speed limit is justified by the constrained road geometry, the limited sight distances, and the twisting geometry of the road. The rugged terrain and the relatively low traffic use of the road make it uneconomic to engineer up the road to support a higher speed limit.
Roads need improving to improve safety <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Generally, road needs better maintenance.</li> </ul>	Non-speed issues (e.g. maintenance issues, new footpath requests, road widening and other safety issues) have been referred to the relevant AT teams for further investigation
Speed limits need to be properly enforced <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Speed limits need to be better enforced.</li> </ul>	Operating speed data shows that most drivers already drive at or slower than the proposed limit. AT will monitor and evaluate speed and compliance data after implementation of speed limit and support the requirement of enforcement by NZ Police should monitoring and evaluation data suggest it as necessary.

**Massey – Mudgeways Road**  
(Entire length of road)





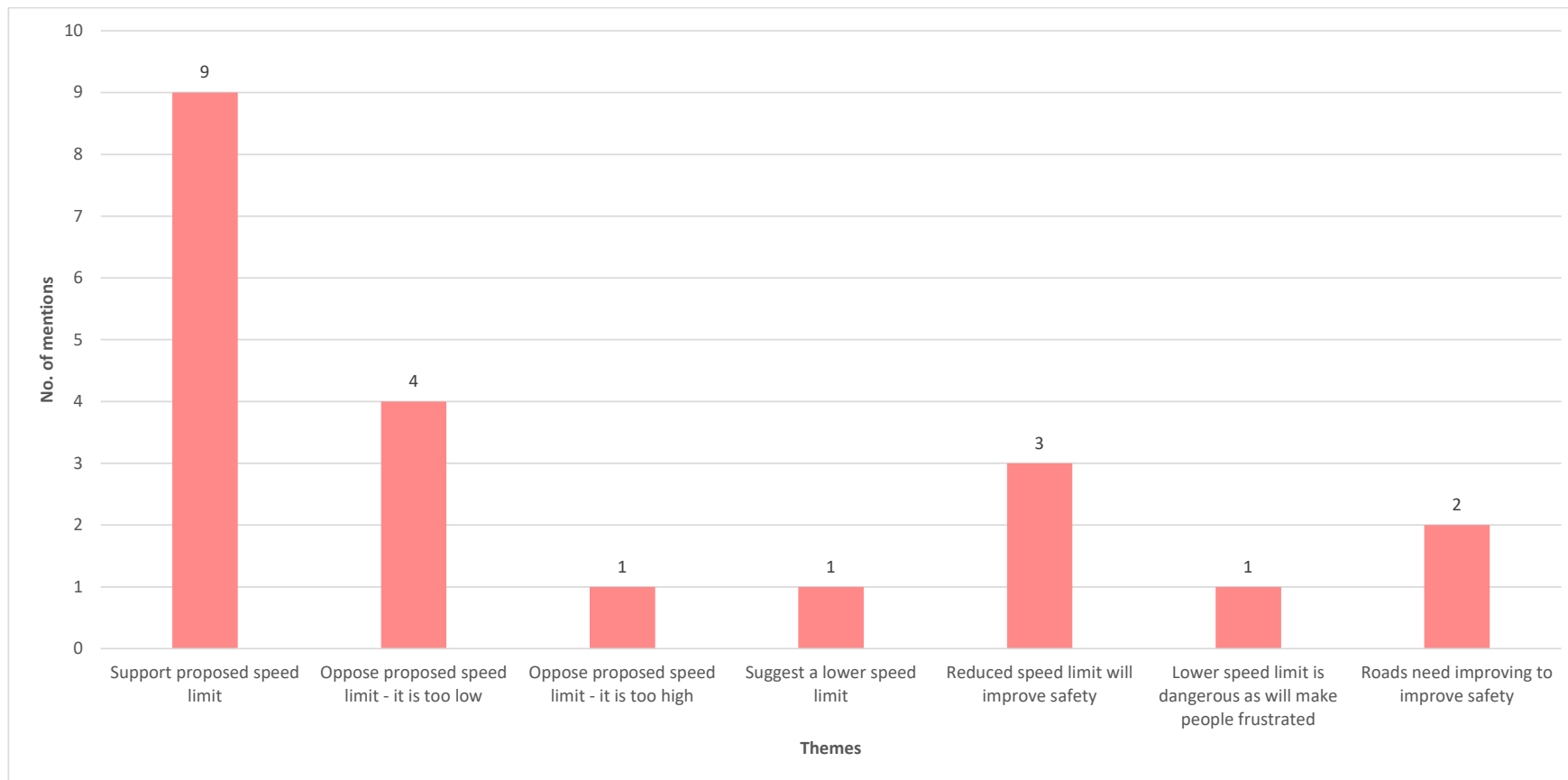


Feedback Theme	Main Points	Auckland Transport's Responses
Support proposed speed limit <i>Mentions: 10</i>	<ul style="list-style-type: none"> <li>• Generally support speed limit change.</li> <li>• It is not possible to drive 100km/hr anyway.</li> <li>• There is a lot of Massey schools student traffic on this road.</li> <li>• Drivers feel pressure to drive faster on this road than they should.</li> </ul>	Thank you for sharing your views with us. We are pleased to hear you support the proposed speed limit changes.
Oppose proposed speed limit for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Speed limit should be 50km/hr.</li> </ul>	We are sorry to hear you do not support the proposed speed limit change. Policy direction at both central and local government levels supports implementing safe and appropriate speed limits. Engineering up to support 100km/h operating speeds on the non-highway parts of the rural network is unaffordable. Therefore, reducing speeds to align with the quality and function of the rural roads is necessary.
Oppose proposed speed limit - it is too low <i>Mentions: 4</i>	<ul style="list-style-type: none"> <li>• Generally oppose proposed speed limit.</li> <li>• Could accept 80km/hr.</li> <li>• Speed limit should be 50km/hr.</li> </ul>	When reviewing speed limits, there are a number of things we have to consider. The Land Transport Rule: Setting of Speed Limits 2017 requires AT to review speed limits to ensure they are safe and appropriate with regard to a number of criteria. More information is available on the <a href="#">project page on the AT website</a> .
Oppose proposed speed limit - it is too high <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Speed limit should be 30km/hr.</li> </ul>	We are sorry to hear you feel that way. The proposed speed limit aligns with the requirements of The Land Transport Rule: Setting of Speed Limits 2017. Our assessments found that the proposed speed limit is justified by the constrained road geometry, the limited sight distances, and the twisting geometry of the road. It is also more consistent with the current operating speeds.
Suggest a lower speed limit <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Speed limit should be 30km/hr.</li> </ul>	
Reduced speed limit will improve safety <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Road is tight, windy, and busy, current 100km/hr is dangerous.</li> </ul>	Thank you for sharing your views with us. We are pleased to hear you support the proposed speed limit change.
Lower speed limit is dangerous as will make people frustrated <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• People driving slower will frustrate some people and they will do dangerous things, like try over-take.</li> <li>• Slow driving can cause accidents too if people become frustrated.</li> </ul>	We are sorry to hear you feel that way. The operating speed data shows that on this road, most drivers are already driving at or slower than the proposed speed limit. While the proposed speed limit will restrict the speed of some faster drivers, it is unlikely to significantly alter the speed of most motorists.



Feedback Theme	Main Points	Auckland Transport's Responses
Roads need improving to improve safety <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Widen the road.</li> <li>• Add a footpath.</li> </ul>	Non-speed issues (e.g. maintenance issues, new footpath requests, road widening and other safety issues) have been referred to the relevant AT teams for further investigation.

**Massey – Yelash Road**  
(Entire length of road)



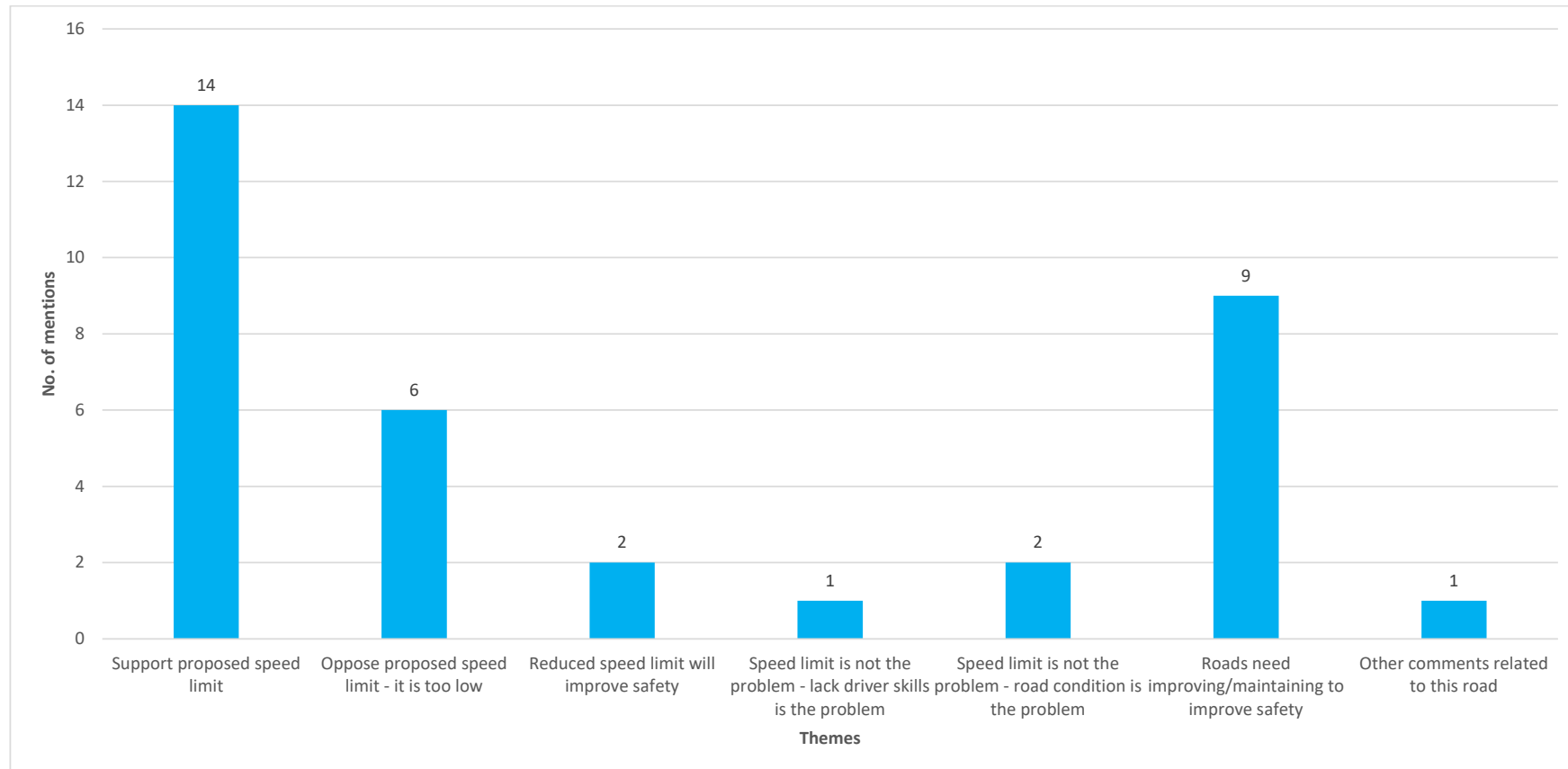


Feedback Theme	Main Points	Auckland Transport's Responses
Support proposed speed limit <i>Mentions: 9</i>	<ul style="list-style-type: none"> <li>• Generally support speed limit change.</li> <li>• Road has blind corners and is very narrow.</li> <li>• Road is unsealed.</li> <li>• There is a lot of Massey schools student traffic on this road.</li> <li>• Drivers feel pressure to drive faster on this road than they should.</li> </ul>	Thank you for sharing your views with us. We are pleased to hear you support the proposed speed limit change.
Oppose proposed speed limit - it is too low <i>Mentions: 4</i>	<ul style="list-style-type: none"> <li>• Generally oppose proposed speed limit.</li> <li>• Could accept 80km/hr.</li> </ul>	<p>We are sorry to hear you do not support the proposed speed limit change. Policy direction at both central and local government levels supports implementing safe and appropriate speed limits. Engineering up to support 100km/h operating speeds on the non-highway parts of the rural network is unaffordable. Therefore, reducing speeds to align with the quality and function of the rural roads is necessary.</p> <p>When reviewing speed limits, there are a number of things we have to consider. The Land Transport Rule: Setting of Speed Limits 2017 requires AT to review speed limits to ensure they are safe and appropriate with regard to a number of criteria. More information is available on the <a href="#">project page on the AT website</a>.</p>
Oppose proposed speed limit - it is too high <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• As it is unsealed, the limit should be 30km/hr or less.</li> <li>• Dust is a problem for residents when motorists travel at speed.</li> </ul>	<p>We are sorry to hear you feel that way. The proposed speed limit aligns with the requirements of The Land Transport Rule: Setting of Speed Limits 2017. Our assessments found that the proposed speed limit is justified by the constrained road geometry, the limited sight distances, and the twisting geometry of the road. It is also more consistent with the current operating speeds.</p> <p>Non-speed issues (e.g. maintenance issues, new footpath requests, road widening and other safety issues) have been referred to the relevant AT teams for further investigation</p>
Suggest a lower speed limit <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• As it is unsealed, the limit should be 30km/hr or less.</li> <li>• Dust is a problem for residents when motorists travel at speed.</li> </ul>	
Reduced speed limit will improve safety <i>Mentions: 3</i>	<ul style="list-style-type: none"> <li>• Road is used by youths for skids.</li> </ul>	Thank you for sharing your views with us. We are pleased to hear you support the proposed speed limit change.
Lower speed limit is dangerous as will make people frustrated <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• People driving slower will frustrate some people and they will do dangerous things, like try over-take.</li> <li>• Slow driving can cause accidents too if people become frustrated.</li> </ul>	We are sorry to hear you feel that way. The operating speed data shows that on this road, most drivers are already driving at or slower than the proposed speed limit. While the proposed speed limit will restrict the speed of some faster drivers, it is unlikely to significantly alter the speed of most motorists.



Feedback Theme	Main Points	Auckland Transport's Responses
Roads need improving to improve safety <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>Road needs to be sealed.</li> </ul>	Thank you for sharing these requests with us. Non-speed issues (e.g. maintenance issues, new footpath requests, road widening and other safety issues) have been referred to the relevant AT teams for further investigation.

**Warkworth – Edwards Road**  
*(Entire length of road)*



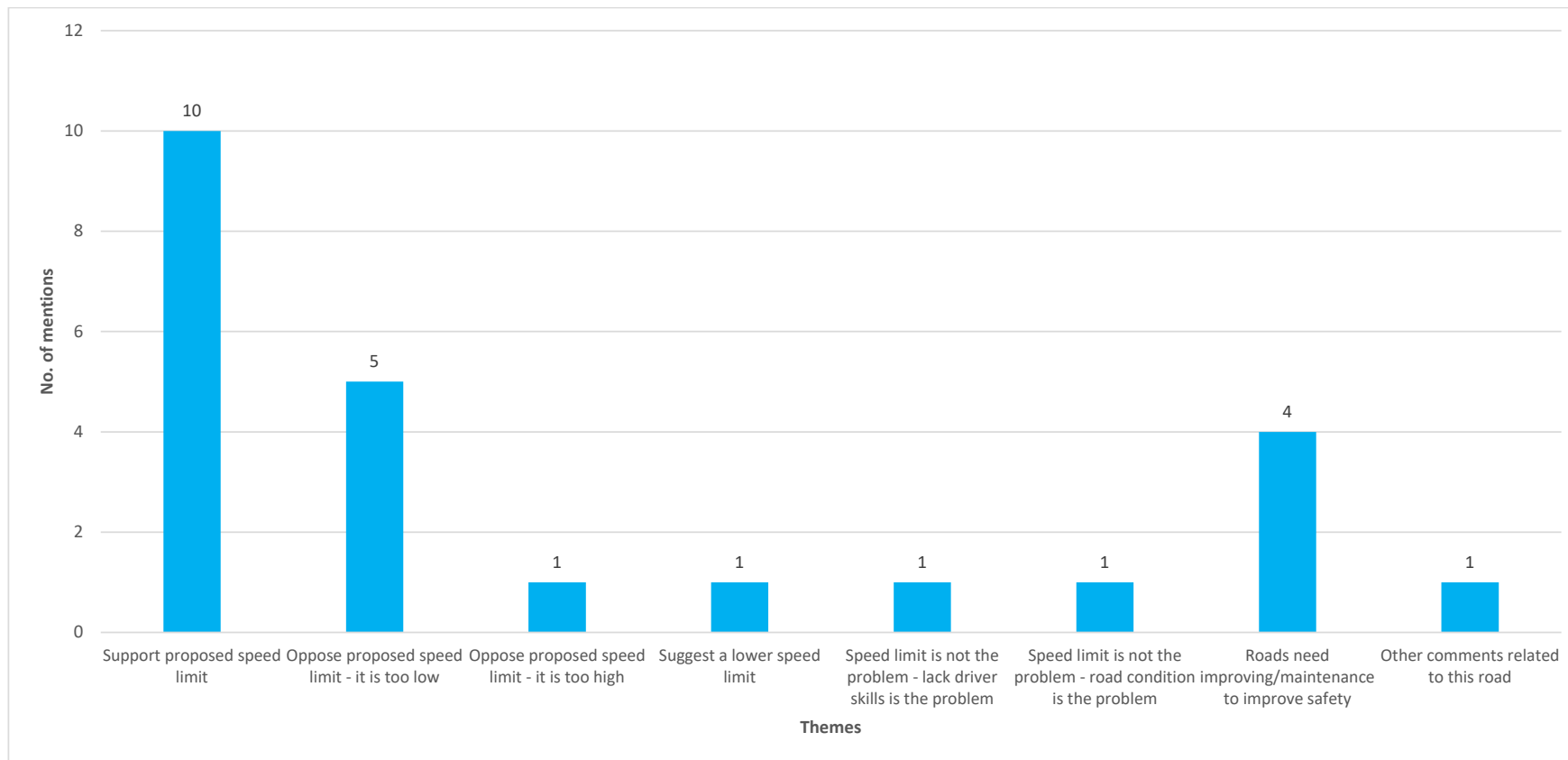
Feedback Theme	Main Points	Auckland Transport's Responses
Support proposed speed limit <i>Mentions: 14</i>	<ul style="list-style-type: none"> <li>• Generally support speed reduction.</li> <li>• Current speed limit is much too fast.</li> <li>• Proposed speed limit is more suitable for heavy vehicles that use the road.</li> <li>• Road has narrow sections and blind corners.</li> </ul>	Thank you for sharing your views with us. We are pleased to hear you support the proposed speed limit change.
Oppose proposed speed limit - it is too low <i>Mentions: 6</i>	<ul style="list-style-type: none"> <li>• Generally oppose proposed speed limit.</li> <li>• Current speed limit is fine.</li> <li>• Do not support 40km/hr. Suggest 50km/hr instead. (2 mentions)</li> <li>• 50km/hr ensures consistency of speed limit along whole road.</li> <li>• Do not support 40km/hr. Suggest 70km/hr instead. (1 mention)</li> <li>• Do not support 40km/hr. Suggest 80km/hr instead. (3 mentions)</li> </ul>	<p>We are sorry to hear you do not support the proposed speed limit change. Policy direction at both central and local government levels supports implementing safe and appropriate speed limits. Engineering up to support 100km/h operating speeds on the non-highway parts of the rural network is unaffordable. Therefore, reducing speeds to align with the quality and function of the rural roads is necessary.</p> <p>When reviewing speed limits, there are a number of things we have to consider. The Land Transport Rule: Setting of Speed Limits 2017 requires AT to review speed limits to ensure they are safe and appropriate with regard to a number of criteria. More information is available on the <a href="#">project page on the AT website</a>.</p>
Reduced speed limit will improve safety <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>• Proposed speed limit will make road safer.</li> </ul>	Thank you for sharing your views with us. We are pleased to hear you support the proposed speed limit change.
Speed limit is not the problem - lack driver skills is the problem <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Need to teach people how to drive properly to reduce accidents on metal roads.</li> </ul>	The proposed speed limit is consistent with the current operating speeds suggesting most drivers drive to the conditions.
Speed limit is not the problem - road condition is the problem <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>• If road were maintained better it would be safer.</li> <li>• Generally, road needs better maintenance.</li> <li>• Pot holes need fixing with better materials, not just pebbles, which only last for a few days/weeks.</li> </ul>	The lower speed limit is justified by the constrained road geometry including the narrowness of the roadway, the limited sight distances, and the twisting geometry of the road. The rugged terrain and the relatively low traffic use of the road make it uneconomic to engineer up the road to support a higher speed limit.
Roads need improving/maintaining to improve safety	<ul style="list-style-type: none"> <li>• Generally, road needs better maintenance.</li> <li>• Pot holes need fixing with better materials, not just pebbles, which only last for a few days/weeks.</li> </ul>	Thank you for sharing this with us. Non-speed issues (e.g. maintenance issues, new footpath requests, road widening and other safety issues) have been referred to the relevant AT teams for further investigation.



Feedback Theme	Main Points	Auckland Transport's Responses
<p><i>Mentions: 9</i></p>	<ul style="list-style-type: none"> <li>• Sealing the road will improve safety.</li> <li>• Road standard/condition has not been upgraded to match increased use of road due to residential development.</li> <li>• Sealing the road will reduce dust.</li> <li>• Need signs noting "dust nuisance" for residents, walkers, runners, horses, cyclists.</li> <li>• Sight benches are required on the bends.</li> <li>• Road grading needs to take place more frequently.</li> <li>• Road needs footpaths.</li> </ul>	
<p>Other comments related to this road</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> <li>• Would like information on where average speed travelled on these roads has been taken/ Was there a survey or a camera used to get average speeds of 30-39 please provide details.</li> </ul>	<p>The speed data was sourced from Mega Maps which originates from GPS data that is provided by tech companies. The information that is used in assessments is a point-to-point speed measurement which provides the average travel speed over the length of road.</p>



**Warkworth – Hepburn Creek Road**  
(540m south of Wilson Road to 610m south of Wilson Road)



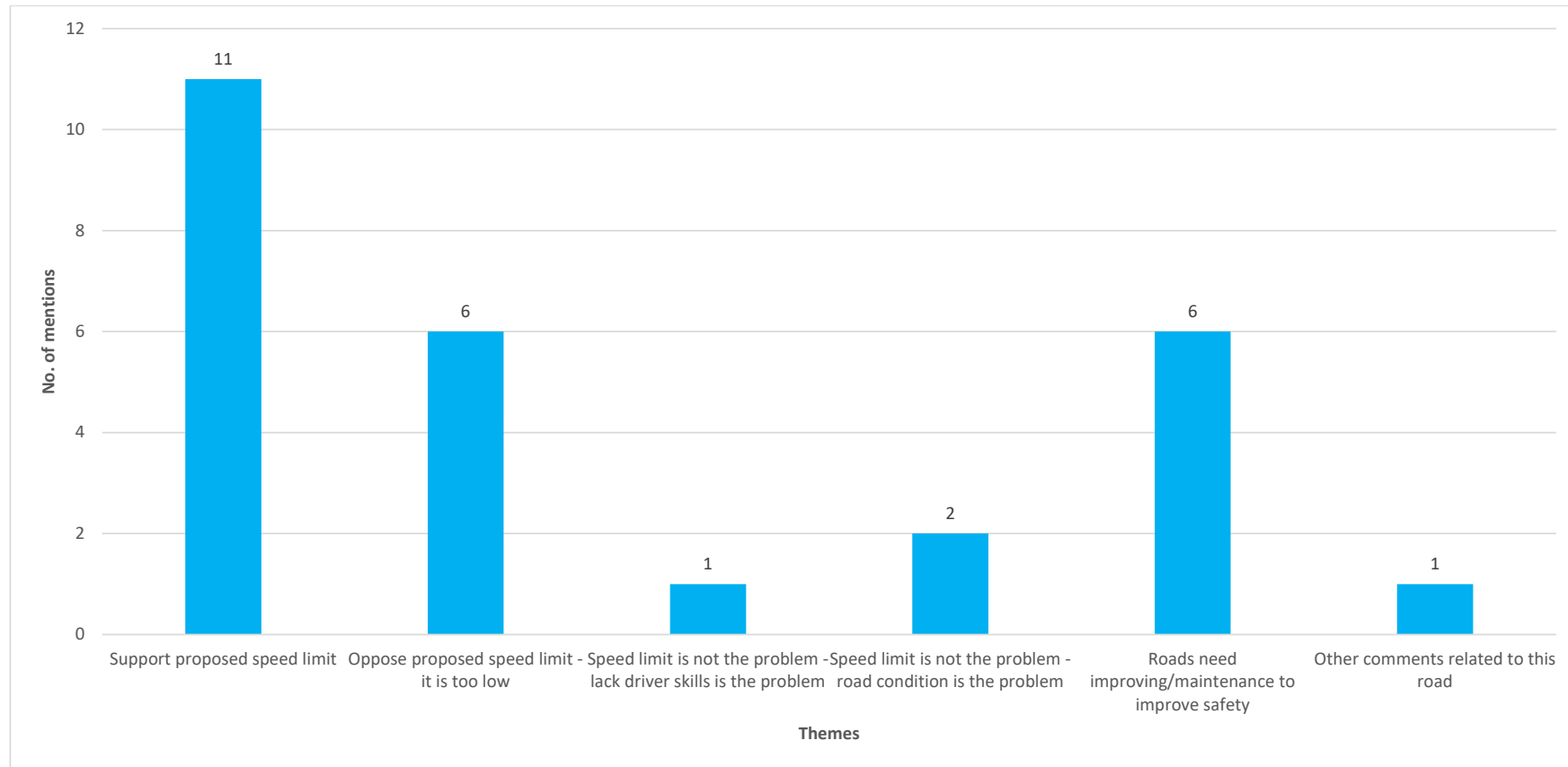


Feedback Theme	Main Points	Auckland Transport's Responses
<p>Support proposed speed limit <i>Mentions: 10</i></p>	<ul style="list-style-type: none"> <li>• Generally support speed reduction</li> <li>• Current speed limit is much too fast.</li> <li>• Road has no footpaths for pedestrians.</li> <li>• There are more cars using the road than were before.</li> </ul>	<p>Thank you for sharing your views with us. We are pleased to hear you support the proposed speed limit change.</p>
<p>Oppose proposed speed limit - it is too low <i>Mentions: 5</i></p>	<ul style="list-style-type: none"> <li>• Generally oppose proposed speed limit.</li> <li>• Current speed limit is fine.</li> <li>• Change the speed limit to 60km/hr.</li> <li>• 40km/hr will slow down fire responses too much, as they cannot exceed the speed limit by more than 25km/hr.</li> </ul>	<p>Policy direction at both government and Council level supports implementing safe system approach in speed limit setting. Engineering up to support 100km/h operating speeds on the non-highway parts of the rural network is unaffordable. Therefore, reducing speeds to align with the quality and function of the rural roads is necessary.</p> <p>The road safety team have reviewed the analysis undertaken which recommended 40km/h and have confirmed this is the safe and appropriate speed for the road. 100km/h is not the safe and appropriate speed for this windy, partially unsealed rural road. It is unlikely that emergency service vehicles would be able to travel this road at greater than 65km/h safely therefore response time impact is likely to be negligible. We have had further dialogue with Fire and Emergency NZ and the matter raised is now considered to be resolved.</p> <p>When reviewing speed limits, there are a number of things we have to consider. The Land Transport Rule: Setting of Speed Limits 2017 requires AT to review speed limits to ensure they are safe and appropriate with regard to a number of criteria. More information is available on the <a href="#">project page on the AT website</a>.</p>
<p>Oppose proposed speed limit - it is too high <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> <li>• Make 40km/hr for consistency with proposed speed limit for other part of Hepburn Creek Road.</li> </ul>	<p>The proposed speed limit is justified by the difference in road geometry between this section and the southern section of Hepburn Creek Road. It is also more consistent with the current operating speeds.</p>
<p>Suggest a lower speed limit <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> <li>• Make 40km/hr for consistency with proposed speed limit for other part of Hepburn Creek Road.</li> </ul>	<p>The proposed speed limit is justified by the difference in road geometry between this section and the southern section of Hepburn Creek Road. It is also more consistent with the current operating speeds.</p>
<p>Speed limit is not the problem - lack driver skills is the problem</p>	<ul style="list-style-type: none"> <li>• Need to teach people how to drive properly and the safety problems will go away.</li> </ul>	<p>Driver education is one of a number of road safety initiatives. The proposed speed limit aligns with the requirements of The Land Transport Rule: Setting of Speed Limits 2017. The</p>



Feedback Theme	Main Points	Auckland Transport's Responses
<i>Mentions: 1</i>		proposed speed limit is consistent with the current operating speeds suggesting most drivers drive to the conditions.
Speed limit is not the problem - road condition is the problem <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Pot holes need fixing with better materials, not just pebbles, which only last for a few days/weeks.</li> <li>• Lowering speed is not addressing root cause of safety issues- the road condition.</li> </ul>	The lower speed limit is justified by the constrained road geometry including the narrowness of the roadway, the limited sight distances, and the twisting geometry of the road. The rugged terrain and the relatively low traffic use of the road make it uneconomic to engineer up the road to support a higher speed limit.
Roads need improving/maintenance to improve safety <i>Mentions: 4</i>	<ul style="list-style-type: none"> <li>• Generally, road needs better maintenance.</li> <li>• Pot holes need fixing with better materials, not just pebbles, which only last for a few days/weeks.</li> <li>• Road needs footpath.</li> </ul>	Thank you for these requests. Non-speed issues (e.g. maintenance issues, new footpath requests, road widening and other safety issues) have been referred to the relevant AT teams for further investigation.
Other comments related to this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Would like information on where average speed travelled on these roads has been taken/ Was there a survey or a camera used to get average speeds of 30-39 please provide details.</li> </ul>	The speed data was sourced from Mega Maps which originates from GPS data that is provided by tech companies. The information that is used in assessments is a point-to-point speed measurement which provides the average travel speed over the length of road.

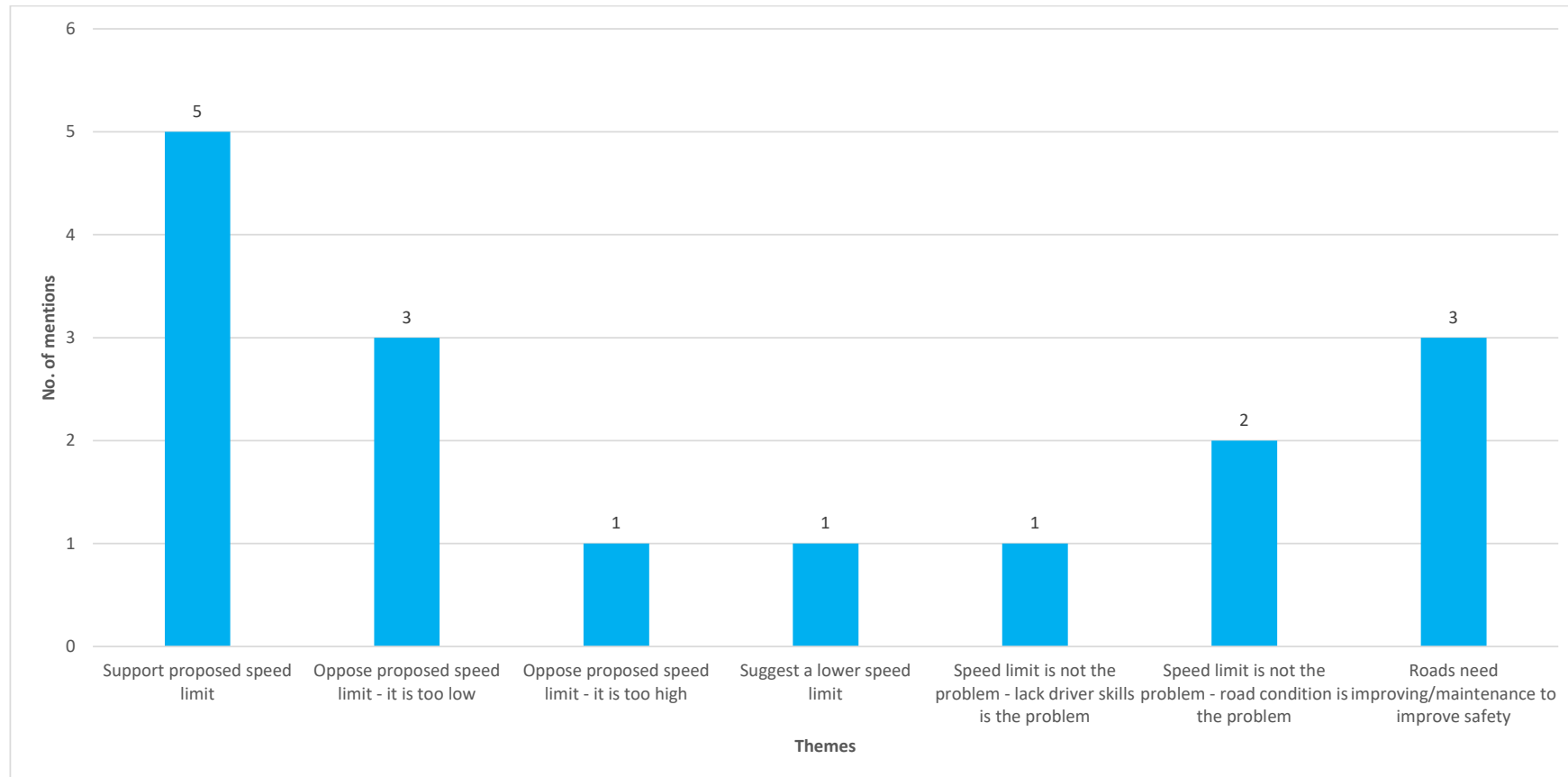
**Warkworth – Hepburn Creek Road**  
*(610m south of Wilson Road to Edwards Road)*



Feedback Theme	Main Points	Auckland Transport's Responses
Support proposed speed limit <i>Mentions: 11</i>	<ul style="list-style-type: none"> <li>• Generally support speed reduction.</li> <li>• Road is unsealed.</li> <li>• Road has no footpaths for pedestrians.</li> </ul>	Thank you for sharing your views with us. We are pleased to hear you support the proposed speed limit change.
Oppose proposed speed limit - it is too low <i>Mentions: 6</i>	<ul style="list-style-type: none"> <li>• Generally oppose proposed speed limit.</li> <li>• Keep the whole road at 50km/hr.</li> <li>• Current speed limit is fine.</li> <li>• 40km/hr will slow down fire responses too much, as they cannot exceed the speed limit by more than 25km/hr.</li> </ul>	We are sorry to hear you do not support the proposed speed limit change. Policy direction at both central and local government levels supports implementing safe and appropriate speed limits. Engineering up to support 100km/h operating speeds on the non-highway parts of the rural network is unaffordable. Therefore, reducing speeds to align with the quality and function of the rural roads is necessary.  When reviewing speed limits, there are a number of things we have to consider. The Land Transport Rule: Setting of Speed Limits 2017 requires AT to review speed limits to ensure they are safe and appropriate with regard to a number of criteria. More information is available on the <a href="#">project page on the AT website</a> .
Speed limit is not the problem - lack driver skills is the problem <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Need to teach people how to drive properly and the safety problems will go away.</li> </ul>	Driver education is one of a number of road safety initiatives. The proposed speed limit is consistent with the current operating speeds suggesting most drivers drive to the conditions.
Speed limit is not the problem - road condition is the problem <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>• If road were maintained better it would be safer.</li> <li>• Generally, road needs better maintenance.</li> <li>• Pot holes need fixing with better materials, not just pebbles, which only last for a few days/weeks.</li> <li>• Lowering speed is not addressing root cause of safety issues- the road condition.</li> </ul>	The lower speed limit is justified by the constrained road geometry including the narrowness of the roadway, the limited sight distances, and the twisting geometry of the road. The rugged terrain and the relatively low traffic use of the road make it uneconomic to engineer up the road to support a higher speed limit.
Roads need improving/maintenance to improve safety <i>Mentions: 6</i>	<ul style="list-style-type: none"> <li>• Generally, road needs better maintenance.</li> <li>• Pot holes need fixing with better materials, not just pebbles, which only last for a few days/weeks.</li> <li>• Seal the road.</li> <li>• Unsealed road causes dust.</li> </ul>	Thank you for sharing these requests with us. Non-speed issues (e.g. maintenance issues, new footpath requests, road widening and other safety issues) have been referred to the relevant AT teams for further investigation.

Feedback Theme	Main Points	Auckland Transport's Responses
	<ul style="list-style-type: none"> <li>• Unsealed road is dangerous in the wet.</li> <li>• Widen the road.</li> <li>• Road needs footpath.</li> </ul>	
<p>Other comments related to this road <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> <li>• Would like information on where average speed travelled on these roads has been taken/ Was there a survey or a camera used to get average speeds of 30-39 please provide details.</li> </ul>	<p>The speed data was sourced from Mega Maps which originates from GPS data that is provided by tech companies. The information that is used in assessments is a point-to-point speed measurement which provides the average travel speed over the length of road.</p>

**Warkworth – Hodgart Road**  
(Entire length of road)





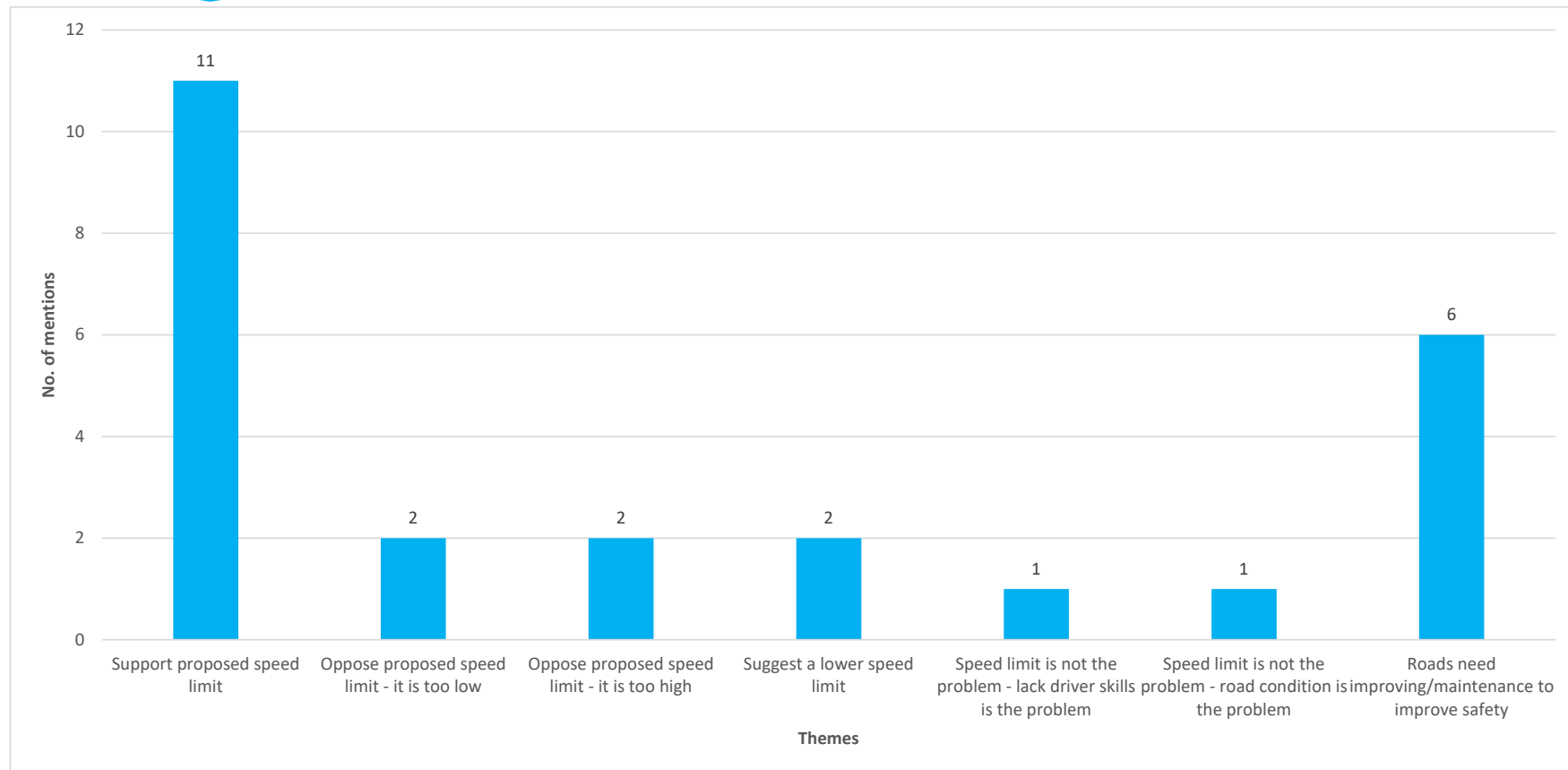


Feedback Theme	Main Points	Auckland Transport's Responses
Support proposed speed limit <i>Mentions: 5</i>	<ul style="list-style-type: none"> <li>Generally support speed reduction</li> </ul>	Thank you for sharing your views with us. We are pleased to hear you support the proposed speed limit change.
Oppose proposed speed limit - it is too low <i>Mentions: 3</i>	<ul style="list-style-type: none"> <li>Generally oppose proposed speed limit.</li> <li>Upgrade the road instead of changing limit.</li> </ul>	<p>We are sorry to hear you do not support the proposed speed limit change. Policy direction at both central and local government levels supports implementing safe and appropriate speed limits. Engineering up to support 100km/h operating speeds on the non-highway parts of the rural network is unaffordable. Therefore, reducing speeds to align with the quality and function of the rural roads is necessary.</p> <p>When reviewing speed limits, there are a number of things we have to consider. The Land Transport Rule: Setting of Speed Limits 2017 requires AT to review speed limits to ensure they are safe and appropriate with regard to a number of criteria. More information is available on the <a href="#">project page on the AT website</a>.</p>
Oppose proposed speed limit - it is too high <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Change the speed limit to 50km/hr on whole stretch, multiple speed limits are confusing.</li> </ul>	AT have assessed the safe and appropriate speed for the entire length of Hodgart Road to be 40km/h. The proposed speed limit is consistent with the current operating speeds suggesting most drivers drive to the conditions.
Suggest a lower speed limit <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Change the speed limit to 50km/hr on whole stretch, multiple speed limits are confusing.</li> </ul>	
Speed limit is not the problem - lack driver skills is the problem <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Need to teach people how to drive properly and the safety problems will go away.</li> </ul>	Driver education is an important component of road safety. The proposed speed limit is consistent with the current operating speeds suggesting most drivers drive to the conditions.
Speed limit is not the problem - road condition is the problem <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>If road were maintained better it would be safer.</li> <li>Generally, road needs better maintenance.</li> <li>Pot holes need fixing with better materials, not just pebbles, which only last for a few days/weeks.</li> <li>Lowering speed is not addressing root cause of safety issues- the road condition.</li> </ul>	The proposed speed limit aligns with the requirements of The Land Transport Rule: Setting of Speed Limits 2017. Our assessments found that the proposed speed limit is justified by the constrained road geometry including the narrowness of the roadway, the limited sight distances, and the twisting geometry of the road. The rugged terrain and the relatively low traffic use of the road make it uneconomic to engineer up the road to support a higher speed limit.



Feedback Theme	Main Points	Auckland Transport's Responses
Roads need improving/maintenance to improve safety <i>Mentions: 3</i>	<ul style="list-style-type: none"> <li>• Generally, road needs better maintenance.</li> <li>• Pot holes need fixing with better materials, not just pebbles, which only last for a few days/weeks.</li> <li>• Ensure new speed limit signage is visible and not obscured by trees nor blocking sight lines for drivers.</li> </ul>	Thank you for sharing these requests with us. Non-speed issues (e.g. maintenance issues, new footpath requests, road widening and other safety issues) have been referred to the relevant AT teams for further investigation.

**Warkworth – Wilson Road**  
*(Hepburn Creek Road to eastern end of Wilson Road)*

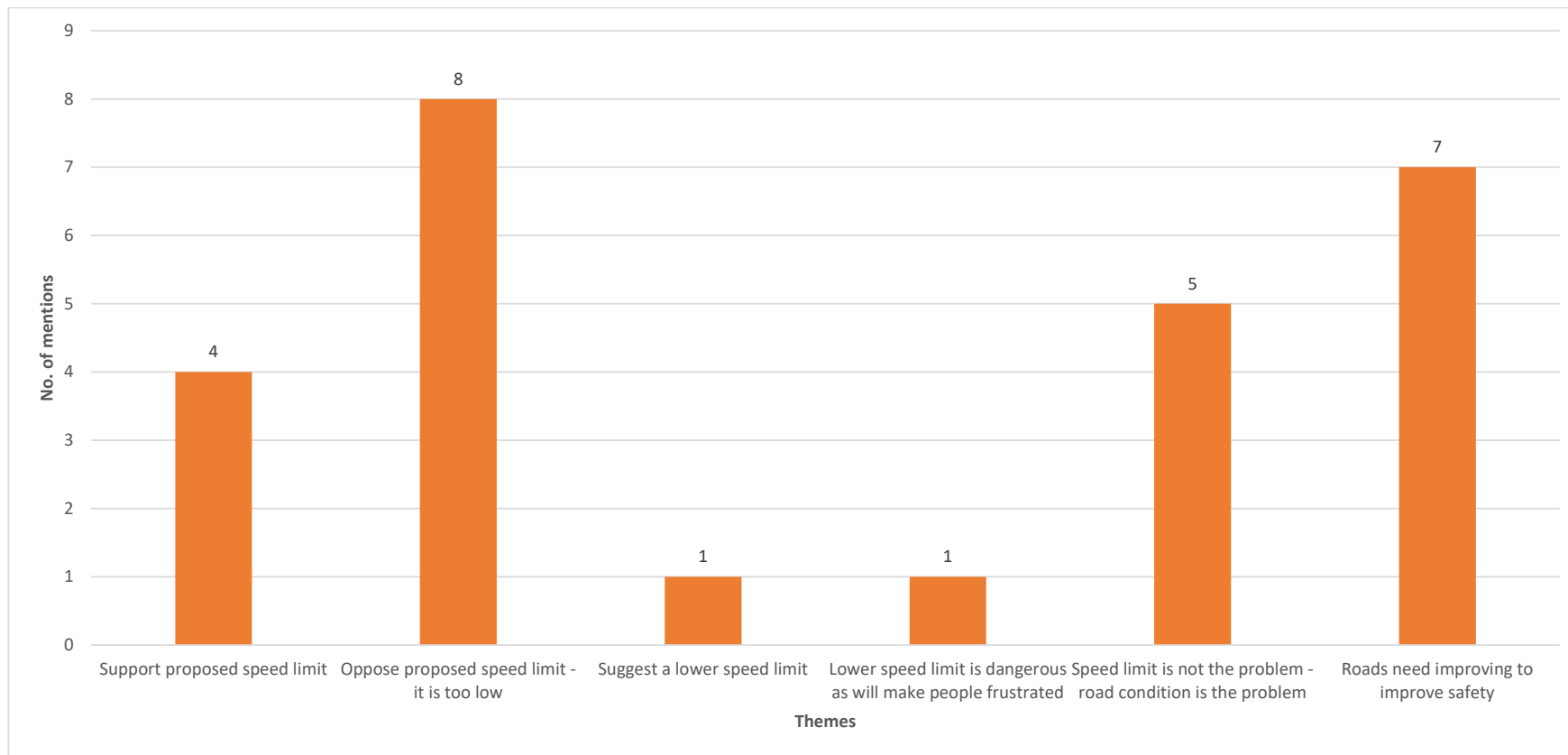


Feedback Theme	Main Points	Auckland Transport's Responses
Support proposed speed limit <i>Mentions: 11</i>	<ul style="list-style-type: none"> <li>• Generally support speed reduction.</li> <li>• Road is busy.</li> <li>• Youths speed and do skids by cement works.</li> </ul>	Thank you for sharing your views with us. We are pleased to hear you support the proposed speed limit change.
Oppose proposed speed limit - it is too low <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>• Generally oppose proposed speed limit.</li> <li>• Upgrade the road instead of changing limit.</li> </ul>	<p>We are sorry to hear you feel that way. The proposed speed limit aligns with the requirements of The Land Transport Rule: Setting of Speed Limits 2017. Our assessments found that the proposed speed limit is justified by the constrained road dimensions including the narrowness of the roadway, the limited sight distances. It is also more consistent with the current operating speeds.</p> <p>When reviewing speed limits, there are a number of things we have to consider. The Land Transport Rule: Setting of Speed Limits 2017 requires AT to review speed limits to ensure they are safe and appropriate with regard to a number of criteria. More information is available on the <a href="#">project page on the AT website</a>.</p>
Oppose proposed speed limit - it is too high <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>• 40km/hr is not slow enough.</li> <li>• Change the speed limit to 25km/hr.</li> </ul>	The proposed speed limit is justified by the constrained road dimensions including the narrowness of the roadway, the limited sight distances. It is also more consistent with the current operating speeds.
Suggest a lower speed limit <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>• 40km/hr is not slow enough.</li> <li>• Change the speed limit to 25km/hr.</li> </ul>	The proposed speed limit is justified by the constrained road dimensions including the narrowness of the roadway, the limited sight distances. It is also more consistent with the current operating speeds.
Speed limit is not the problem - lack driver skills is the problem <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Need to teach people how to drive properly and the safety problems will go away.</li> </ul>	The proposed speed limit is consistent with the current operating speeds suggesting most drivers drive to the conditions.
Speed limit is not the problem - road condition is the problem <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• If road were maintained better it would be safer.</li> <li>• Generally, road needs better maintenance.</li> <li>• Pot holes need fixing with better materials, not just pebbles, which only last for a few days/weeks.</li> </ul>	The lower speed limit is justified by the constrained road dimensions including the narrowness of the roadway and the limited sight distances. The rugged terrain and the relatively low traffic use of the road make it uneconomic to engineer up the road to support a higher speed limit.



Feedback Theme	Main Points	Auckland Transport's Responses
<p>Roads need improving/maintenance to improve safety</p> <p><i>Mentions: 6</i></p>	<ul style="list-style-type: none"> <li>• Generally, road needs better maintenance.</li> <li>• Pot holes need fixing with better materials, not just pebbles, which only last for a few days/weeks.</li> <li>• Road should be sealed as well as reduce the speed limit.</li> <li>• Road needs a footpath.</li> </ul>	<p>Thank you for sharing these requests with us. Non-speed issues (e.g. maintenance issues, new footpath requests, road widening and other safety issues) have been referred to the relevant AT teams for further investigation</p>

**Matakana – Govan Wilson Road**  
*(Entire length of road)*





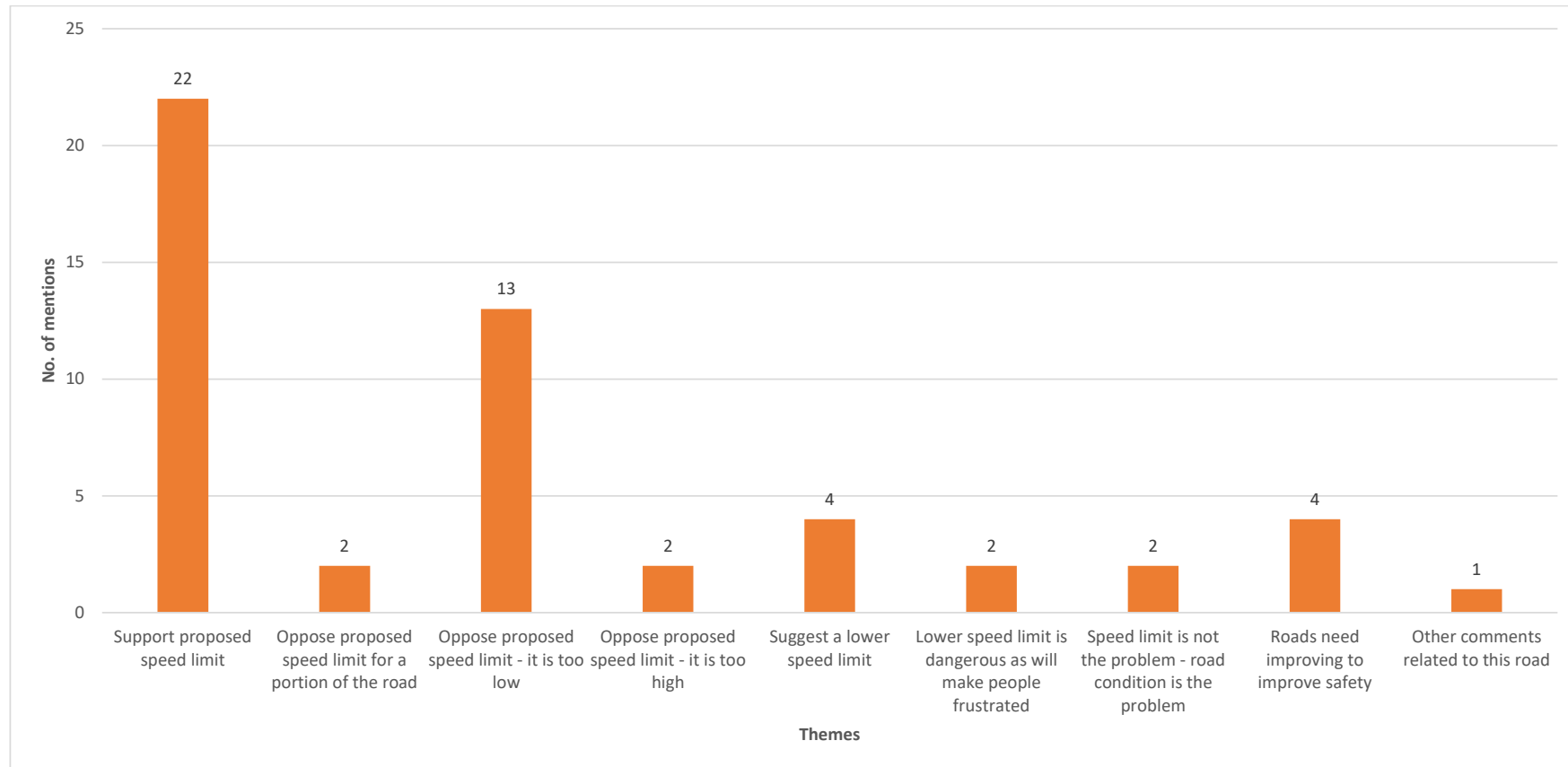
Feedback Theme	Main Points	Auckland Transport's Responses
Support proposed speed limit <i>Mentions: 4</i>	<ul style="list-style-type: none"> <li>• Generally support speed limit change.</li> <li>• Speed limit reduction required due to poor condition of the road.</li> <li>• Appropriate given state of road.</li> </ul>	Thank you for sharing your views with us. We are pleased to hear you support the proposed speed limit change.
Oppose proposed speed limit - it is too low <i>Mentions: 8</i>	<ul style="list-style-type: none"> <li>• Generally oppose proposed speed limit.</li> <li>• Keep speed limit the same (4 mentions).</li> <li>• Speed limit is too low at 40km/hr.</li> <li>• Speed limit should be 50km/hr (4 mentions).</li> <li>• Speed limit should be 50km/hr for consistency.</li> <li>• Speed limit should be 60km/hr.</li> <li>• Only locals drive here and already go slow.</li> </ul>	<p>We are sorry to hear you do not support the proposed speed limit change. Policy direction at both central and local government levels supports implementing safe and appropriate speed limits. Engineering up to support 100km/h operating speeds on the non-highway parts of the rural network is unaffordable. Therefore, reducing speeds to align with the quality and function of the rural roads is necessary.</p> <p>When reviewing speed limits, there are a number of things we have to consider. The Land Transport Rule: Setting of Speed Limits 2017 requires AT to review speed limits to ensure they are safe and appropriate with regard to a number of criteria. More information is available on the <a href="#">project page on the AT website</a>.</p>
Suggest a lower speed limit <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Suggest a 20km/hr speed limit.</li> </ul>	The proposed speed limit is justified by the constrained road dimensions including the narrowness of the roadway, the limited sight distances, and the twisting nature of the road. It is also more consistent with the current operating speeds.
Lower speed limit is dangerous as will make people frustrated <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• People will ignore 40km/hr limit.</li> </ul>	Operating speed data shows that most drivers already drive at or slower than the proposed limit. While the proposed speed limit will restrict the speed of some faster drivers, it is unlikely to significantly alter the speed of most motorists.
Speed limit is not the problem - road condition is the problem <i>Mentions: 5</i>	<ul style="list-style-type: none"> <li>• If road were maintained better it would be safer.</li> <li>• Generally, road needs better maintenance/improving.</li> <li>• Seal the road.</li> <li>• Fix the pot holes.</li> <li>• Lowering speed is not addressing root cause of safety issues- the road condition</li> </ul>	We are sorry to hear you do not support the proposed speed limit change. Policy direction at both central and local government levels supports implementing safe and appropriate speed limits. Engineering up to support 100km/h operating speeds on the non-highway parts of the rural network is unaffordable. Therefore, reducing speeds to align with the quality and function of the rural roads is necessary.
Roads need improving to improve safety	<ul style="list-style-type: none"> <li>• Generally, road needs better maintenance/improving.</li> <li>• Fix the pot holes.</li> </ul>	Thank you for sharing these requests with us. Non-speed issues (e.g. maintenance issues, new footpath requests, road



Feedback Theme	Main Points	Auckland Transport's Responses
<i>Mentions: 7</i>	<ul style="list-style-type: none"> <li>Seal the road.</li> </ul>	widening and other safety issues) have been referred to the relevant AT teams for further investigation.



**Matakana – Matakana Valley Road**  
*(950m northwest of Leigh Road to 20m south of Smith Road)*

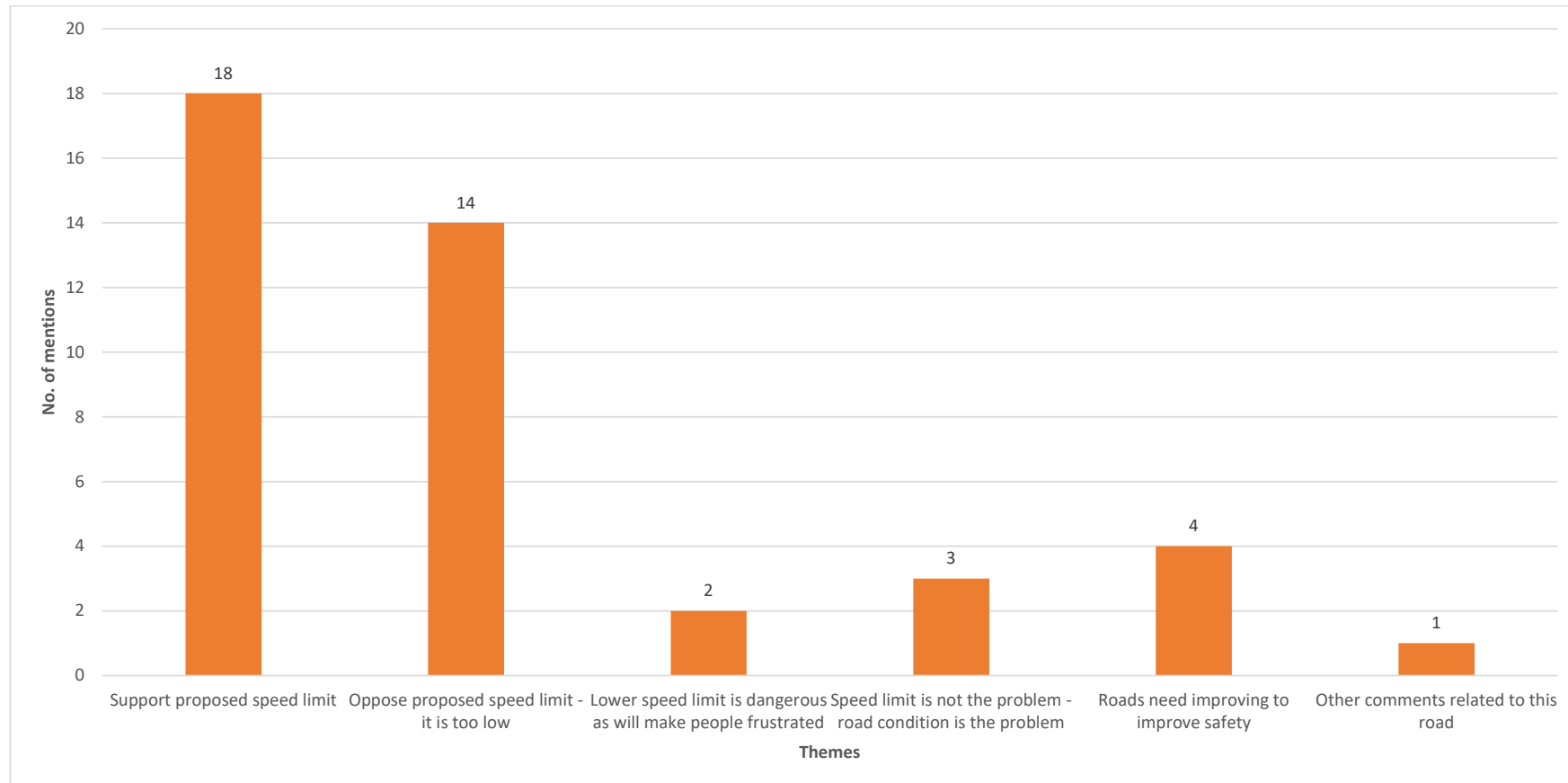




Feedback Theme	Main Points	Auckland Transport's Responses
<p>Support proposed speed limit <i>Mentions: 22</i></p>	<ul style="list-style-type: none"> <li>• Generally support speed limit change.</li> <li>• Will slow down racers (mainly motor bikes).</li> <li>• Safer for community.</li> <li>• Safer for people walking and biking.</li> <li>• 100km/hr is too fast.</li> </ul>	<p>Thank you for sharing your views with us. We are pleased to hear you support the proposed speed limit change.</p>
<p>Oppose proposed speed limit for a portion of the road <i>Mentions: 2</i></p>	<ul style="list-style-type: none"> <li>• The long straight at the north end of this section of road should stay 100km/hr as is safe.</li> <li>• Keep road at 60km/hr until intersection with Govan Wilson Rd instead.</li> </ul>	<p>Thank you for sharing your views with us. Our assessments found that a speed limit of 100km/h is not appropriate for this road. The proposed speed limit is justified by the constrained road dimensions. It is also more consistent with the current operating speeds.</p> <p>The speed limit on the northern section of Matakana Valley Road is 80km/h. With high variation of road geometry along Matakana Valley road, this is the speed limit that will achieve the highest level of compliance and also be consistent with adjacent speed limits of 60km/h and 80km/h.</p>
<p>Oppose proposed speed limit - it is too low <i>Mentions: 13</i></p>	<ul style="list-style-type: none"> <li>• Generally oppose proposed speed limit.</li> <li>• Proposed speed limit is too low.</li> <li>• Existing speed limit is safe.</li> <li>• This stretch is relatively straight.</li> <li>• Don't believe AT has a mandate to implement the speed limit changes.</li> <li>• Decreasing speed limits is pandering to slow drivers who cause traffic delays.</li> </ul>	<p>We are sorry to hear you do not support the proposed speed limit change. Policy direction at both central and local government levels supports implementing safe and appropriate speed limits. Engineering up to support 100km/h operating speeds on the non-highway parts of the rural network is unaffordable. Therefore, reducing speeds to align with the quality and function of the rural roads is necessary.</p> <p>When reviewing speed limits, there are a number of things we have to consider. The Land Transport Rule: Setting of Speed Limits 2017 requires AT to review speed limits to ensure they are safe and appropriate with regard to a number of criteria. More information is available on the <a href="#">project page on the AT website</a>.</p>
<p>Oppose proposed speed limit - it is too high <i>Mentions: 2</i></p>	<ul style="list-style-type: none"> <li>• Speed limit should be 60km/hr along the whole length/this length of Matakana Valley Road.</li> <li>• Single lane bridge and large number of heavy vehicles makes this section of road suited to 60km/hr.</li> <li>• 80km/hr is too fast on this road and people will still drive 100km/hr anyway.</li> <li>• Windy section of road.</li> </ul>	<p>The proposed speed limit on this road is justified by the constrained road dimensions. It is also more consistent with the current operating speeds.</p>

Feedback Theme	Main Points	Auckland Transport's Responses
	<ul style="list-style-type: none"> <li>Lots of cyclists use this road.</li> </ul>	
<p>Suggest a lower speed limit</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> <li>Speed limit should be 60km/hr along the whole length/this length of Matakana Valley Road.</li> <li>Single lane bridge and large number of heavy vehicles makes this section of road suited to 60km/hr.</li> <li>80km/hr is too fast on this road and people will still drive 100km/hr anyway.</li> <li>Windy section of road.</li> <li>Lots of cyclists use this road.</li> </ul>	<p>The proposed speed limit is justified by the constrained road dimensions. It is also more consistent with the current operating speeds.</p>
<p>Lower speed limit is dangerous as will make people frustrated</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> <li>People will get stuck behind people going slow and try over take them, which could cause accidents.</li> </ul>	<p>We are sorry to hear you feel that way. The operating speed data shows that on this road, most drivers are already driving at or slower than the proposed speed limit. While the proposed speed limit will restrict the speed of some faster drivers, it is unlikely to significantly alter the speed of most motorists.</p>
<p>Speed limit is not the problem - road condition is the problem</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> <li>If road were maintained better it would be safer.</li> <li>Generally, road needs better maintenance.</li> </ul>	<p>The proposed speed limit is justified by the constrained road dimensions. It is also more consistent with the current operating speeds. Engineering up to support 100km/h operating speeds on the non-highway parts of the rural network is unaffordable. Therefore, reducing speeds to align with the quality and function of the rural roads is necessary.</p>
<p>Roads need improving to improve safety</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> <li>Generally, road needs better maintenance.</li> <li>Road needs to be widened to allow overtaking.</li> <li>One lane bridge by Ward Rd intersection is dangerous.</li> <li>Road needs repairs between Smith Road and Ward Road.</li> </ul>	<p>Thank you for sharing these requests with us. Non-speed issues (e.g. maintenance issues, new footpath requests, road widening and other safety issues) have been referred to the relevant AT teams for further investigation.</p>
<p>Other comments related to this road</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> <li>Nonsense. The whole approach is rubbish, and you do not have any mandate from Auckland citizens to adopt the vision Zero policy or implement these speed limit changes.</li> </ul>	<p>AT controls over 7,300km of road network and we are responsible for ensuring all roads under our control have speed limits that are safe and appropriate for their function, design, safety and use.</p> <p>The proposed speed limit changes as part of this consultation reflect the technical assessments we have undertaken and align with the requirements of The Land Transport Rule: Setting of Speed Limits 2017.</p>

**Matakana – Matakana Valley Road**  
*(20m south of Smith Road to 2,720m south of Pakiri Road)*



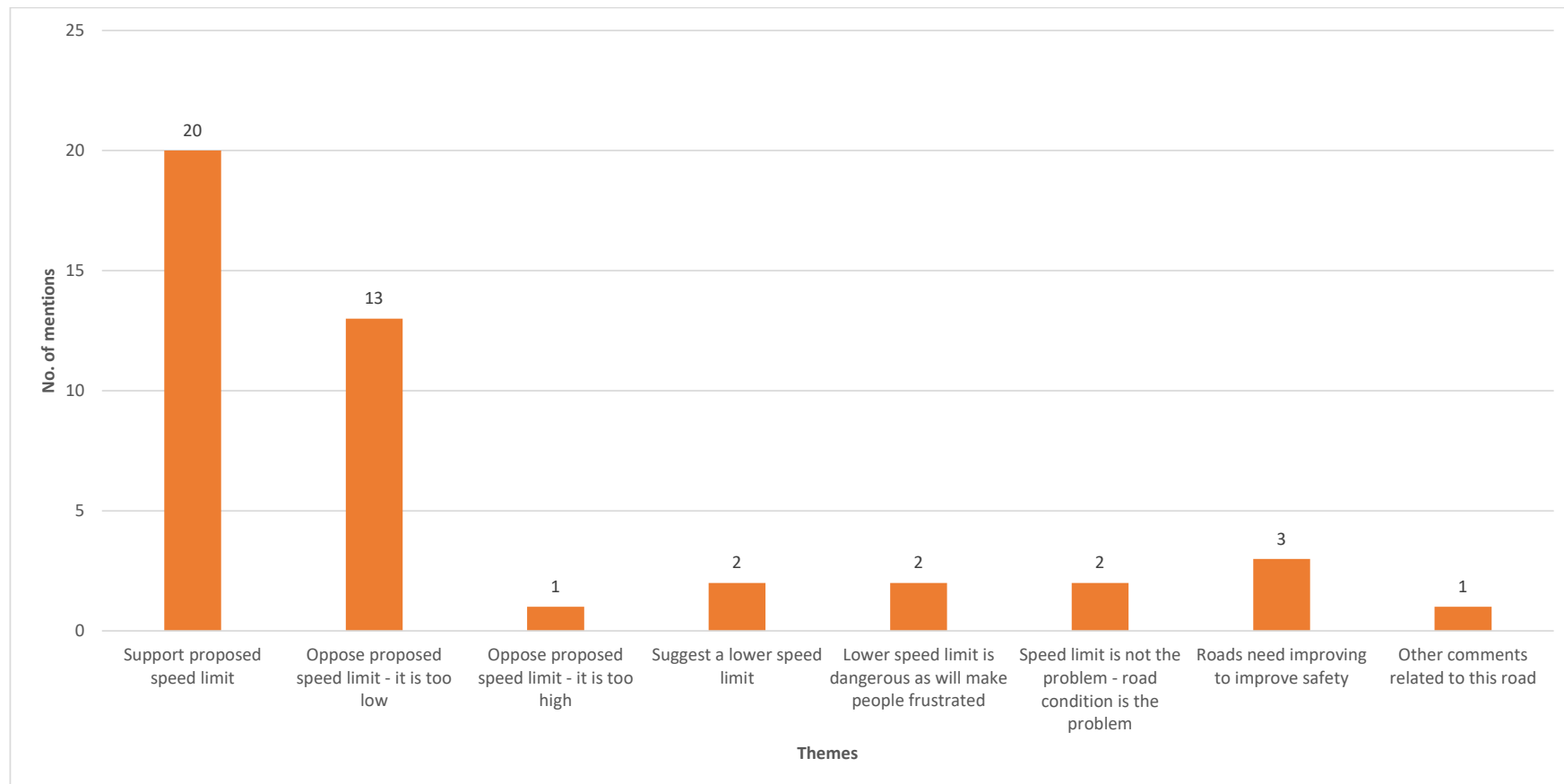


Feedback Theme	Main Points	Auckland Transport's Responses
<p>Support proposed speed limit <i>Mentions: 18</i></p>	<ul style="list-style-type: none"> <li>• Generally support speed limit change.</li> <li>• 100km/hr is too fast.</li> <li>• This stretch is steep and winding.</li> <li>• Safety needs to be improved now there is new housing development in the area.</li> </ul>	<p>Thank you for sharing your views with us. We are pleased to hear you support the proposed speed limit change.</p>
<p>Oppose proposed speed limit - it is too low <i>Mentions: 14</i></p>	<ul style="list-style-type: none"> <li>• Keep speed limit the same.</li> <li>• Would support 80km/hr speed limit the whole length.</li> <li>• Existing speed limit is safe.</li> <li>• Waste of money.</li> <li>• Don't believe AT has a mandate to implement the speed limit changes.</li> </ul>	<p>We are sorry to hear you do not support the proposed speed limit change. Policy direction at both central and local government levels supports implementing safe and appropriate speed limits. Engineering up to support 100km/h operating speeds on the non-highway parts of the rural network is unaffordable. Therefore, reducing speeds to align with the quality and function of the rural roads is necessary.</p> <p>When reviewing speed limits, there are a number of things we have to consider. The Land Transport Rule: Setting of Speed Limits 2017 requires AT to review speed limits to ensure they are safe and appropriate with regard to a number of criteria. More information is available on the <a href="#">project page on the AT website</a>.</p>
<p>Lower speed limit is dangerous as will make people frustrated <i>Mentions: 2</i></p>	<ul style="list-style-type: none"> <li>• People will get stuck behind people going slow and try over take them, which could cause accidents.</li> </ul>	<p>We are sorry to hear you feel that way. The operating speed data shows that on this road, most drivers are already driving at or slower than the proposed speed limit. While the proposed speed limit will restrict the speed of some faster drivers, it is unlikely to significantly alter the speed of most motorists.</p>
<p>Speed limit is not the problem - road condition is the problem <i>Mentions: 3</i></p>	<ul style="list-style-type: none"> <li>• If road were maintained better it would be safer.</li> <li>• Generally, road needs better maintenance.</li> <li>• Convex mirror required on dangerous intersection with Govan Wilson Rd- Blind corner.</li> <li>• Use money to upgrade road instead of change speed limit.</li> </ul>	<p>The proposed speed limit is justified by the constrained road dimensions. It is also more consistent with the current operating speeds. Engineering up to support 100km/h operating speeds on the non-highway parts of the rural network is unaffordable. Therefore, reducing speeds to align with the quality and function of the rural roads is necessary</p>
<p>Roads need improving to improve safety <i>Mentions: 4</i></p>	<ul style="list-style-type: none"> <li>• Generally, road needs better maintenance.</li> <li>• Convex mirror required on intersection with Govan Wilson Rd.</li> <li>• Road needs to be widened.</li> </ul>	<p>Thank you for sharing these requests with us. Non-speed issues (e.g. maintenance issues, new footpath requests, road widening and other safety issues) have been referred to the relevant AT teams for further investigation</p>



Feedback Theme	Main Points	Auckland Transport's Responses
<p>Other comments related to this road</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> <li>Nonsense. The whole approach is rubbish, and you do not have any mandate from Auckland citizens to adopt the vision Zero policy or implement these speed limit changes.</li> </ul>	<p>AT controls over 7,300km of road network and we are responsible for ensuring all roads under our control have speed limits that are safe and appropriate for their function, design, safety and use.</p> <p>The proposed speed limit changes as part of this consultation reflect the technical assessments we have undertaken and align with the requirements of The Land Transport Rule: Setting of Speed Limits 2017. Policy direction at both central and local government levels supports implementing safe and appropriate speed limits.</p>

**Matakana – Matakana Valley Road  
(2,720m south of Pakiri Road to Pakiri Road)**





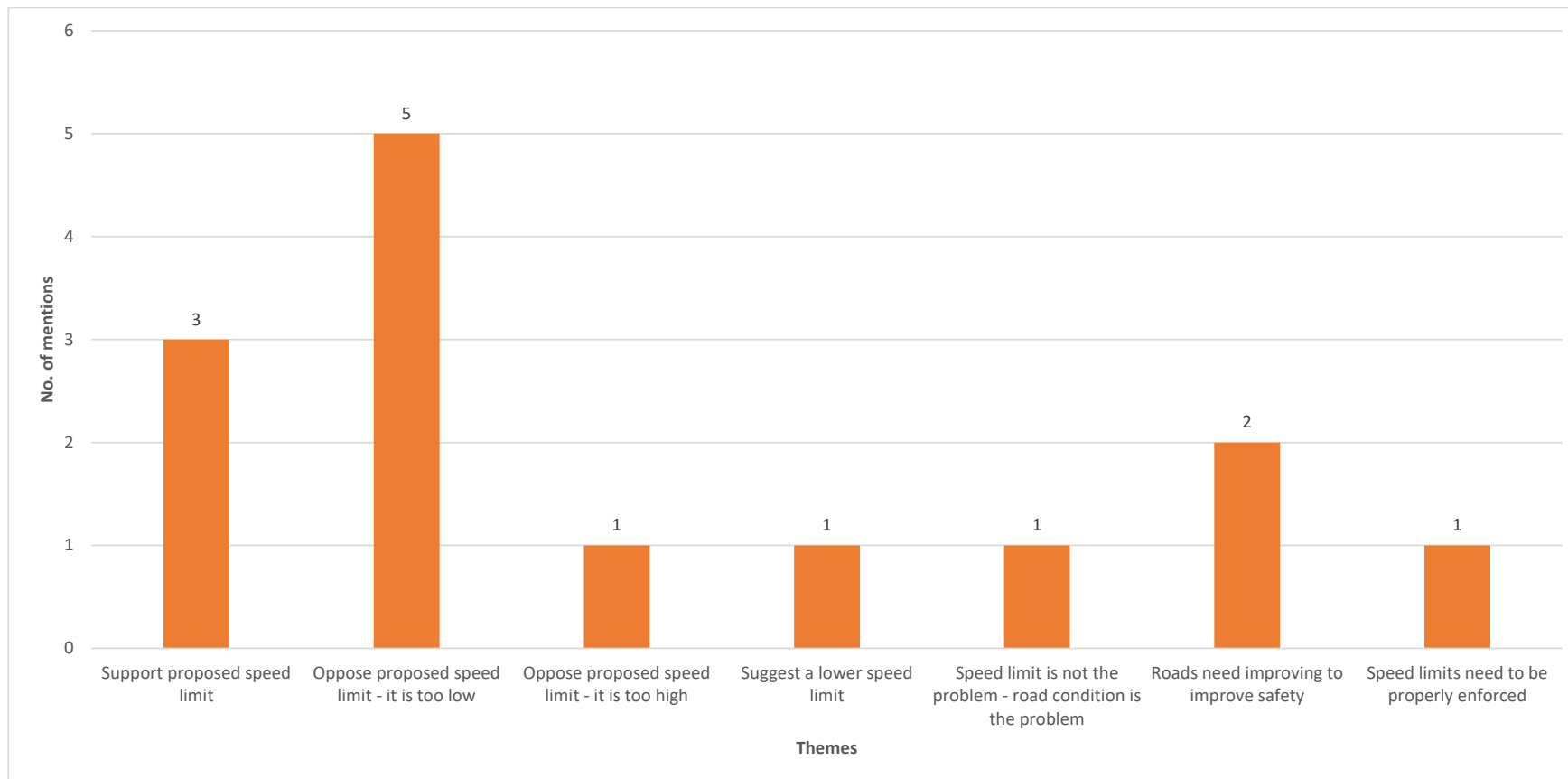
Feedback Theme	Main Points	Auckland Transport's Responses
Support proposed speed limit <i>Mentions: 20</i>	<ul style="list-style-type: none"> <li>• Generally support speed limit change.</li> <li>• Will slow down racers (mainly motor bikes).</li> <li>• 100km/hr is too fast.</li> <li>• Road is getting busier.</li> </ul>	Thank you for sharing your views with us. We are pleased to hear you support the proposed speed limit change.
Oppose proposed speed limit - it is too low <i>Mentions: 13</i>	<ul style="list-style-type: none"> <li>• Generally oppose proposed speed limit.</li> <li>• Existing speed limit is safe.</li> <li>• This stretch is relatively straight.</li> <li>• Keep limit at 100km/hr.</li> <li>• Waste of money.</li> <li>• Don't believe AT has a mandate to implement the speed limit changes.</li> </ul>	<p>We are sorry to hear you do not support the proposed speed limit change. Policy direction at both central and local government levels supports implementing safe and appropriate speed limits. Engineering up to support 100km/h operating speeds on the non-highway parts of the rural network is unaffordable. Therefore, reducing speeds to align with the quality and function of the rural roads is necessary.</p> <p>When reviewing speed limits, there are a number of things we have to consider. The Land Transport Rule: Setting of Speed Limits 2017 requires AT to review speed limits to ensure they are safe and appropriate with regard to a number of criteria. More information is available on the <a href="#">project page on the AT website</a>.</p>
Oppose proposed speed limit - it is too high <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Speed limit should be 60km/hr along the whole length of Matakana Valley Road.</li> </ul>	The proposed speed limit is justified by the constrained road dimensions. It is also more consistent with the current operating speeds.
Suggest a lower speed limit <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>• Speed limit should be 60km/hr along the whole length of Matakana Valley Road.</li> </ul>	The proposed speed limit is justified by the constrained road dimensions. It is also more consistent with the current operating speeds.
Lower speed limit is dangerous as will make people frustrated <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>• People will get stuck behind people going slow and try over take them, which could cause accidents.</li> </ul>	We are sorry to hear you feel that way. The operating speed data shows that on this road, most drivers are already driving at or slower than the proposed speed limit. While the proposed speed limit will restrict the speed of some faster drivers, it is unlikely to significantly alter the speed of most motorists.
Speed limit is not the problem - road condition is the problem <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>• If road were maintained better it would be safer.</li> <li>• Generally, road needs better maintenance.</li> </ul>	Engineering up to support 100km/h operating speeds on the non-highway parts of the rural network is unaffordable. Therefore, reducing speeds to align with the quality and function of the rural roads is necessary.





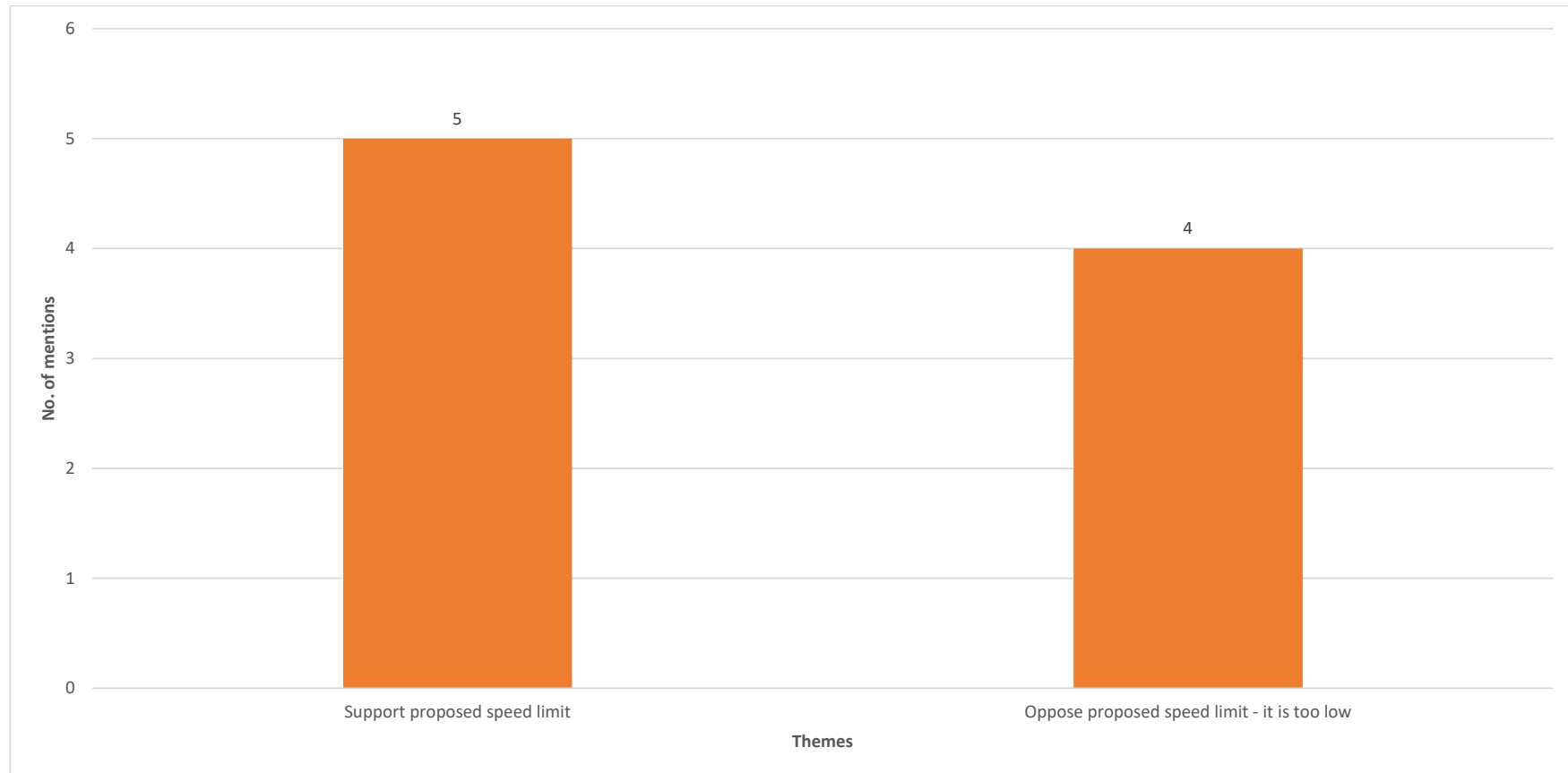
Feedback Theme	Main Points	Auckland Transport's Responses
Roads need improving to improve safety <i>Mentions: 3</i>	<ul style="list-style-type: none"> <li>Generally, road needs better maintenance.</li> </ul>	Thank you for sharing this request with us. Non-speed issues (e.g. maintenance issues, new footpath requests, road widening and other safety issues) have been referred to the relevant AT teams for further investigation.
Other comments related to this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Nonsense. The whole approach is rubbish, and you do not have any mandate from Auckland citizens to adopt the vision Zero policy or implement these speed limit changes.</li> </ul>	AT controls over 7,300km of road network and we are responsible for ensuring all roads under our control have speed limits that are safe and appropriate for their function, design, safety and use.  The proposed speed limit changes as part of this consultation reflect the technical assessments we have undertaken and align with the requirements of The Land Transport Rule: Setting of Speed Limits 2017. Policy direction at both central and local government levels supports implementing safe and appropriate speed limits.

**Matakana – Smith Road**  
(Entire length of road)



Feedback Theme	Main Points	Auckland Transport's Responses
Support proposed speed limit <i>Mentions: 3</i>	<ul style="list-style-type: none"> <li>Generally support speed limit change.</li> </ul>	Thank you for sharing your views with us. We are pleased to hear you support the proposed speed limit change.
Oppose proposed speed limit - it is too low <i>Mentions: 5</i>	<ul style="list-style-type: none"> <li>Change speed limit to 50km/hr (3 mentions).</li> <li>Keep the speed limit the same.</li> <li>40km/hr is too slow and will be ignored.</li> </ul>	<p>Policy direction at both government and Council level supports implementing safe system approach in speed limit setting. Engineering up to support 100km/h operating speeds on the non-highway parts of the rural network is unaffordable. Therefore, reducing speeds to align with the quality and function of the rural roads is necessary.</p> <p>When reviewing speed limits, there are a number of things we have to consider. The Land Transport Rule: Setting of Speed Limits 2017 requires AT to review speed limits to ensure they are safe and appropriate with regard to a number of criteria. More information is available on the <a href="#">project page on the AT website</a>.</p>
Oppose proposed speed limit - it is too high <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Whole road should be 25km/hr.</li> </ul>	The proposed speed limit is justified by the constrained road dimensions including the narrowness of the roadway, the limited sight distances, and the twisting nature of the road. It is also more consistent with the current operating speeds.
Suggest a lower speed limit <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Whole road should be 25km/hr.</li> </ul>	
Speed limit is not the problem - road condition is the problem <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>If road were maintained better it would be safer.</li> <li>Generally, road needs better maintenance.</li> </ul>	The proposed speed limit is justified by the constrained road dimensions including the narrowness of the roadway, the limited sight distances, and the twisting nature of the road. It is also more consistent with the current operating speeds.
Roads need improving to improve safety <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>Generally, road needs better maintenance.</li> <li>Roads are mostly clay and corrugations.</li> </ul>	Thank you for sharing this request with us. Non-speed issues (e.g. maintenance issues, new footpath requests, road widening and other safety issues) have been referred to the relevant AT teams for further investigation.
Speed limits need to be properly enforced <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>People will take no notice of new limit, must be policed.</li> </ul>	Operating speed data shows that most drivers already drive at or slower than the proposed limit. AT will monitor and evaluate speed and compliance data after implementation of speed limit and support the requirement of enforcement by NZ Police should monitoring and evaluation data suggest it as necessary.

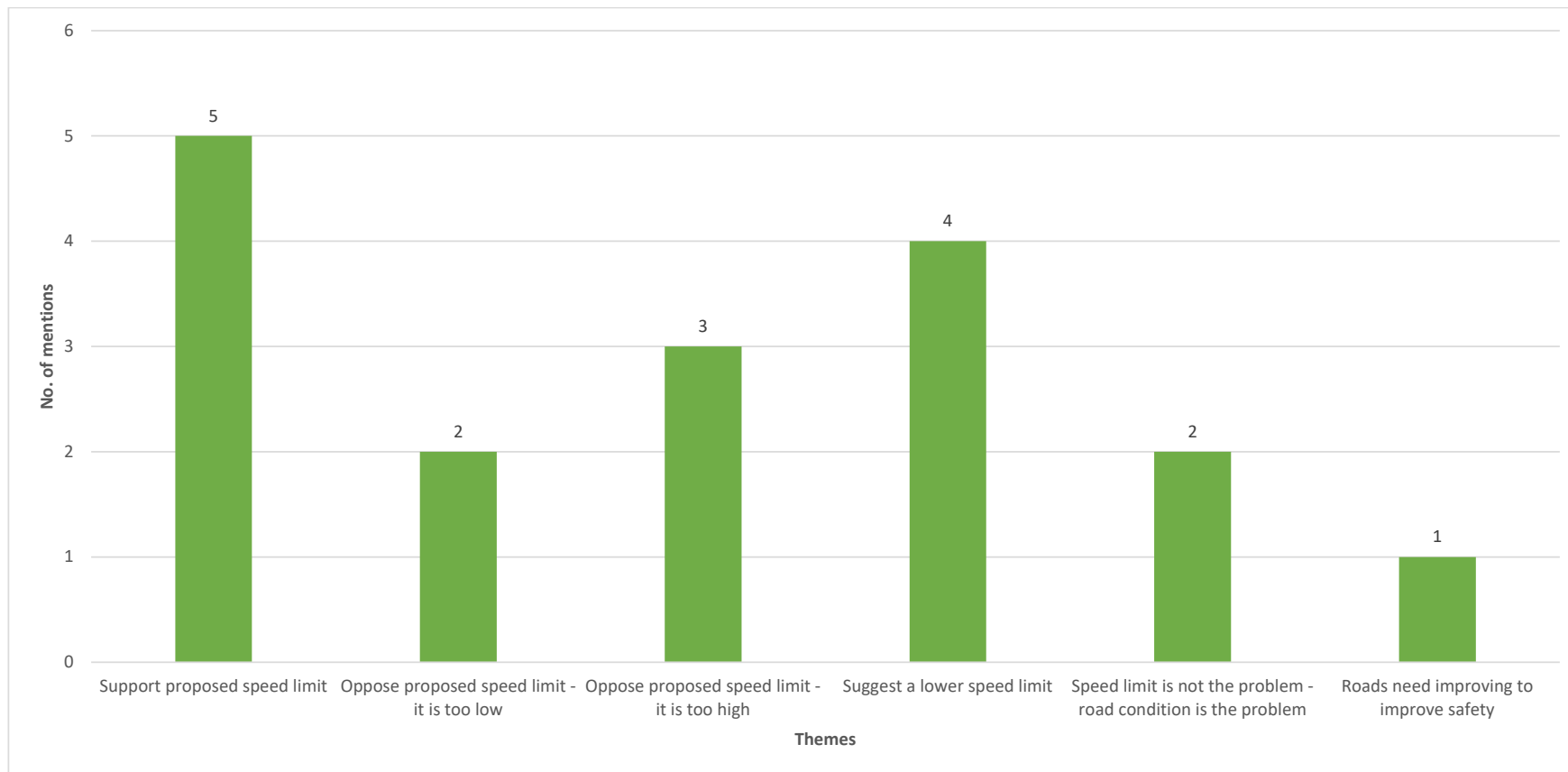
**Matakana – Ward Road**  
*(Entire length of road)*





Feedback Theme	Main Points	Auckland Transport's Responses
Support proposed speed limit <i>Mentions: 5</i>	<ul style="list-style-type: none"> <li>• Generally support speed limit change.</li> <li>• Appropriate when other road speeds are changing to change limit here.</li> </ul>	Thank you for sharing your views with us. We are pleased to hear you support the proposed speed limit change.
Oppose proposed speed limit - it is too low <i>Mentions: 4</i>	<ul style="list-style-type: none"> <li>• Keep the speed limit the same.</li> <li>• 40km/hr is too slow and will be ignored.</li> <li>• Change the speed limit to 50km/hr.</li> </ul>	We are sorry to hear you do not support the proposed speed limit change. Policy direction at both central and local government levels supports implementing safe and appropriate speed limits. Engineering up to support 100km/h operating speeds on the non-highway parts of the rural network is unaffordable. Therefore, reducing speeds to align with the quality and function of the rural roads is necessary.  When reviewing speed limits, there are a number of things we have to consider. The Land Transport Rule: Setting of Speed Limits 2017 requires AT to review speed limits to ensure they are safe and appropriate with regard to a number of criteria. More information is available on the <a href="#">project page on the AT website</a> .

**Tāwharanui Peninsula – Baddeleys Beach Road**  
*(Takatu Road to 730m north of Clinton Road)*





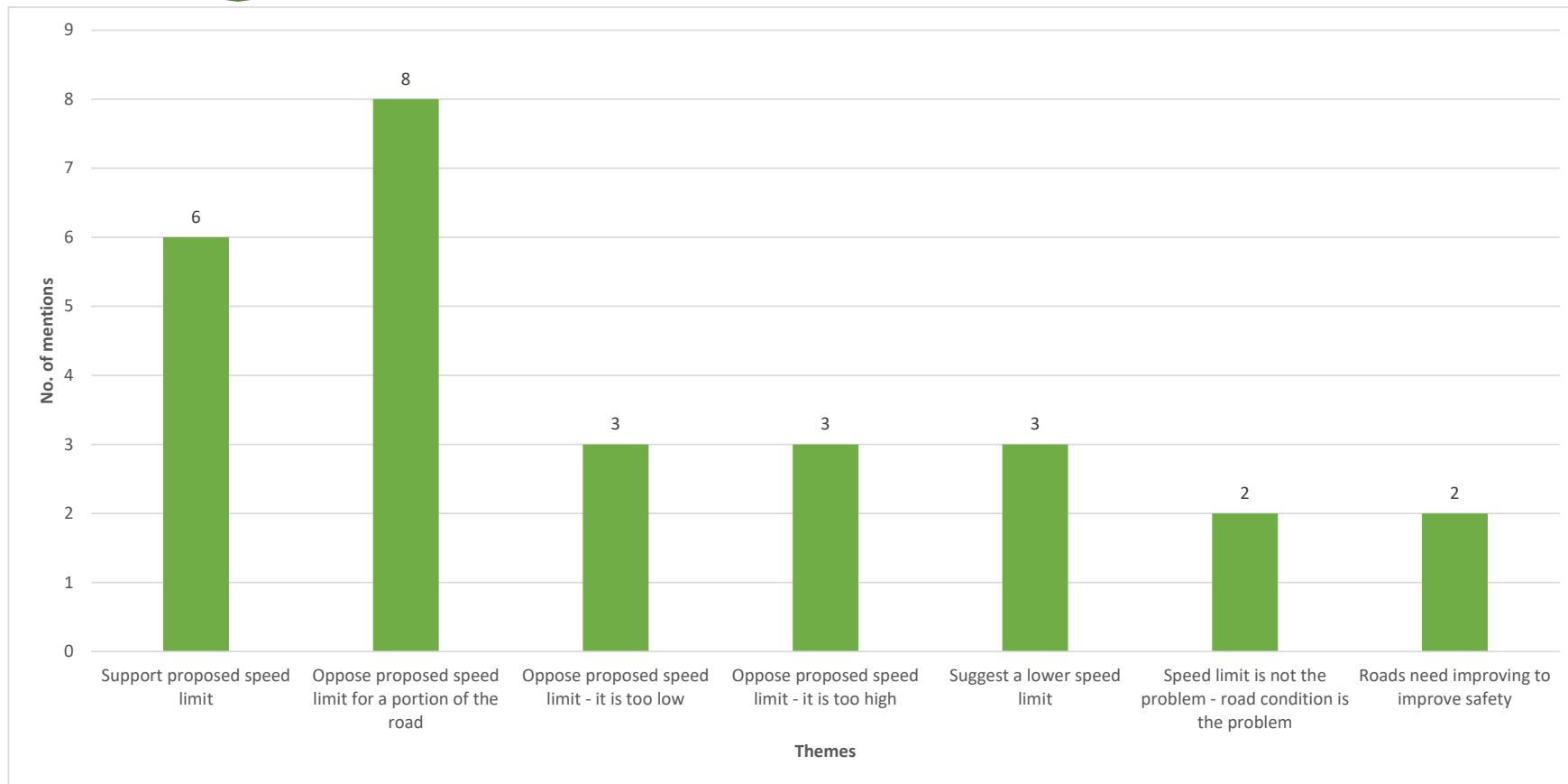
Feedback Theme	Main Points	Auckland Transport's Responses
Support proposed speed limit <i>Mentions: 5</i>	<ul style="list-style-type: none"> <li>• Generally support speed limit change.</li> <li>• Lots of people walk on this section of road.</li> <li>• There are no footpaths.</li> </ul>	Thank you for sharing your views with us. We are pleased to hear you support the proposed speed limit change.
Oppose proposed speed limit - it is too low <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>• Generally oppose proposed speed limit.</li> <li>• Speed limit is too low.</li> </ul>	We are sorry to hear you do not support the proposed speed limit change. Policy direction at both central and local government levels supports implementing safe and appropriate speed limits. Engineering up to support 100km/h operating speeds on the non-highway parts of the rural network is unaffordable. Therefore, reducing speeds to align with the quality and function of the rural roads is necessary.  When reviewing speed limits, there are a number of things we have to consider. The Land Transport Rule: Setting of Speed Limits 2017 requires AT to review speed limits to ensure they are safe and appropriate with regard to a number of criteria. More information is available on the <a href="#">project page on the AT website</a> .
Oppose proposed speed limit - it is too high <i>Mentions: 3</i>	<ul style="list-style-type: none"> <li>• Change the speed limit to 50km/hr.</li> <li>• Change the speed limit to 60km/hr.</li> <li>• SAAS is 60km/h governed by IRR of 1.82, higher than the 1.6 required to make 80km/h safe and appropriate - mean speeds are 49km/h, confirming SAAS of 60km/h, and aligning with the above recommendation for Takatu Road.</li> <li>• Lots of people walk on this section of road.</li> </ul>	The proposed speed limit is justified by the straight road alignment and clear visibility. The likelihood of achieving compliance with 80km/h is higher than at lower speeds. It is also more consistent with the current operating speeds.
Suggest a lower speed limit <i>Mentions: 4</i>	<ul style="list-style-type: none"> <li>• Change the speed limit to 50km/hr.</li> <li>• Change the speed limit to 60km/hr.</li> <li>• SAAS is 60km/h governed by IRR of 1.82, higher than the 1.6 required to make 80km/h safe and appropriate - mean speeds are 49km/h, confirming SAAS of 60km/h, and aligning with the above recommendation for Takatu Road.</li> <li>• Lots of people walk on this section of road.</li> </ul>	



Feedback Theme	Main Points	Auckland Transport's Responses
Speed limit is not the problem - road condition is the problem <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>• Generally, road needs better maintenance.</li> </ul>	Thank you for sharing this request with us. Non-speed issues (e.g. maintenance issues, new footpath requests, road widening and other safety issues) have been referred to the relevant AT teams for further investigation.
Roads need improving to improve safety <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Generally, road needs better maintenance.</li> </ul>	



**Tāwharanui Peninsula – Baddeleys Beach Road**  
*(730m north of Clinton Road to southern end of Baddeleys Beach)*



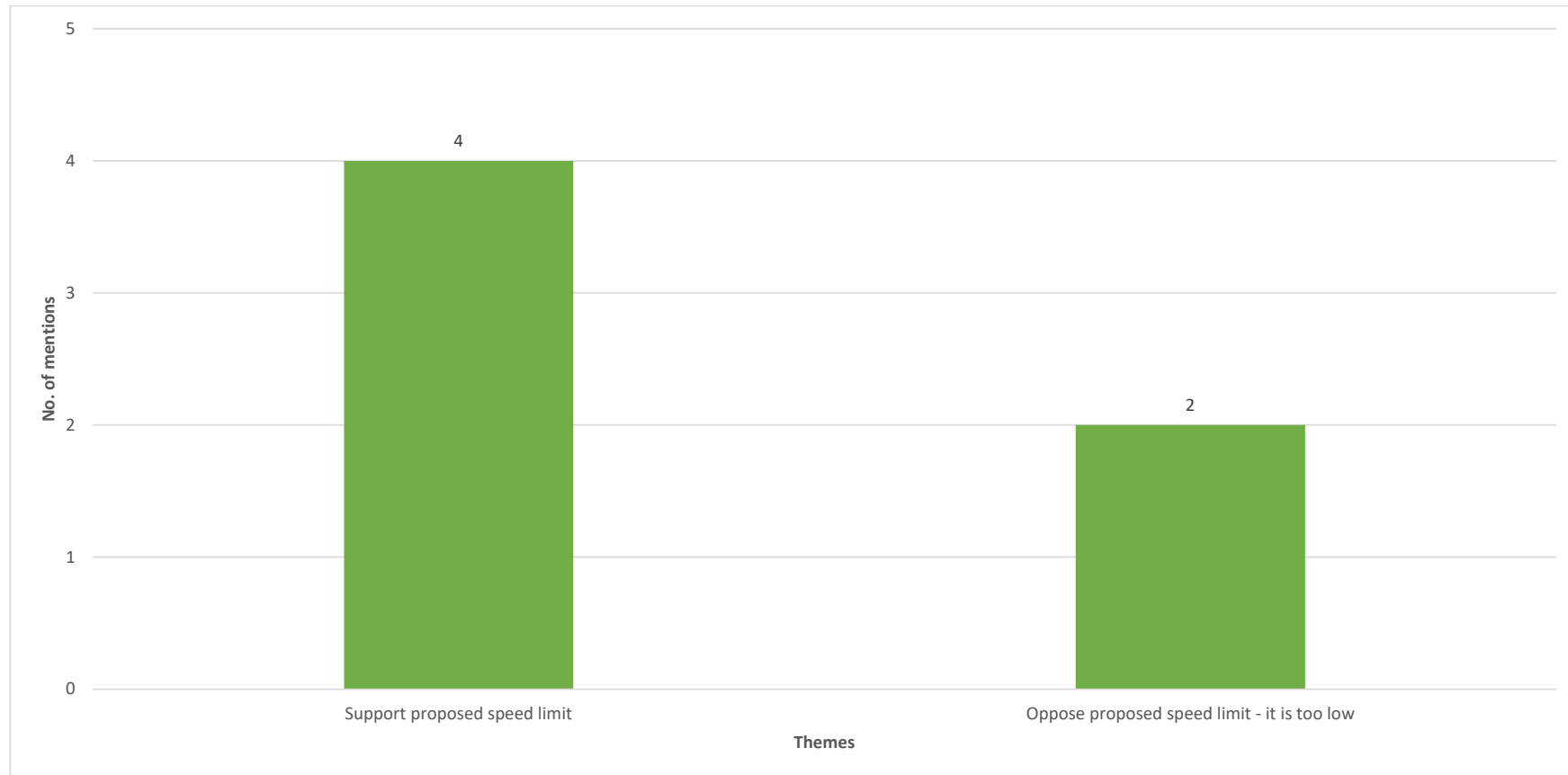


Feedback Theme	Main Points	Auckland Transport's Responses
<p>Support proposed speed limit <i>Mentions: 6</i></p>	<ul style="list-style-type: none"> <li>• Generally support speed limit change.</li> <li>• Road has tight corners.</li> </ul>	<p>Thank you for sharing your views with us. We are pleased to hear you support the proposed speed limit change.</p>
<p>Oppose proposed speed limit for a portion of the road <i>Mentions: 8</i></p>	<ul style="list-style-type: none"> <li>• 730m is too far to start 40km/hr, should remain at 80km/hr until the first tight bend close to the beach. (1 mention)</li> <li>• The proposed 40km/hr limit is too high for a section of the road from intersection of Baddeleys Road and Clinton Road down to the boat ramp at Baddeleys Beach. The road is currently signposted as 20km/hr. it should remain at this (7 mentions).                         <ul style="list-style-type: none"> <li>○ Road is not of a good enough standard to meet AT's criteria for a 40km/hr road.</li> <li>○ Families, children, people on bikes use this road.</li> <li>○ Lots of tractors on this road.</li> <li>○ No footpaths on this section of road.</li> <li>○ No shoulders on this section of road.</li> <li>○ Extended drops onto the beach side of the road.</li> <li>○ No centreline.</li> <li>○ There are single lane stretches of road.</li> <li>○ Multiple blind corners on road.</li> <li>○ Intersection at start of road is dangerous.</li> <li>○ Driveways with poor sightlines.</li> <li>○ High crash risk.</li> </ul> </li> <li>• Speed limit should be 20km/hr from 57 Baddeleys Beach Road until the southern end of Baddeleys Beach Road (1 mention - Baddeleys Campbell Residents Association).                         <ul style="list-style-type: none"> <li>○ There are driveways and intersections with poor visibility, which are dangerous.</li> <li>○ Families, children, people on bikes use this road.</li> <li>○ Lots of tractors on this road.</li> <li>○ No footpaths on this section of road.</li> </ul> </li> </ul>	<p>We are very grateful to everyone who took the time to share their feedback and requests with us regarding Baddeleys Beach Road. We would like to acknowledge the efforts of the Baddeleys and Campbells Ratepayers Association and thank them for their submission which has been given great consideration by the project team.</p> <p>The current speed limit in this section is 50km/h and through technical assessments, the safe and appropriate speed has been determined to be 40km/h. Requests for a lower speed limit have been considered but following our investigation, cannot be justified by roadside activity as pedestrian activities are infrequent and seasonal. This does not justify applying a lower speed limit throughout the day.</p> <p>The non-compliant 20km/h sign in place was picked up during assessment of the speed limit in this tranche. The signs will be removed and replaced with the proposed safe and appropriate speed.</p> <p>The proposed speed limit of 40km/h is what has been assessed to be the safe and appropriate speed limit. It is justified by the constrained road dimensions including the narrowness of the roadway, the limited sight distances.</p> <p>We acknowledge this will be a disappointment to many local residents. Please note, that we will monitor and evaluate this area to consider further changes in future.</p>



Feedback Theme	Main Points	Auckland Transport's Responses
<p>Oppose proposed speed limit - it is too low <i>Mentions: 3</i></p>	<ul style="list-style-type: none"> <li>• Generally oppose proposed speed limit.</li> <li>• Change speed limit to 50km/hr - it is accepted urban speed limit.</li> </ul>	<p>We are sorry to hear you do not support the proposed speed limit change. The proposed speed limit is justified by the constrained road dimensions including the narrowness of the roadway, the limited sight distances. AT will monitor and evaluate this area to consider further changes in future.</p> <p>When reviewing speed limits, there are a number of things we have to consider. The Land Transport Rule: Setting of Speed Limits 2017 requires AT to review speed limits to ensure they are safe and appropriate with regard to a number of criteria. More information is available on the <a href="#">project page on the AT website</a>.</p>
<p>Oppose proposed speed limit - it is too high <i>Mentions: 3</i></p>	<ul style="list-style-type: none"> <li>• 40km/hr is too fast for this section of road.</li> <li>• Change the speed limit to 30km/hr for this whole stretch of road.</li> <li>• 20km/hr is appropriate for this whole section of road.</li> <li>• Families, children, people on bikes use this road.</li> <li>• Lots of tractors on this road.</li> <li>• No footpaths on this section of road.</li> </ul>	<p>The current speed limit in this section is 50km/h and through technical assessment the safe and appropriate speed is determined as 40km/h. A lower speed limit cannot be justified by roadside activity as pedestrian activities is infrequent and seasonal. This does not justify applying a lower speed limit throughout the day.</p>
<p>Suggest a lower speed limit <i>Mentions: 3</i></p>	<ul style="list-style-type: none"> <li>• 40km/hr is too fast for this section of road.</li> <li>• Change the speed limit to 30km/hr for this whole stretch of road.</li> <li>• 20km/hr is appropriate for this whole section of road.</li> <li>• Families, children, people on bikes use this road.</li> <li>• Lots of tractors on this road.</li> <li>• No footpaths on this section of road.</li> </ul>	<p>The proposed speed limit is justified by the constrained road dimensions including the narrowness of the roadway, the limited sight distances. AT will monitor and evaluate this area to consider further changes in future.</p>
<p>Speed limit is not the problem - road condition is the problem <i>Mentions: 2</i></p>	<ul style="list-style-type: none"> <li>• Generally, road needs better maintenance.</li> </ul>	<p>Thank you for sharing this request with us. Non-speed issues (e.g. maintenance issues, new footpath requests, road widening and other safety issues) have been referred to the relevant AT teams for further investigation.</p>
<p>Roads need improving to improve safety <i>Mentions: 2</i></p>	<ul style="list-style-type: none"> <li>• Generally, road needs better maintenance.</li> </ul>	<p>Thank you for sharing this request with us. Non-speed issues (e.g. maintenance issues, new footpath requests, road widening and other safety issues) have been referred to the relevant AT teams for further investigation.</p>

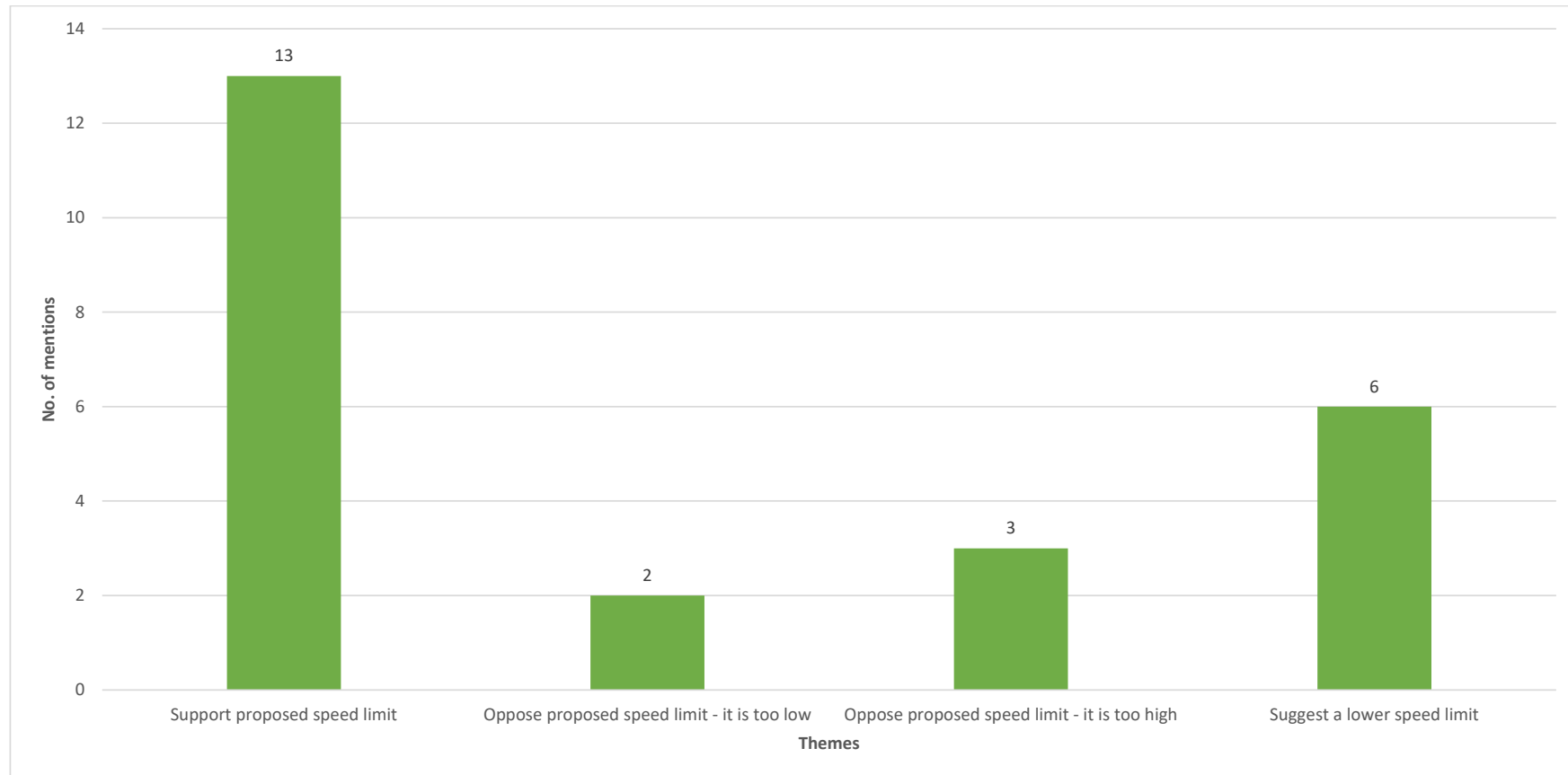
**Tāwharanui Peninsula – Bishop Lane**  
*(Entire length of road)*





Feedback Theme	Main Points	Auckland Transport's Responses
Support proposed speed limit <i>Mentions: 4</i>	<ul style="list-style-type: none"> <li>• Generally support speed limit change.</li> </ul>	Thank you for sharing your views with us. We are pleased to hear you support the proposed speed limit change.
Oppose proposed speed limit - it is too low <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>• Change the speed limit to 50km/hr.</li> </ul>	The proposed speed limit is what has been assessed to be the safe and appropriate speed limit. It is justified by its consistency with the current operating speeds.  When reviewing speed limits, there are a number of things we have to consider. The Land Transport Rule: Setting of Speed Limits 2017 requires AT to review speed limits to ensure they are safe and appropriate with regard to a number of criteria. More information is available on the <a href="#">project page on the AT website</a> .

**Tāwharanui Peninsula – Buckleton Road**  
*(Entire length of road)*





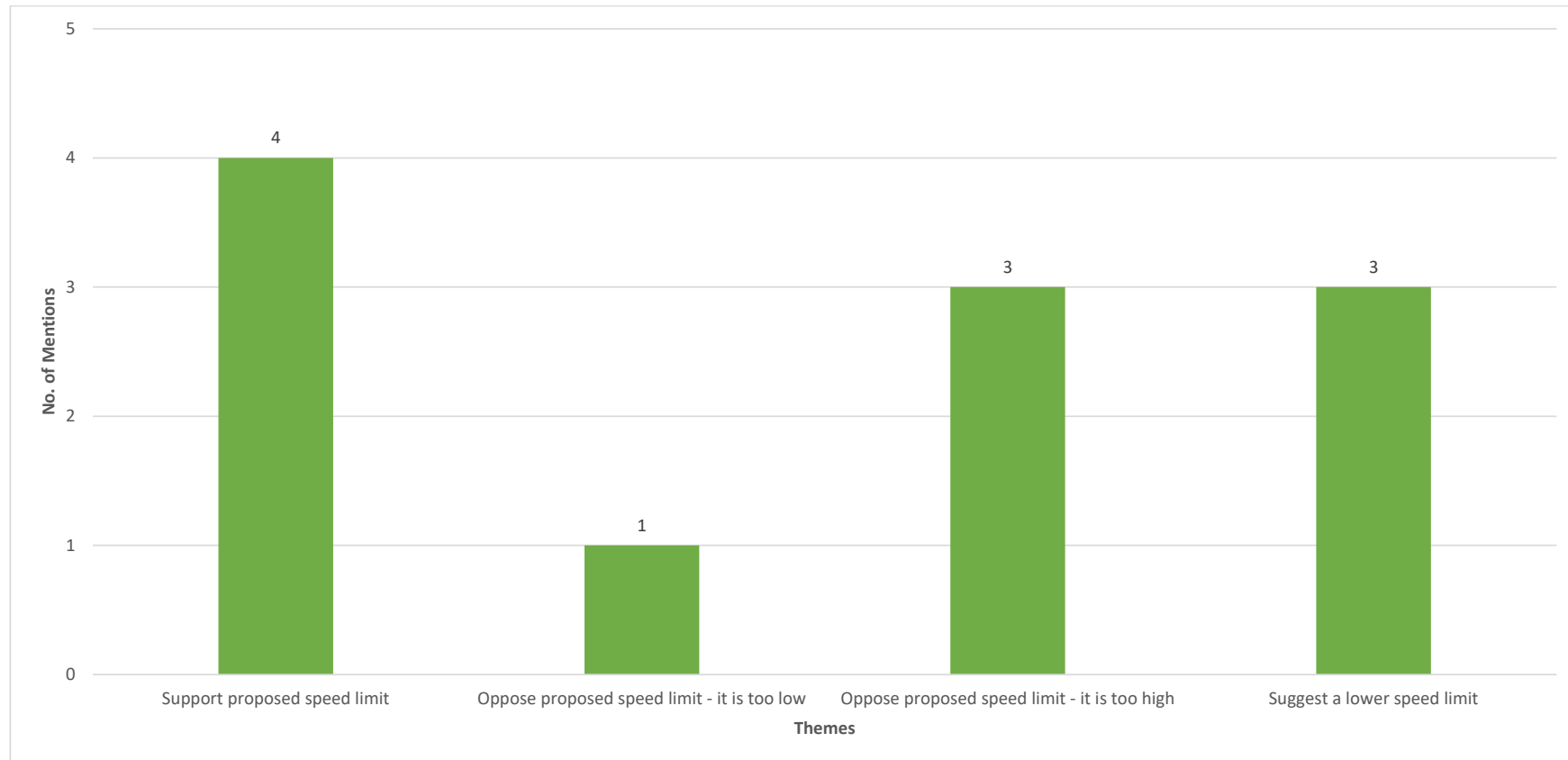
Feedback Theme	Main Points	Auckland Transport's Responses
<p>Support proposed speed limit <i>Mentions: 13</i></p>	<ul style="list-style-type: none"> <li>• Generally support speed limit change.</li> <li>• Support change as safer for walking and/or biking.</li> <li>• Lots of children use road.</li> <li>• Lots of boats use road and park on the road sides.</li> <li>• There are no footpaths.</li> </ul>	<p>Thank you for sharing your views with us. We are pleased to hear you support the proposed speed limit change.</p>
<p>Oppose proposed speed limit - it is too low <i>Mentions: 2</i></p>	<ul style="list-style-type: none"> <li>• Should be 50km/hr (more likely to be observed; consistent with other urban areas).</li> </ul>	<p>The proposed speed limit is justified by the urban road environment and high driver compliancy.</p> <p>When reviewing speed limits, there are a number of things we have to consider. The Land Transport Rule: Setting of Speed Limits 2017 requires AT to review speed limits to ensure they are safe and appropriate with regard to a number of criteria. More information is available on the <a href="#">project page on the AT website</a>.</p>
<p>Oppose proposed speed limit - it is too high <i>Mentions: 3</i></p>	<ul style="list-style-type: none"> <li>• Change the speed limit to 20km/hr (consistent with criteria used for the Safe Speeds Programme).</li> <li>• Change the speed limit to 30 km/hr.</li> <li>• Lower speed limit than proposed could be better due to large amount of people (including children) on the road in summertime.</li> <li>• Road is steep at times.</li> <li>• The narrow existing carriageway of only 8m kerb to kerb.</li> <li>• Vehicles are commonly parked on both sides of the road, creating narrow passing and visual barriers.</li> <li>• No footpaths.</li> </ul>	<p>A lower speed limit cannot be justified by roadside activity as pedestrian activities is infrequent and seasonal. This does not justify applying a lower speed limit throughout the day.</p> <p>The proposed speed limit is justified by the constrained road dimensions including the narrowness of the roadway, the limited sight distances. AT will monitor and evaluate this area to consider further changes in future.</p> <p>We are very grateful to everyone who took the time to share their feedback and requests with us regarding Buckleton Road. We would like to acknowledge the efforts of the Buckleton Beach Residents Association and thank them for their submission which has been given great consideration by the project team.</p>
<p>Suggest a lower speed limit <i>Mentions: 6</i></p>	<ul style="list-style-type: none"> <li>• Change the speed limit to 20km/hr (consistent with criteria used for the Safe Speeds Programme).</li> <li>• Change the speed limit to 30 km/hr.</li> <li>• Lower speed limit than proposed could be better due to large amount of people (including children) on the road in summertime.</li> <li>• Road is steep at times.</li> <li>• The narrow existing carriageway of only 8m kerb to kerb.</li> </ul>	<p>The current speed limit of Buckleton Road is 50km/h and through technical assessment, the safe and appropriate speed has been determined to be 40km/h. Requests for a lower speed limit have been considered but following our investigation, cannot be justified by roadside activity as pedestrian activities are infrequent and seasonal. This does not justify applying a lower speed limit throughout the day.</p> <p>The proposed speed limit of 40km/h is what has been assessed to be the safe and appropriate speed limit. It is</p>



Feedback Theme	Main Points	Auckland Transport's Responses
	<ul style="list-style-type: none"> <li>• Vehicles are commonly parked on both sides of the road, creating narrow passing and visual barriers.</li> <li>• No footpaths.</li> </ul>	<p>justified by the constrained road dimensions including the narrowness of the roadway, the limited sight distances.</p> <p>We acknowledge this will be a disappointment to many local residents who requested an even lower speed limit. Please note, that we will monitor and evaluate this area to consider further changes in future.</p> <p>In order to alert motorists to there being pedestrians in the area, we are investigating additional road and roadside signage and will liaise directly with the Buckleton Beach Residents Association in regard to this matter. We thank the residents' association for sharing this request with us</p>



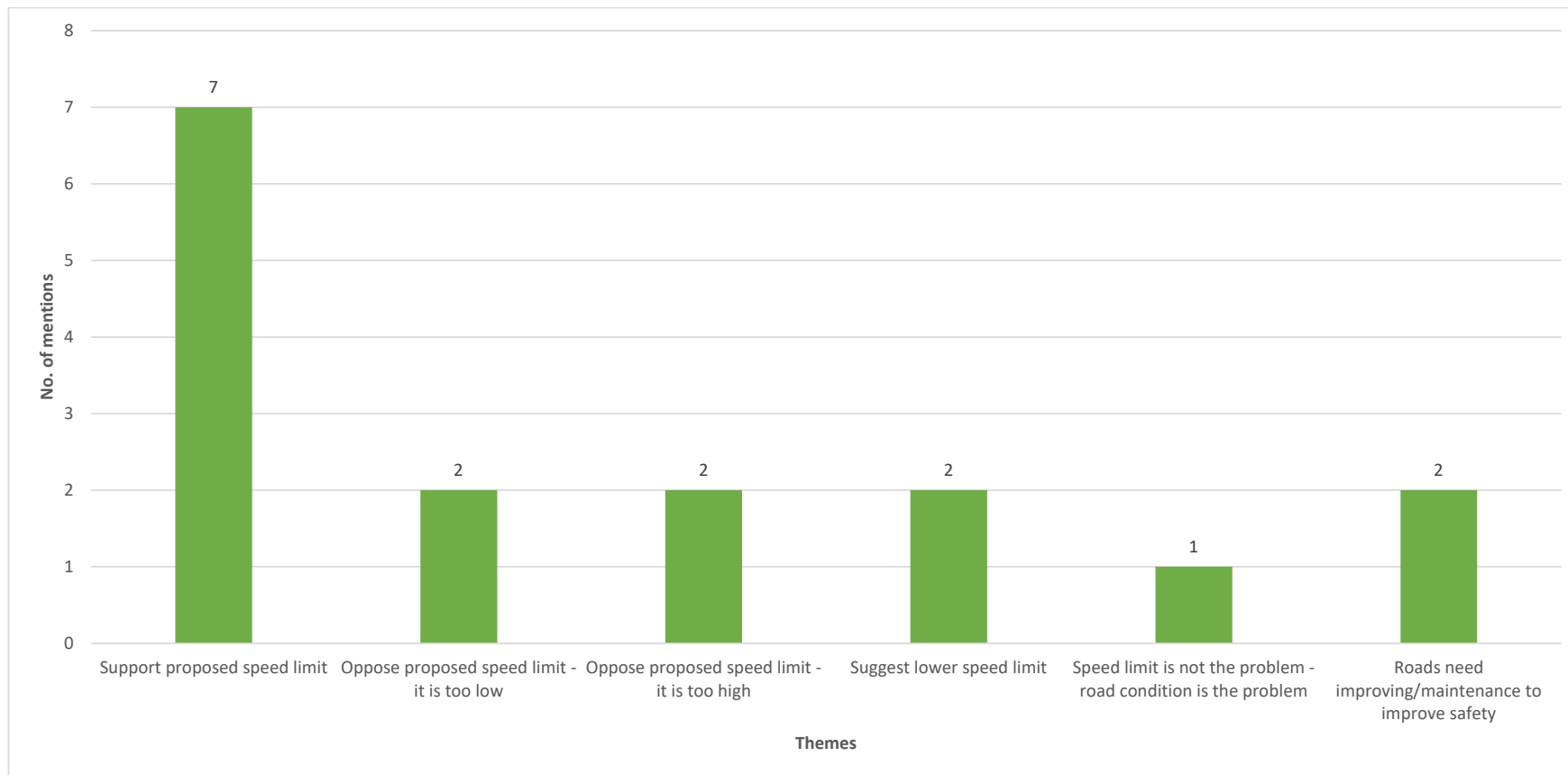
**Tāwharanui Peninsula – Campbell Road**  
*(Entire length of road)*





Feedback Theme	Main Points	Auckland Transport's Responses
Support proposed speed limit <i>Mentions: 4</i>	<ul style="list-style-type: none"> <li>• Generally support speed limit change.</li> <li>• Many walkers and users of golf carts on road.</li> </ul>	Thank you for sharing your views with us. We are pleased to hear you support the proposed speed limit change.
Oppose proposed speed limit - it is too low <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Change speed limit to 50km/hr.</li> <li>• 50km/hr is accepted urban speed limit.</li> </ul>	<p>The proposed speed limit is justified by the urban road environment, speed limit consistency of surrounding roads and high driver compliancy.</p> <p>When reviewing speed limits, there are a number of things we have to consider. The Land Transport Rule: Setting of Speed Limits 2017 requires AT to review speed limits to ensure they are safe and appropriate with regard to a number of criteria. More information is available on the <a href="#">project page on the AT website</a>.</p>
Oppose proposed speed limit - it is too high <i>Mentions: 3</i>	<ul style="list-style-type: none"> <li>• Should be 30km/hr due to pedestrians and children and no footpaths.</li> <li>• Change the speed limit to 20km/hr.</li> </ul>	The proposed speed limit is justified by the urban road environment, speed limit consistency of surrounding roads and high driver compliancy.
Suggest a lower speed limit <i>Mentions: 3</i>	<ul style="list-style-type: none"> <li>• Should be 30km/hr due to pedestrians and children and no footpaths.</li> <li>• Change the speed limit to 20km/hr.</li> </ul>	

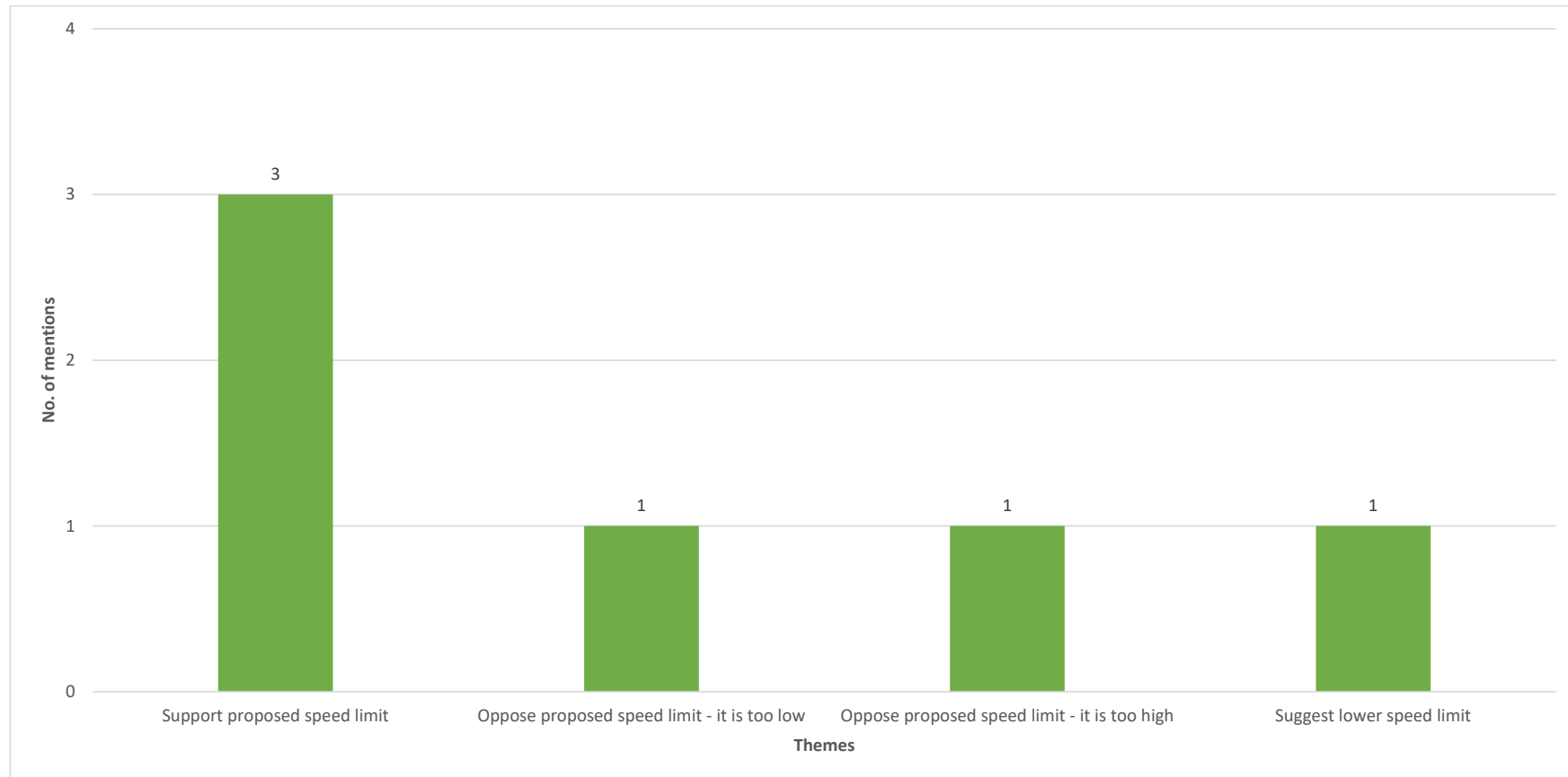
**Tāwharanui Peninsula – Clinton Road**  
*(Entire length of road)*





Feedback Theme	Main Points	Auckland Transport's Responses
Support proposed speed limit <i>Mentions: 7</i>	<ul style="list-style-type: none"> <li>• Generally support speed limit change.</li> <li>• Many walkers and users of golf carts on road.</li> </ul>	Thank you for sharing your views with us. We are pleased to hear you support the proposed speed limit change.
Oppose proposed speed limit - it is too low <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>• Generally oppose proposed speed limit.</li> <li>• Speed limit is too low.</li> <li>• Change speed limit to 50km/hr.</li> <li>• 50km/hr is accepted urban speed limit.</li> </ul>	<p>The proposed speed limit is justified by the urban road environment, speed limit consistency of surrounding roads and high driver compliancy.</p> <p>When reviewing speed limits, there are a number of things we have to consider. The Land Transport Rule: Setting of Speed Limits 2017 requires AT to review speed limits to ensure they are safe and appropriate with regard to a number of criteria. More information is available on the <a href="#">project page on the AT website</a>.</p>
Oppose proposed speed limit - it is too high <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>• Change the speed limit to 20km/hr.</li> <li>• Change the speed limit to 30km/hr.</li> <li>• Lower than proposed speed limit required because of children and bikes using the road.</li> </ul>	<p>We appreciate your support of road safety. However, we are unable to lower the speed limit and further. When reviewing speed limits, there are a number of things we have to consider. The Land Transport Rule: Setting of Speed Limits 2017 requires AT to review speed limits to ensure they are safe and appropriate with regard to a number of criteria. More information is available on the <a href="#">project page on the AT website</a>.</p>
Suggest lower speed limit <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>• Change the speed limit to 20km/hr.</li> <li>• Change the speed limit to 30km/hr.</li> <li>• Lower than proposed speed limit required because of children and bikes using the road.</li> </ul>	<p>The safe and appropriate speed limit has been assessed as 40km/h. Any lower than that will result in a low likelihood to achieve an adequate level of driver compliancy. Roadside activity by children on this road is infrequent and for only short periods. This does not justify applying a lower speed limit throughout the day.</p>
Speed limit is not the problem - road condition is the problem <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Generally, road needs better maintenance.</li> </ul>	Thank you for sharing these requests with us. Non-speed issues (e.g. maintenance issues, new footpath requests, road widening and other safety issues) have been referred to the relevant AT teams for further investigation.
Roads need improving/maintenance to improve safety <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>• Generally, road needs better maintenance.</li> <li>• Suggest speed limit is painted on road every 250m.</li> </ul>	

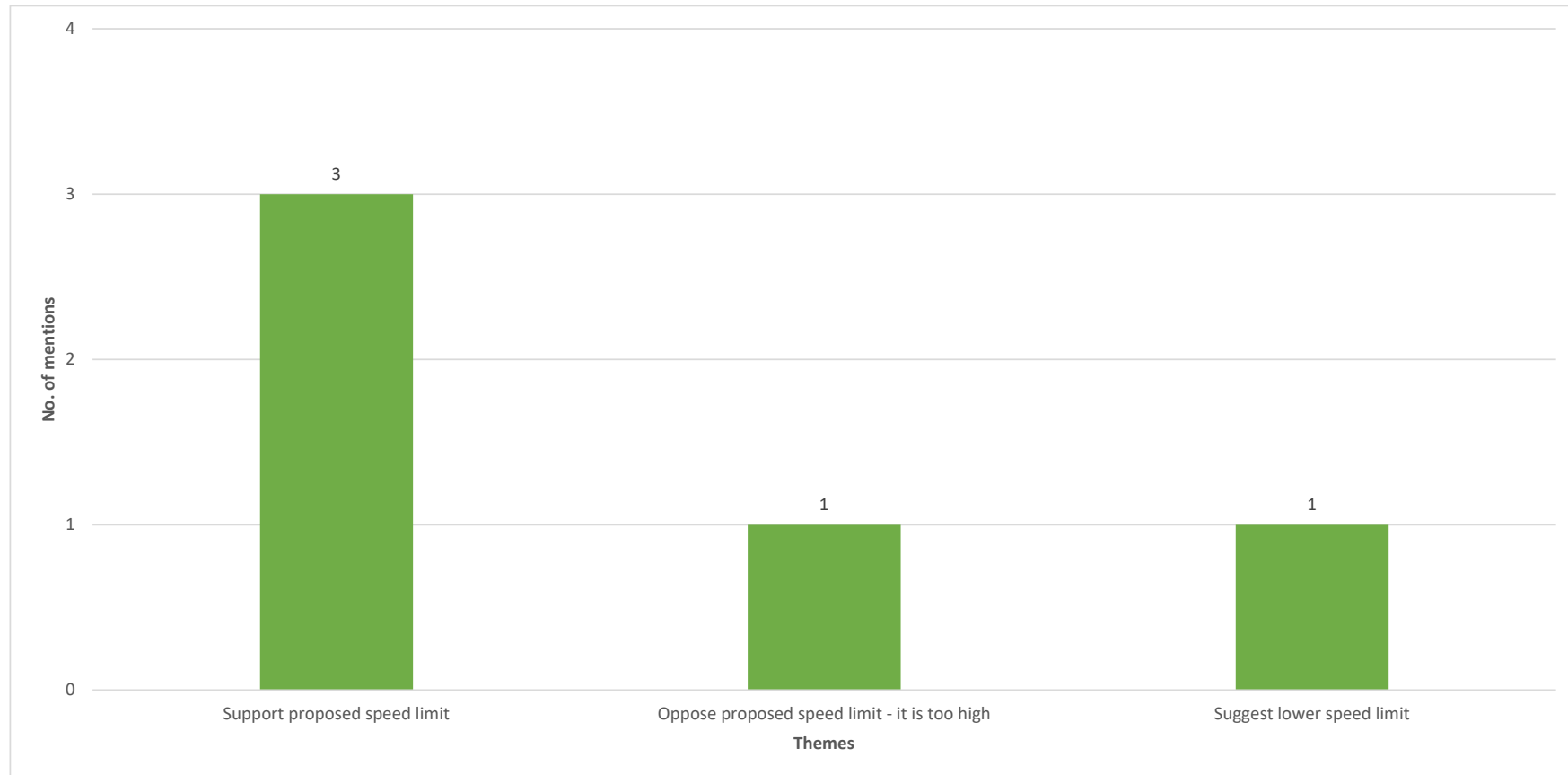
**Tāwharanui Peninsula – Haywood Lane**  
*(Entire length of road)*





Feedback Theme	Main Points	Auckland Transport's Responses
Support proposed speed limit <i>Mentions: 3</i>	<ul style="list-style-type: none"> <li>• Generally support speed limit change.</li> </ul>	Thank you for sharing your views with us. We are pleased to hear you support the proposed speed limit change.
Oppose proposed speed limit - it is too low <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Change speed limit to 80km/hr.</li> </ul>	When reviewing speed limits, there are a number of things we have to consider. The Land Transport Rule: Setting of Speed Limits 2017 requires AT to review speed limits to ensure they are safe and appropriate with regard to a number of criteria. More information is available on the <a href="#">project page on the AT website</a> . The safe and appropriate speed limit for this road has been assessed to be 60km/h. This proposed speed limit is justified by the surrounding road environment, consistency with the current operating speeds and high driver compliancy.
Oppose proposed speed limit - it is too high <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Change the speed limit to 20km/hr.</li> </ul>	
Suggest lower speed limit <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Change the speed limit to 20km/hr.</li> </ul>	

**Tāwharanui Peninsula – Kookaburra Drive**  
*(Entire length of road)*

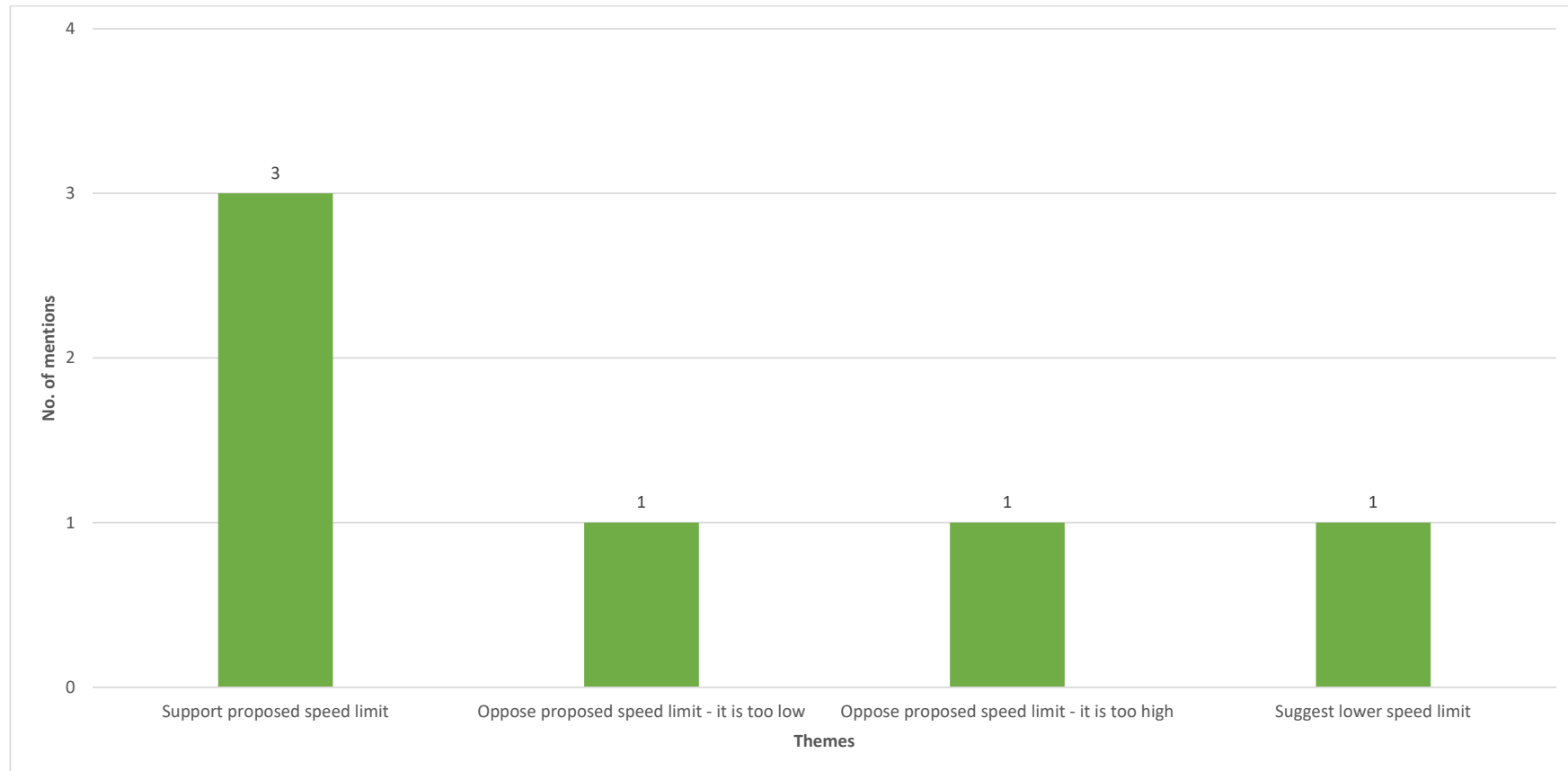




Feedback Theme	Main Points	Auckland Transport's Responses
Support proposed speed limit <i>Mentions: 3</i>	<ul style="list-style-type: none"> <li>Support proposed speed limit change.</li> </ul>	Thank you for sharing your views with us. We are pleased to hear you support the proposed speed limit change.
Oppose proposed speed limit - it is too high <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Change the speed limit to 20km/hr.</li> </ul>	When reviewing speed limits, there are a number of things we have to consider. The Land Transport Rule: Setting of Speed Limits 2017 requires AT to review speed limits to ensure they are safe and appropriate with regard to a number of criteria. More information is available on the <a href="#">project page on the AT website</a> .
Suggest lower speed limit <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Change the speed limit to 20km/hr.</li> </ul>	The proposed speed limit is justified by the surrounding road environment, consistency with the current operating speeds and high driver compliancy.



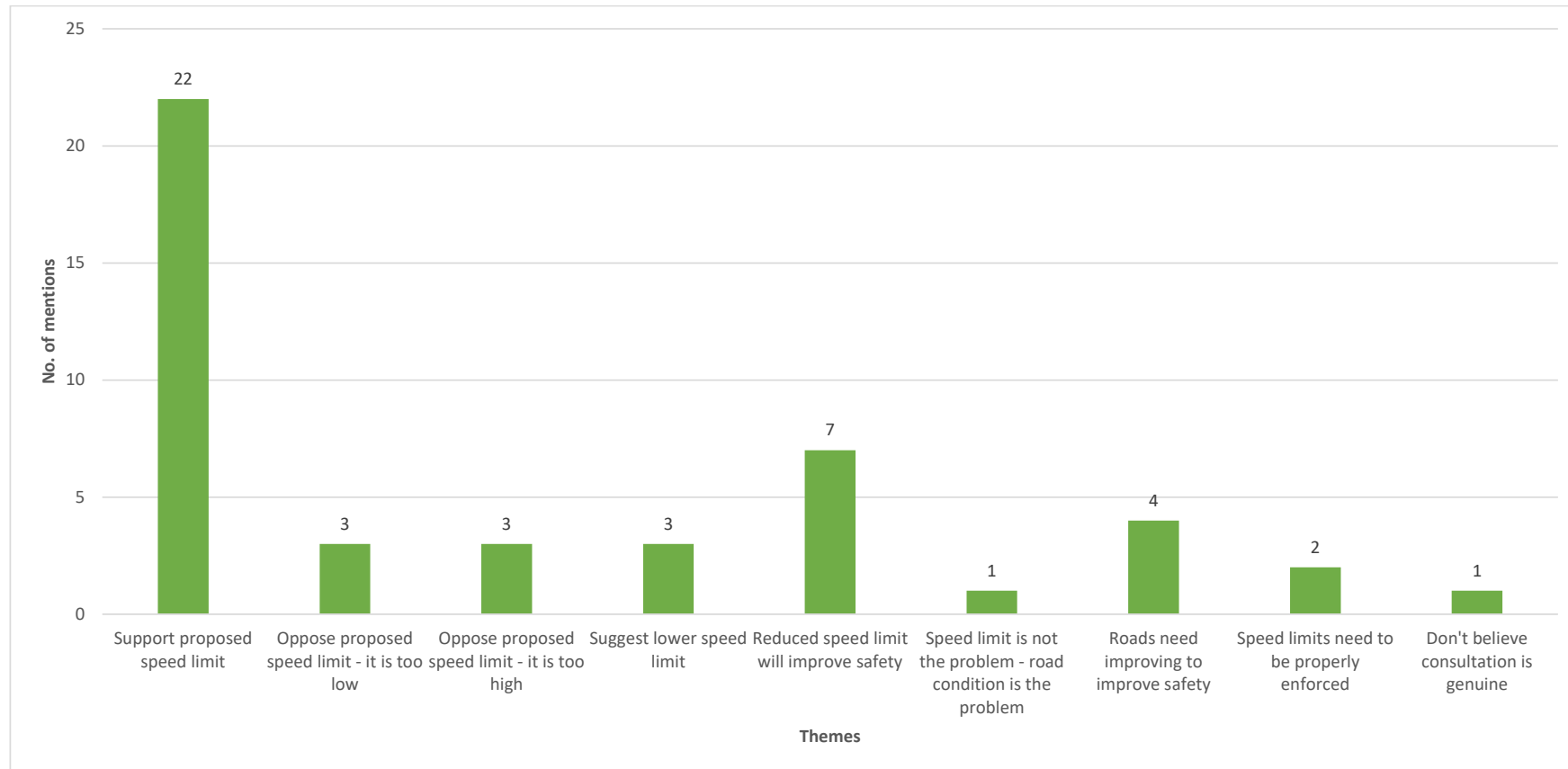
**Tāwharanui Peninsula – Pigeon Place**  
*(Entire length of road)*





Feedback Theme	Main Points	Auckland Transport's Responses
Support proposed speed limit <i>Mentions: 3</i>	<ul style="list-style-type: none"> <li>Support proposed speed limit change.</li> </ul>	Thank you for sharing your views with us. We are pleased to hear you support the proposed speed limit change.
Oppose proposed speed limit - it is too low <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Change speed limit to 50km/hr.</li> <li>50km/hr is accepted urban speed limit.</li> </ul>	When reviewing speed limits, there are a number of things we have to consider. The Land Transport Rule: Setting of Speed Limits 2017 requires AT to review speed limits to ensure they are safe and appropriate with regard to a number of criteria. More information is available on the <a href="#">project page on the AT website</a> .  The proposed speed limit on Pigeon Place is justified by the surrounding road environment, consistency with the current operating speeds and high driver compliancy.
Oppose proposed speed limit - it is too high <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Change the speed limit to 20km/hr.</li> </ul>	
Suggest lower speed limit <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Change the speed limit to 20km/hr.</li> </ul>	

**Tāwharanui Peninsula – Takatu Road**  
*(Leigh Road to 2,000m east of Baddeleys Beach Road)*

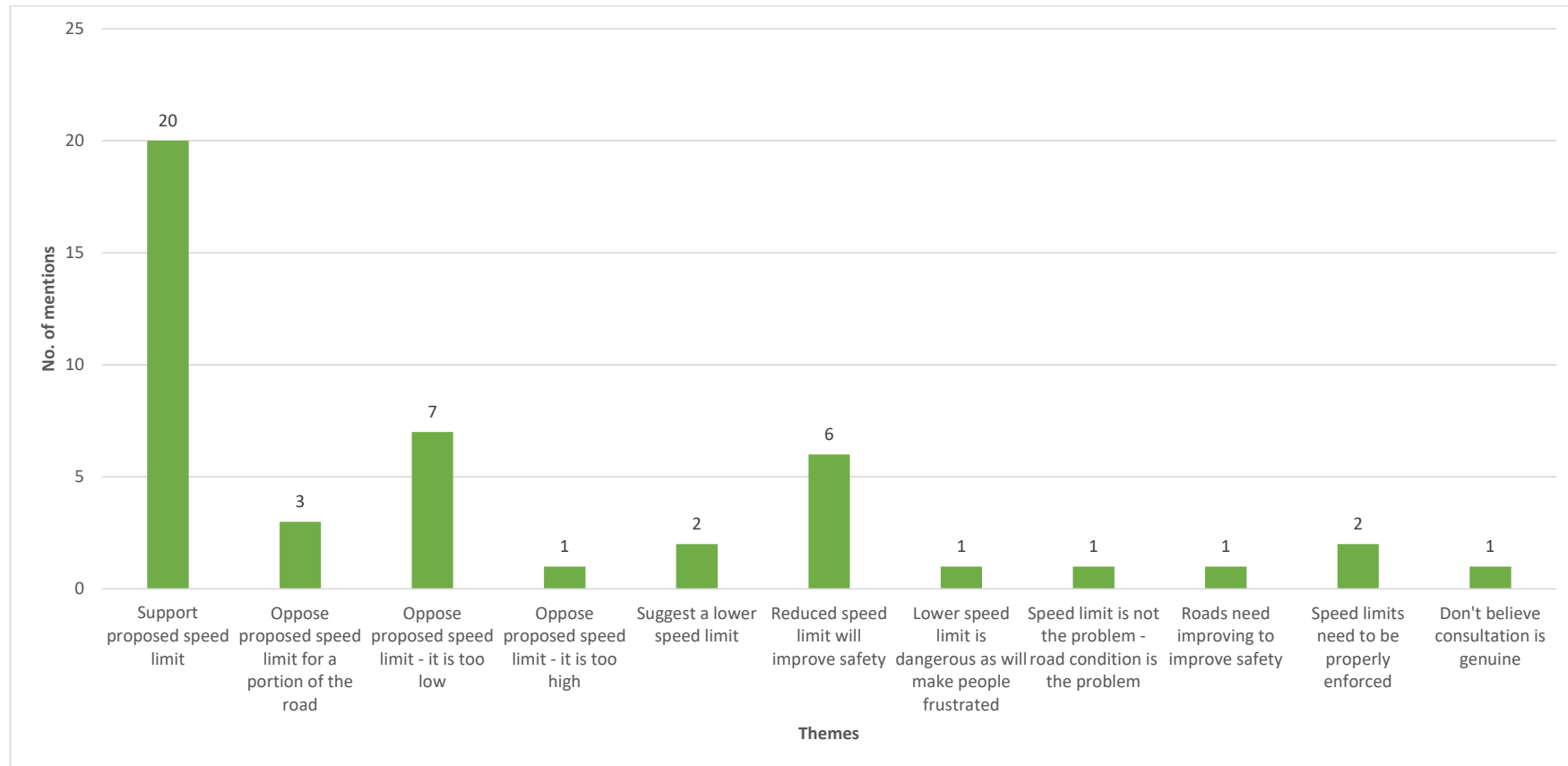




Feedback Theme	Main Points	Auckland Transport's Responses
<p>Support proposed speed limit <i>Mentions: 22</i></p>	<ul style="list-style-type: none"> <li>• Generally support speed limit change.</li> <li>• Regularly dangerous driving and speeding.</li> <li>• Road is narrow.</li> <li>• Current speed is unsafe.</li> <li>• Road has tight and blind corners.</li> <li>• Motorists go over centre line.</li> <li>• Road is unsafe for cyclists.</li> </ul>	<p>Thank you for sharing your views with us. We are pleased to hear you support the proposed speed limit change.</p>
<p>Oppose proposed speed limit - it is too low <i>Mentions: 3</i></p>	<ul style="list-style-type: none"> <li>• Keep at 100km/hr.</li> <li>• Drivers should drive to the conditions.</li> <li>• Not a high crash rate on this road.</li> </ul>	<p>We are sorry to hear you do not support the proposed speed limit change. Policy direction at both central and local government levels supports implementing safe and appropriate speed limits</p> <p>This section of Takatu Road is winding with a medium lane and very narrow shoulder width. The roadside hazards are moderate to high and the surrounding land use is rural residential. These factors contribute to the current speed limit not being safe and appropriate. On Takatu Road, from Leigh Road to Whitmore Road, the average speed drivers travel at is between 55-59 km/h. And between Whitmore Road and 654 Takatu Road it is 60-64km/h.</p>
<p>Oppose proposed speed limit - it is too high <i>Mentions: 3</i></p>	<ul style="list-style-type: none"> <li>• 80km/hr is too fast.</li> <li>• Change speed limit to 50km/hr.</li> <li>• Change speed limit to 60km/hr.</li> <li>• SAAS (safe and appropriate speed) is 60km/h governed by IRR of between 1.82 and 2.03, well higher than the 1.6 that makes 80km/h safe and appropriate - mean speeds are 57-61km/h confirming SAAS of 60km/h.</li> </ul>	<p>AT's technical assessment considers a number of factors when determining the safe and appropriate speed of a road. When reviewing speed limits, there are a number of things we have to consider. The Land Transport Rule: Setting of Speed Limits 2017 requires AT to review speed limits to ensure they are safe and appropriate with regard to a number of criteria. More information is available on the project page on the AT website.</p>
<p>Suggest lower speed limit <i>Mentions: 3</i></p>	<ul style="list-style-type: none"> <li>• 80km/hr is too fast.</li> <li>• Change speed limit to 50km/hr.</li> <li>• Change speed limit to 60km/hr.</li> <li>• SAAS is 60km/h governed by IRR of between 1.82 and 2.03, well higher than the 1.6 that makes 80km/h safe and appropriate - mean speeds are 57-61km/h confirming SAAS of 60km/h.</li> </ul>	<p>This section of road includes curves which reduces the operating speed significantly as well as some straight lengths which operate above 60km/h. To propose 80km/h will result in a higher driver compliancy.</p>

Feedback Theme	Main Points	Auckland Transport's Responses
Reduced speed limit will improve safety <i>Mentions: 7</i>	<ul style="list-style-type: none"> <li>• Will improve cyclist safety.</li> <li>• Will make it easier for residents to enter and exit driveways.</li> <li>• Will stop dangerous driving.</li> </ul>	Thank you for sharing your views with us. We are pleased to hear you support the proposed speed limit change.
Speed limit is not the problem - road condition is the problem <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Fix the pot holes and slumps.</li> </ul>	
Roads need improving to improve safety <i>Mentions: 4</i>	<ul style="list-style-type: none"> <li>• Generally, road needs better maintenance.</li> <li>• Fix the pot holes.</li> <li>• Intersection turning right from Takatu Rd to Whitmore Rd is dangerous and needs to be addressed.</li> <li>• Safety for commuting cyclists should be considered.</li> <li>• Road is too narrow for cyclists and motorists.</li> </ul>	Thank you for sharing these requests with us. Non-speed issues (e.g. maintenance issues, new footpath requests, road widening and other safety issues) have been referred to the relevant AT teams for further investigation.
Speed limits need to be properly enforced <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>• Unless there is enforcement driver habits will not change.</li> <li>• Will need to be monitored regularly.</li> </ul>	Operating speed data shows that most drivers already drive at or slower than the proposed limit. AT will monitor and evaluate speed and compliance data after implementation of speed limit and support the requirement of enforcement by NZ Police should monitoring and evaluation data suggest it as necessary.
Don't believe consultation is genuine <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• You are the experts, why are you consulting on this?</li> </ul>	Community feedback is really important to us at Auckland Transport. Local knowledge helps us to improve our proposals and make sure we get things right. There is also a legal requirement for Auckland Transport to consult on speed limit changes. Local feedback is taken into consideration alongside the assessments of our technical experts.

**Tāwharanui Peninsula – Takatu Road**  
(2,000m east of Baddeleys Beach Road to Tāwharanui Regional Park entrance)





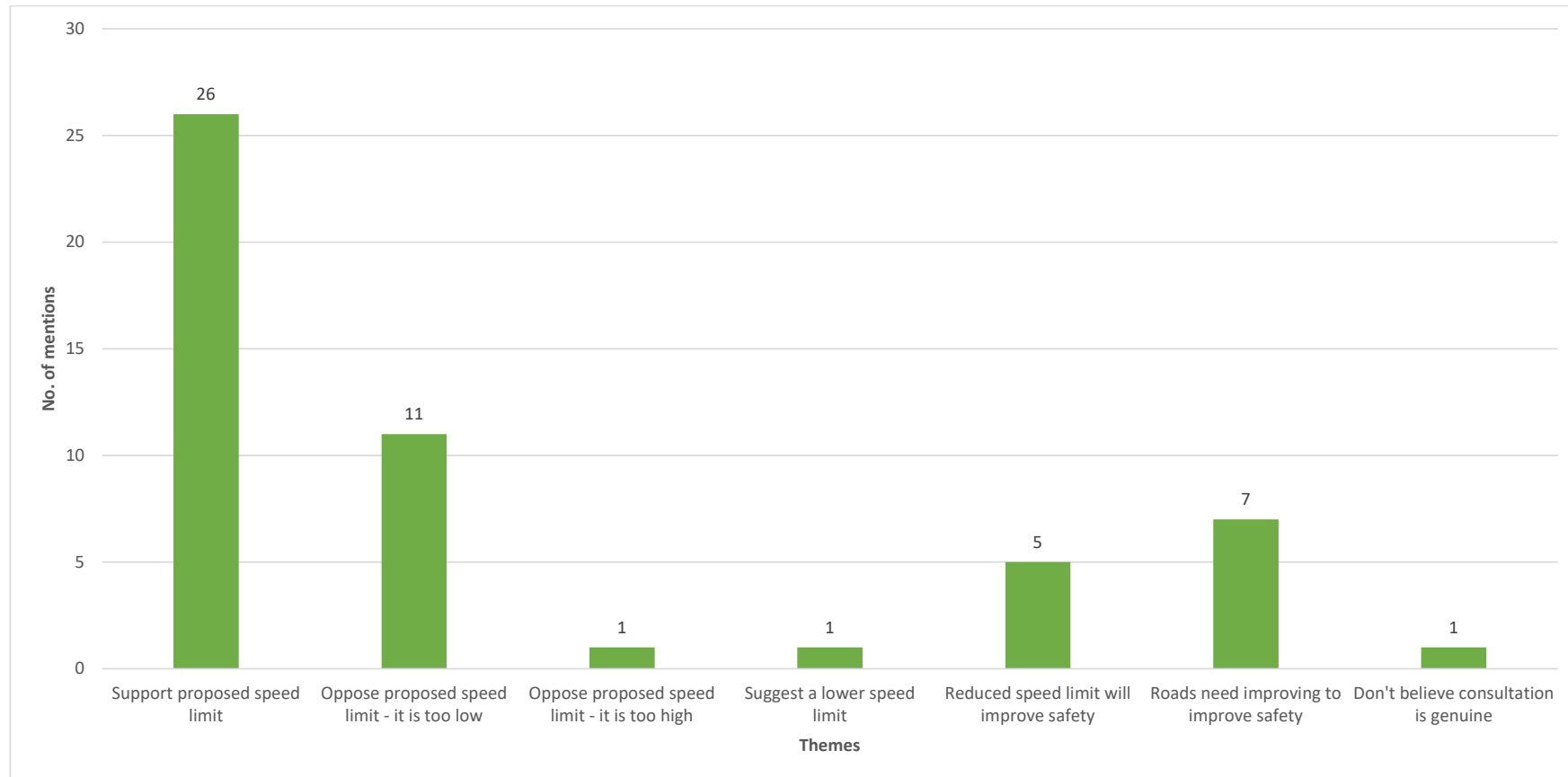
Feedback Theme	Main Points	Auckland Transport's Responses
<p>Support proposed speed limit</p> <p><i>Mentions: 20</i></p>	<ul style="list-style-type: none"> <li>• Generally support speed limit change.</li> <li>• Road is narrow.</li> <li>• Road is busy.</li> <li>• Road is popular with cyclists.</li> <li>• Road has tight and blind corners.</li> </ul>	<p>Thank you for sharing your views with us. We are pleased to hear you support the proposed speed limit change.</p>
<p>Oppose proposed speed limit for a portion of the road</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> <li>• Only reduce speed limit on approach to Tawharanui.</li> <li>• 60km is too high due to tight bends past Christian Bay.</li> <li>• Only reduce the speed limit Baddeleys Beach to Christian Bay.</li> </ul>	<p>The proposed speed limit is justified by the constrained road dimensions including the narrowness of the roadway, the limited sight distances, and the twisting nature of the road. It is also more consistent with the current operating speeds.</p>
<p>Oppose proposed speed limit - it is too low</p> <p><i>Mentions: 7</i></p>	<ul style="list-style-type: none"> <li>• Keep the whole of Takatu Rd as 80km/hr for ease.</li> <li>• Change the speed limit to 80km/hr.</li> <li>• Change the speed limit to 70km/hr.</li> <li>• Drivers will ignore a speed limit that is too low.</li> <li>• Keep at 100km/hr, people should drive to the conditions.</li> <li>• Not a high crash rate on this road.</li> </ul>	<p>We are sorry to hear you do not support the proposed speed limit change. Policy direction at both central and local government levels supports implementing safe and appropriate speed limits. Engineering up to support 100km/h operating speeds on the non-highway parts of the rural network is unaffordable. Therefore, reducing speeds to align with the quality and function of the rural roads is necessary.</p> <p>Operating speed data shows that the average speed on Takatu Road is between 40-64km/h. Therefore, drivers are already driving well below the current speed limit of 100km/h. The proposed changes are aligned with the speeds most motorists are currently driving.</p> <p>When reviewing speed limits, there are a number of things we have to consider. The Land Transport Rule: Setting of Speed Limits 2017 requires AT to review speed limits to ensure they are safe and appropriate with regard to a number of criteria. More information is available on the <a href="#">project page on the AT website</a>.</p>
<p>Oppose proposed speed limit - it is too high</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> <li>• Change speed limit to 50km/hr.</li> </ul>	<p>The proposed speed limit is justified by the constrained road dimensions including the narrowness of the roadway, the limited sight distances, and the twisting nature of the road. It will also achieve high driver compliancy.</p>
<p>Suggest a lower speed limit</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> <li>• 60km is too high due to tight bends past Christian Bay.</li> <li>• Change speed limit to 50km/hr.</li> </ul>	<p>The proposed speed limit is justified by the constrained road dimensions including the narrowness of the roadway, the limited sight distances, and the twisting nature of the road. It will also achieve high driver compliancy.</p>



Feedback Theme	Main Points	Auckland Transport's Responses
Reduced speed limit will improve safety <i>Mentions: 6</i>	<ul style="list-style-type: none"> <li>Will make it easier for residents to enter and exit driveways.</li> <li>Will stop dangerous driving.</li> </ul>	Thank you for sharing your views with us. We are pleased to hear you support the proposed speed limit change.
Lower speed limit is dangerous as will make people frustrated <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Motorists will ignore speed limit if it is too low.</li> </ul>	We are sorry to hear you feel that way. The operating speed data shows that on this road, most drivers are already driving at or slower than the proposed speed limit. While the proposed speed limit will restrict the speed of some faster drivers, it is unlikely to significantly alter the speed of most motorists.
Speed limit is not the problem - road condition is the problem <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>If road were maintained better it would be safer.</li> </ul>	Thank you for sharing these requests with us. Non-speed issues (e.g. maintenance issues, new footpath requests, road widening and other safety issues) have been referred to the relevant AT teams for further investigation.
Roads need improving to improve safety <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Fix the pot holes and slumps.</li> </ul>	
Speed limits need to be properly enforced <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>Unless there is enforcement driver habits will not change.</li> <li>Will need to be monitored regularly.</li> </ul>	Operating speed data shows that most drivers already drive at or slower than the proposed limit. AT will monitor and evaluate speed and compliance data after implementation of speed limit and support the requirement of enforcement by NZ Police should monitoring and evaluation data suggest it as necessary.
Don't believe consultation is genuine <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>You are the experts, why are you consulting on this?</li> </ul>	Community feedback is really important to us at Auckland Transport. Local knowledge helps us to improve our proposals and make sure we get things right. There is also a legal requirement for Auckland Transport to consult on speed limit changes. Local feedback is taken into consideration alongside the assessments of our technical experts.



**Tāwharanui Peninsula – Whitmore Road**  
*(Takatu Road to 1,200m north of Bishop Lane)*

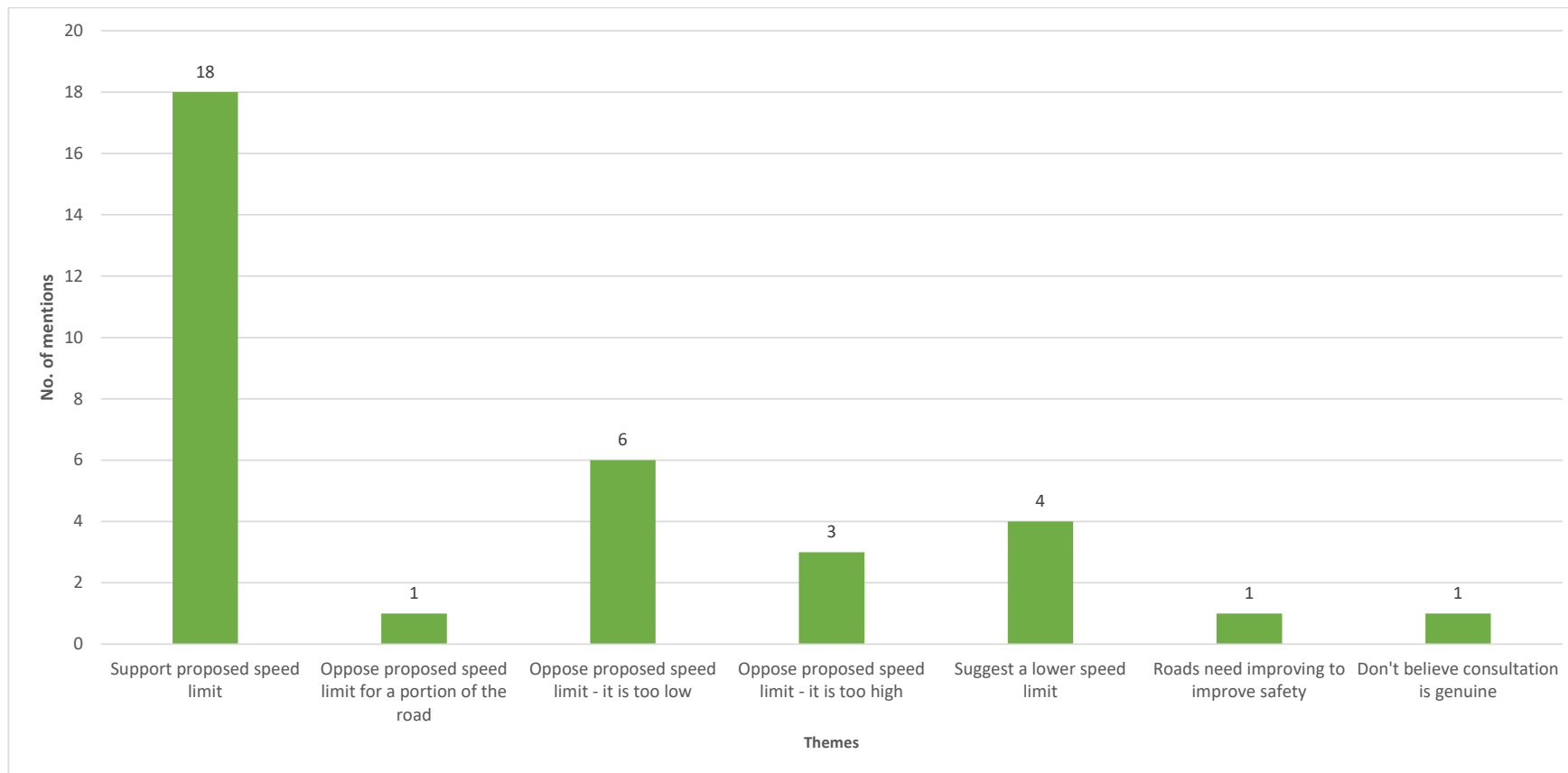


Feedback Theme	Main Points	Auckland Transport's Responses
<p>Support proposed speed limit <i>Mentions: 26</i></p>	<ul style="list-style-type: none"> <li>• Generally support speed limit change.</li> <li>• Road has many pedestrians and cyclists.</li> <li>• Road has many trucks.</li> <li>• Horses are frequently ridden on the road.</li> <li>• Road is narrow.</li> <li>• There is no footpath.</li> <li>• Cars drive at dangerous speeds in this area,</li> <li>• This road was identified in 2019 for speed reduction and was overlooked.</li> </ul>	<p>Thank you for sharing your views with us. We are pleased to hear you support the proposed speed limit change.</p>
<p>Oppose proposed speed limit - it is too low <i>Mentions: 11</i></p>	<ul style="list-style-type: none"> <li>• Change the speed limit to 80km/hr.</li> <li>• Change the speed limit to 80km/hr (except within 200m of its intersection with Takatu Road, agree with 60km/hr there).</li> <li>• Keep it at 100km/hr.</li> <li>• Proposed is too slow given the road is sealed.</li> <li>• Do not have so any different speed limit changes.</li> <li>• Road is quiet the majority of the year.</li> </ul>	<p>We are sorry to hear you do not support the proposed speed limit change. Policy direction at both central and local government levels supports implementing safe and appropriate speed limits. When reviewing speed limits, there are a number of things we have to consider. The Land Transport Rule: Setting of Speed Limits 2017 requires AT to review speed limits to ensure they are safe and appropriate with regard to a number of criteria. More information is available on the <a href="#">project page on the AT website</a>.</p> <p>Based on the criteria we have to follow, we have assessed the safe and appropriate speed for this section of Whitmore Road to be 60km/h. Operating speed data shows that most motorists are already travelling well below 60km/h on Whitmore Road.</p>
<p>Oppose proposed speed limit - it is too high <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> <li>• Change the speed limit to 50km/hr.</li> </ul>	<p>The proposed speed limit is justified by the constrained road dimensions including the narrowness of the roadway and the limited sight distances. It is also more consistent with the current operating speeds.</p>
<p>Suggest a lower speed limit <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> <li>• Change the speed limit to 50km/hr.</li> </ul>	
<p>Reduced speed limit will improve safety <i>Mentions: 5</i></p>	<ul style="list-style-type: none"> <li>• 100km is too fast.</li> <li>• Cars drive dangerously.</li> <li>• Will improve safety for children, cyclists, and pedestrians.</li> </ul>	<p>Thank you for sharing your views with us. We are pleased to hear you support the proposed speed limit change.</p>



Feedback Theme	Main Points	Auckland Transport's Responses
Roads need improving to improve safety <i>Mentions: 7</i>	<ul style="list-style-type: none"> <li>• Intersection of Takutu Rd and Whitmore Rd is on a crest and a corner, intersection is very dangerous.</li> <li>• Intersection of Takutu Rd and Whitmore Rd needs an island or a roundabout, this will stop people doing donuts here.</li> <li>• Signage to warn of horse riders required at start of Whitmore Rd.</li> </ul>	Thank you for sharing these requests with us. Non-speed issues (e.g. maintenance issues, new footpath requests, road widening and other safety issues) have been referred to the relevant AT teams for further investigation.
Don't believe consultation is genuine <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• AT staff at open day had not driven the roads.</li> </ul>	The technical assessment carried out by our road safety experts included drive throughs of all assessed roads.

**Tāwharanui Peninsula – Whitmore Road**  
*(1,200m north of Bishop Lane and 1,040m north of Buckleton Road)*

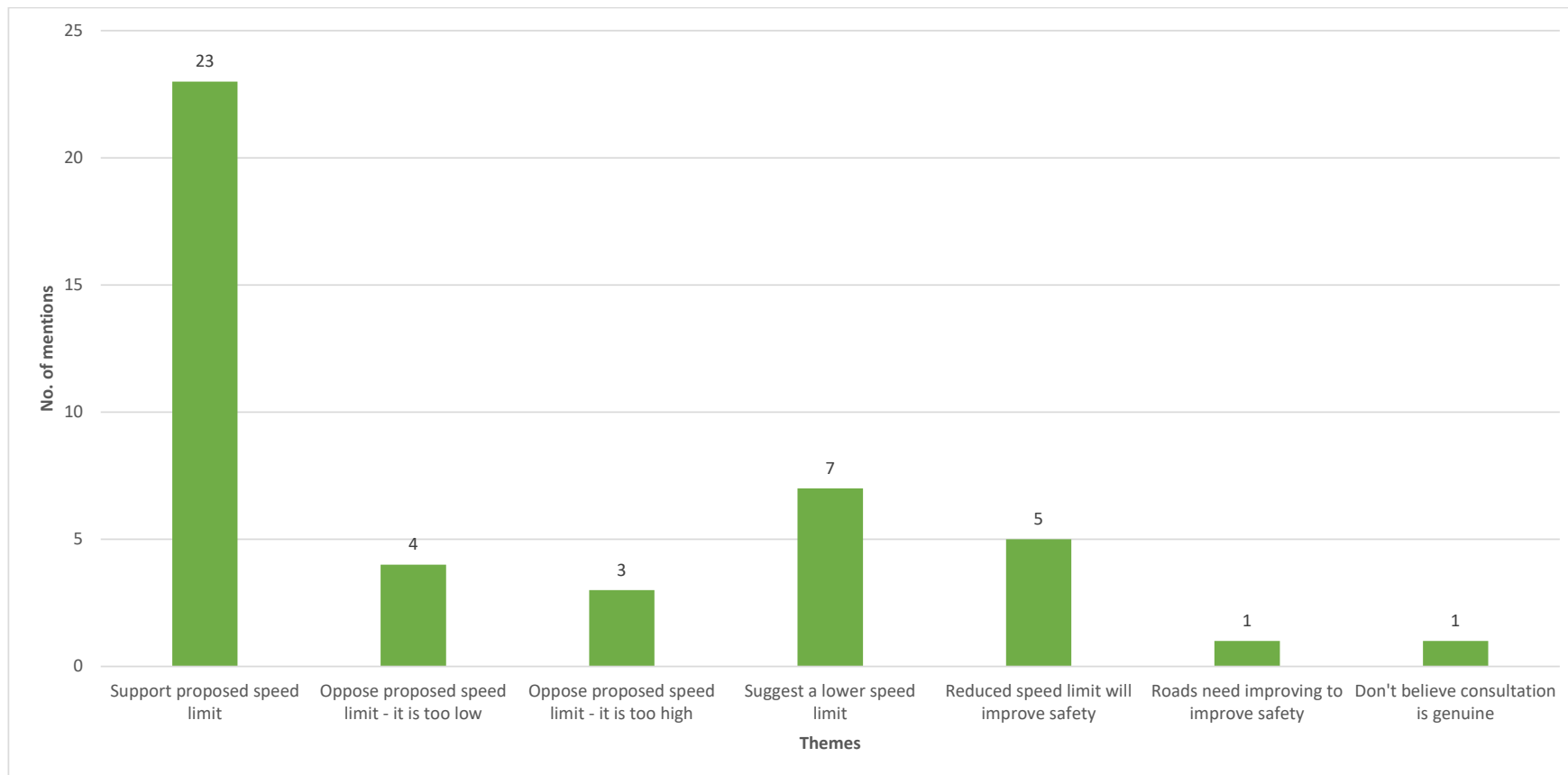


Feedback Theme	Main Points	Auckland Transport's Responses
<p>Support proposed speed limit <i>Mentions: 18</i></p>	<ul style="list-style-type: none"> <li>• Generally support speed limit change.</li> <li>• This road was identified in 2019 for speed reduction and was overlooked.</li> <li>• Road has many pedestrians and cyclists.</li> <li>• Road has many trucks.</li> <li>• Horses are frequently ridden on the road.</li> <li>• Road is narrow.</li> </ul>	<p>Thank you for sharing your views with us. We are pleased to hear you support the proposed speed limit change.</p>
<p>Oppose proposed speed limit for a portion of the road <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> <li>• Also make stretch of road from Bishop Lane from Buckleton Rd 40km/hr.</li> </ul>	<p>The proposed speed limit is justified by the similarity of road characteristics between this section and the northern section, which is proposed to be 60km/h. It will also achieve higher drive compliancy.</p>
<p>Oppose proposed speed limit - it is too low <i>Mentions: 6</i></p>	<ul style="list-style-type: none"> <li>• Generally disagree with the proposed speed limit.</li> <li>• Change the speed limit to 80km/hr.</li> <li>• Keep it at 100km/hr.</li> </ul>	<p>We are sorry to hear you do not support the proposed speed limit change. Policy direction at both central and local government levels supports implementing safe and appropriate speed limits.</p> <p>When reviewing speed limits, there are a number of things we have to consider. The Land Transport Rule: Setting of Speed Limits 2017 requires AT to review speed limits to ensure they are safe and appropriate with regard to a number of criteria. More information is available on the <a href="#">project page on the AT website</a>.</p> <p>Based on the criteria we have to follow, we have assessed the safe and appropriate speed for this section of Whitmore Road to be 60km/h. Operating speed data shows that most motorists are already travelling well below 60km/h on Whitmore Road</p>
<p>Oppose proposed speed limit - it is too high <i>Mentions: 3</i></p>	<ul style="list-style-type: none"> <li>• Change the speed limit to 50km/hr.</li> <li>• Change speed limit to 40km/hr.</li> <li>• Too many different speed limits in area.</li> <li>• Road is windy and dangerous with steep gravel pull off areas if severing of the road.</li> </ul>	<p>The proposed speed limit is justified by the similarity of road characteristics between this section and the northern section, which is proposed to be 60km/h. It will also achieve higher drive compliancy.</p>
<p>Suggest a lower speed limit <i>Mentions: 4</i></p>	<ul style="list-style-type: none"> <li>• Change the speed limit to 50km/hr.</li> <li>• Change speed limit to 40km/hr.</li> </ul>	



Feedback Theme	Main Points	Auckland Transport's Responses
	<ul style="list-style-type: none"> <li>• Too many different speed limits in area.</li> <li>• Road is windy and dangerous with steep gravel pull off areas if severing of the road.</li> </ul>	
Roads need improving to improve safety <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Intersection of Whitmore Rd and Bishop Lane is on a blind corner and is dangerous.</li> </ul>	Thank you for sharing these requests with us. Non-speed issues (e.g. maintenance issues, new footpath requests, road widening and other safety issues) have been referred to the relevant AT teams for further investigation.
Don't believe consultation is genuine <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• AT staff at open day had not driven the road.</li> </ul>	The technical assessment carried out by our road safety experts included drive throughs of all assessed roads.

**Tāwharanui Peninsula – Whitmore Road**  
*(1,040m north of Buckleton Road to Buckleton Road)*



Feedback Theme	Main Points	Auckland Transport's Responses
<p>Support proposed speed limit <i>Mentions: 23</i></p>	<ul style="list-style-type: none"> <li>• Generally support speed limit change.</li> <li>• This road was identified in 2019 for speed reduction and was overlooked.</li> <li>• Road has many pedestrians and cyclists.</li> <li>• Road has many trucks.</li> <li>• Horses are frequently ridden on the road.</li> <li>• Road is narrow.</li> <li>• Increased boats and boat parking.</li> <li>• Road has no footpath.</li> </ul>	<p>Thank you for sharing your views with us. We are pleased to hear you support the proposed speed limit change.</p>
<p>Oppose proposed speed limit - it is too low <i>Mentions: 4</i></p>	<ul style="list-style-type: none"> <li>• Change the speed limit to 50km/hr.</li> <li>• Keep it at 100km/hr.</li> </ul>	<p>When reviewing speed limits, there are a number of things we have to consider. The Land Transport Rule: Setting of Speed Limits 2017 requires AT to review speed limits to ensure they are safe and appropriate with regard to a number of criteria. More information is available on the <a href="#">project page on the AT website</a>.</p> <p>Based on the criteria we have to follow, we have assessed the safe and appropriate speed for this section of Whitmore Road to be 40km/h. Operating speed data shows that most motorists already travel less than 30km/h on Whitmore Road between 350m north of Buckleton Road and Buckleton Road.</p>
<p>Oppose proposed speed limit - it is too high <i>Mentions: 3</i></p>	<ul style="list-style-type: none"> <li>• Change the speed limit to 20km/hr at this end.</li> <li>• Change the speed limit to 25km/hr at this end.</li> <li>• Change the speed limit to 30km/hr at this end.</li> <li>• Increased pedestrians, boaties, tractors at this end.</li> <li>• Road has no footpath.</li> </ul>	<p>We are very grateful to everyone who took the time to share their feedback and requests with us regarding Whitmore Road. We would like to acknowledge the efforts of the Buckleton Beach Residents Association and thank them for their submission which has been given great consideration by the project team.</p>
<p>Suggest a lower speed limit <i>Mentions: 7</i></p>	<ul style="list-style-type: none"> <li>• Want a lower speed limit for this section.</li> <li>• Change speed limit to 30km/hr at this end.</li> <li>• Change speed limit to 25km/hr at this end.</li> <li>• Change speed limit to 20km/hr at this end.</li> <li>• Increased pedestrians, boaties, tractors at this end.</li> <li>• Lots of children on road - 40km/hr too fast with them around.</li> </ul>	<p>The current speed limit in this section is 50km/h and through technical assessment the safe and appropriate speed has been determined to be 40km/h. Requests for a lower speed limit have been considered but following our investigation, cannot be justified by roadside activity as pedestrian activities are infrequent and seasonal. This does not justify applying a lower speed limit throughout the day.</p> <p>The proposed speed limit of 40km/h is what has been assessed to be the safe and appropriate speed limit. It is</p>





Feedback Theme	Main Points	Auckland Transport's Responses
	<ul style="list-style-type: none"> <li>• Lots of native birds on the road.</li> <li>• Road has no footpath.</li> </ul>	<p>justified by the constrained road dimensions including the narrowness of the roadway, the limited sight distances.</p> <p>We acknowledge this will be a disappointment to many local residents. Please note, that we will monitor and evaluate this area to consider further changes in future.</p> <p>In order to alert motorists to there being pedestrians in the area, we are investigating additional road and roadside signage and will liaise directly with the Buckleton Beach Residents Association in regard to this matter. We thank the residents' association for sharing this request with us.</p>
<p>Reduced speed limit will improve safety</p> <p><i>Mentions: 5</i></p>	<ul style="list-style-type: none"> <li>• 100km is too fast.</li> <li>• Cars drive dangerously.</li> <li>• Will improve safety for children, cyclists, and pedestrians.</li> </ul>	<p>Thank you for sharing your views with us. We are pleased to hear you support the proposed speed limit change.</p>
<p>Roads need improving to improve safety</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> <li>• Pedestrians warning signage required here to warn motorists.</li> </ul>	<p>In order to alert motorists to there being pedestrians in the area, we will install pedestrian warning signage at appropriate locations. We thank the residents' association for sharing this request with us.</p>
<p>Don't believe consultation is genuine</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> <li>• AT staff at open day had not driven the road.</li> </ul>	<p>The technical assessment carried out by our road safety experts included drive throughs of all assessed roads.</p>

## Other roads suggested for speed limit changes and/or improvements

This section outlines other roads that submitters have requested speed limit changes for, and/or other changes to. It also includes AT's responses to these requests. One person's or organisation's submission can count towards multiple roads.

Feedback Theme / Road	Main Points	Auckland Transport's Responses
Reduce speed limit and remove parking in Matakana Village (Matakana) <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>Change the speed limit to 30km/hr.</li> <li>Parking on the north side of the road as it passes through the village is dangerous and an accident will eventually result. Strongly suggest that there is no parking allowed where the lane exits the Matakana Market site.</li> </ul>	<p>Thank you for sharing these requests with us. We will consider investigating the suggested areas for a safe and appropriate speed in future tranches of speed limit changes.</p> <p>Non-speed issues (e.g. maintenance issues, new footpath requests, road widening and other safety issues) have been referred to the relevant AT teams for further investigation.</p>
Set 40km/hr speed limit for new road being constructed that connects to Whitmore Road (Tawharanui) <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>A new road is being developed for a subdivision at 180 Whitmore Road. The new road will link to Whitmore Road (which AT is proposing to reduce to 40km/hr). The new road under construction has been designated as 50km/h. The speed limit on the new road should be set at 40km/hr to be consistent with the proposed new speed limit for Whitmore Road.</li> </ul>	
Reduce speed limit on Mill St, Queen St, Neville St (Warkworth) <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Mill Lane, Queen Street and Neville Street should be 30km/hr.</li> </ul>	
Reduce speed limit and safety Pullham Rd (Warkworth) <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>No kerb</li> <li>Increased residential development.</li> <li>Current speed limit is too fast.</li> <li>Change speed limit to 40km/hr.</li> <li>Road is too narrow.</li> <li>Indented parking bays are required.</li> </ul>	
Reduce speed limit and improve speed limit signage on Sandspit Road (Warkworth) <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Sandspit Road, from Hill Street to Snells Beach has a temporary speed limit. The speed limit should be 80km/h.</li> <li>The road needs more/better speed limit signage.</li> </ul>	

Feedback Theme / Road	Main Points	Auckland Transport's Responses
		<p>We will consider investigating the suggested areas for a safe and appropriate speed in future tranches of speed limit changes.</p> <p>Non-speed issues (e.g. maintenance issues, new footpath requests, road widening and other safety issues) have been referred to the relevant AT teams for further investigation</p>
<p>Need more zebra crossings on Woodcocks Road (Warkworth)</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> <li>• Road needs more zebra crossings.</li> </ul>	<p>Thank you for sharing these requests with us. Non-speed issues (e.g. maintenance issues, new footpath requests, road widening and other safety issues) have been referred to the relevant AT teams for further investigation.</p>
<p>Build the Hill Street Roundabout (Warkworth)</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> <li>• Build Hill Street Roundabout.</li> </ul>	
<p>Maintain and upgrade Beach St (Sandspit)</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> <li>• Pot holes need repairing.</li> <li>• Needs proper drainage.</li> <li>• Needs to be sealed.</li> <li>• Needs a footpath.</li> </ul>	
<p>Review speed limit and safety on Clayburn Rd (Glen Eden)</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> <li>• There are no street lights.</li> <li>• Many pedestrians and accidents.</li> <li>• Needs new speed limit signs.</li> </ul>	
<p>Need better speed limit signage and raised tables on Matthew Road (Warkworth)</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> <li>• Matthew Road, off Woodcocks Road, needs more speed limit signs.</li> <li>• Needs some raised tables.</li> <li>• Speed limit is 30km/h but there's only one temporary sign and drivers treat it like a 100km/h road.</li> </ul>	
<p>Reduce speed limit through Warkworth Township</p>	<ul style="list-style-type: none"> <li>• 50km/hr is too fast.</li> <li>• Car doors from parked cars open into traffic.</li> </ul>	<p>We will consider investigating the speed limit changes through Warkworth town centre as part of future tranches of speed limit changes.</p>



Feedback Theme / Road	Main Points	Auckland Transport's Responses
<i>Mentions: 1</i>		
Reduce speed limit on Broadlands Dr (Omaha Causeway) <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Change the speed limit to 60km/hr</li> </ul>	AT implemented new speed limits of 60km/h on 30/06/2020 on Broadlands Drive between Omaha Flats Road and 850m east of Omaha Flats Road.
Reduce speed limit on Mahurangi West Road (Mahurangi West) <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Reduce speed limit.</li> </ul>	We implemented new speed limits of 80km/h on 30/06/2020 on the full length of Mahurangi West Road.
Reduce speed limit on Scandrett Regional Park Road (Scandrett) <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Recently raised to 40km/hr, should change back to 30km/hr.</li> </ul>	We implemented new speed limits of 40km/h on 30/06/2020 along full length of Scandrett Road. We will monitor the speeds and compliance levels of drivers since implementation. Reassessment of the speed limit will be considered if monitoring and evaluation data supports.
Reduce speed limits from Wainui to Dairy Flat <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Reduce speed limits.</li> <li>Needed due to increased traffic from development in area.</li> </ul>	We will investigate the speed limit request on this road as part of future tranches of speed limit investigations
Reduce speed limit on roads that come off SH16 between Riverhead and Helensville <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Reduce speed limits on these roads.</li> </ul>	
Reduce speed limit on Bethells Road (Waitakere) <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Dangerous narrow road with blind corners.</li> <li>Change the speed limit to 70km/hr.</li> </ul>	
Reduce speed limit on Waitakere Rd (from Swanson Village to west of Kay Road)	<ul style="list-style-type: none"> <li>Change the speed limit to 50km/hr.</li> <li>Lots of speed related accidents since AT widened the road.</li> </ul>	

Feedback Theme / Road	Main Points	Auckland Transport's Responses
<i>Mentions:</i>		
Issues on Westcoast Rd (Glen Eden) <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Review speed and safety on Westcoast Road.</li> <li>Install speed limit signs on Westcoast Road.</li> </ul>	
Add footpath / improve safety / reduce speed limit on Candia Road (Swanson) <i>Mentions: 5,605</i>	<ul style="list-style-type: none"> <li>A petition signed by 5,601 people was received requesting a footpath the length of Candia Road.</li> <li>Did not specify a suggested speed limit, but compared Candia Road to proposal for Christian Road, so probably wants speed limit changed to 50km/hr-60km/hr.</li> </ul>	<p>We would like to acknowledge the petition presented to AT, signed by 5,601, requesting a footpath the length of Candia Road.</p> <p>Through the new footpath programme, we are investigating installing a footpath from opposite Burtons Drive to the driveway of 50 Candia Road, approximately 70m north of the Coulter Road intersection. This would extend the footpath to the current urban boundary of Candia Road. Further south along Candia Road is a more rural environment and the destinations become less dense, with roadside constraints. Because of this we are currently unable to prioritise continuing the footpath further south.</p> <p>We will be investigating the speed limit of Candia Road as part of the rural road package in an upcoming tranche of works. Our investigations will commence by September 2021. If our assessments find that Candia Road needs a new safe and appropriate speed limit, we will seek public feedback on the proposed change. If the AT Board decides to implement the proposed change, following public consultation, then the new speed limit could be implemented before the end of 2022.</p>
Reduce speed limit on Crows Road (Swanson) <i>Mentions: 5</i>	<ul style="list-style-type: none"> <li>80km/hr is too high.</li> <li>Change the speed limit to 60km/hr.</li> </ul>	We will be investigating the suggested areas of interest in future tranches.
Review speed limit on Swanson Rd (Swanson) <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Keep it 50km/hr on whole length, don't increase to 80km/hr in middle.</li> </ul>	We will investigate the speed limit request on this road as part of future tranches of speed limit investigations.
Reduce speed limit on Kay Road (Swanson) <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>Speed limit on Kay Road should be same the same as Birdwood Road, because they are similar roads.</li> <li>Kay Road/Waitakere Road intersection is dangerous since it was widened as vehicles travel too quickly through it now.</li> </ul>	<p>AT will be investigating the suggested areas of interest in future tranches</p> <p>Non-speed issues (e.g. maintenance issues, new footpath requests, road widening and other safety issues) have been referred to the relevant AT teams for further investigation</p>



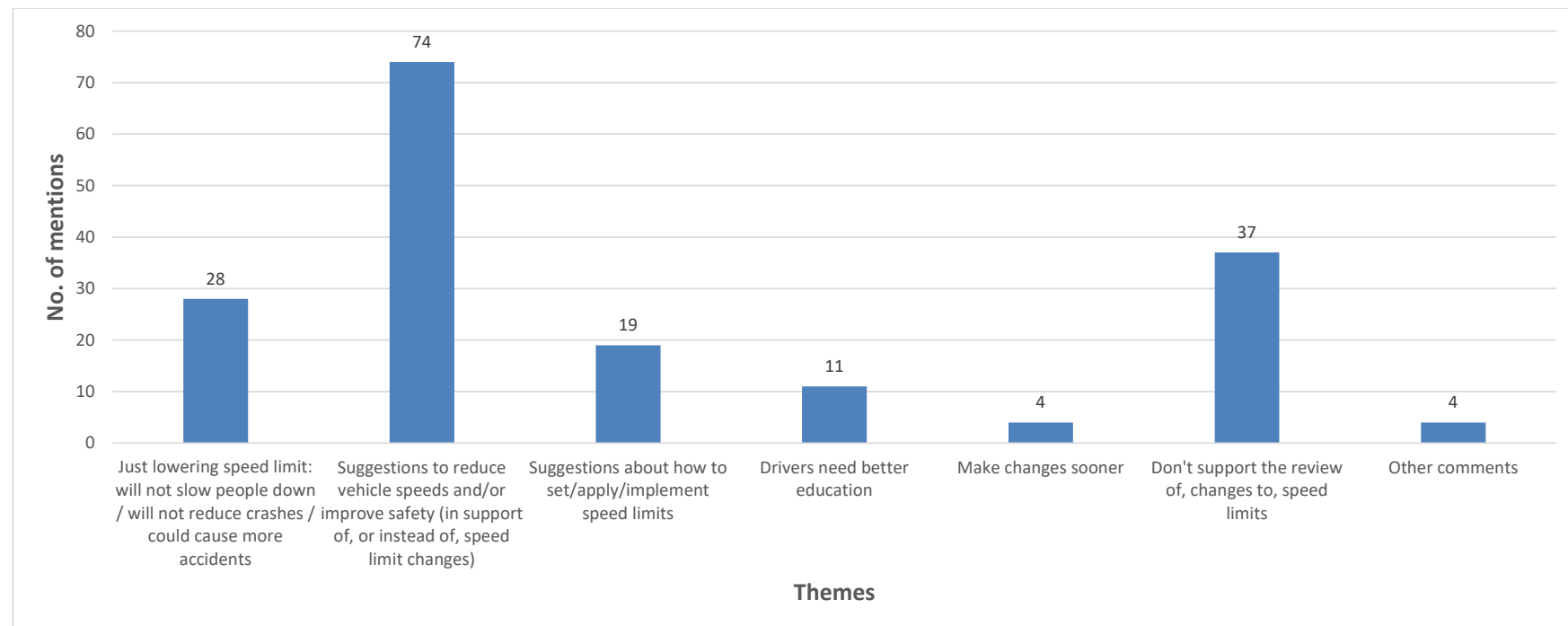
Feedback Theme / Road	Main Points	Auckland Transport's Responses
Reduce vehicle speeds on Pooks Road (Ranui) <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• People regularly speed on this road.</li> <li>• Add speed tables to slow down traffic, especially near Swanson School.</li> </ul>	AT have implemented new speed limits on 30/06/2020 partially/fully in areas of interest as per the comment. Non-speed issues (e.g. maintenance issues, new footpath requests, road widening and other safety issues) have been referred to the relevant AT teams for further investigation
Reduce speed limit on Redhills Road (Massey) <i>Mentions: 3</i>	<ul style="list-style-type: none"> <li>• Reduce to 50km/hr (60km/hr max).</li> <li>• New residential development and pedestrian crossing across Redhills Road (33-37).</li> <li>• Redhills Road speed limit changes from 50km/hr to 70km/hr about 80m east of Birdwood Road. If turning out of Birdwood Road this means speed limit could go 60km/hr-70km/hr-50km/hr within 100m. Need better consistency than this.</li> </ul>	AT will consider investigating the suggested areas of interest for a safe and appropriate speed in future tranches
Reduce speed limit on Sunnyvale Rd (Massey) <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Reduce speed limit to 70km/hr or less.</li> <li>• Lots of accidents on this road.</li> <li>• Current speed limit of 80km/hr is too fast.</li> </ul>	AT will be investigating the suggested areas of interest for a safe and appropriate speed in future tranches
Reduce speed limit on the rest of Birdwood Road (Massey) <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>• Make whole length of Birdwood Road 50km/hr.</li> <li>• Extend proposed 60km/hr to Glen Road.</li> </ul>	The current speed limit is 50km/h between 190m northwest of Crows Road and Glen Road. The change in speed limit part way along the road is proposed to provide a clear distinction between the urban (50km/h) part of the road and the rural (60km/h) part of the road. Of the range of rural speed limits that are available to us, 60km/h is considered to most closely align to the road dimensions and existing operating speeds on this road.
Reduce vehicle speeds on Glen Road (Massey) <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Speeding is common.</li> <li>• Reduce speed with speed bumps.</li> </ul>	Non-speed issues (e.g. maintenance issues, new footpath requests, road widening and other safety issues) have been referred to the relevant AT teams for further investigation
Reduce speed limits in Central West Auckland <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Review/reduce speed limits whole Central West Auckland Area.</li> </ul>	We will consider investigating speed limit changes on these roads as part of future tranches of speed limit changes.
Reduce speed limit on Trig Road (Tuakau)	<ul style="list-style-type: none"> <li>• Reduce speed limit.</li> </ul>	



Feedback Theme / Road	Main Points	Auckland Transport's Responses
<i>Mentions: 1</i>		
Reduce speed limit on Awhitu Rd, Alfriston / Ardmore Rd, Karioitahi, Kohekohe / Karioitahi Road (Pollok) <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Reduce speed limit on these roads.</li> </ul>	
Reduce speed limit on Kemp Road & Manukau Heads Road, Tram Gully Road, and Graham Beach Road (Manukau Heads) <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Used by motorcyclists in summer.</li> </ul>	

## General feedback themes

This section outlines the feedback themes that are more general and relate to roads in general, rather than specific roads. One person's or organisation's submission can count towards multiple themes.







Feedback Theme	Main points	Auckland Transport's Responses
<p>Just lowering speed limit: will not slow people down / will not reduce crashes / could cause more accidents <i>Mentions: 28</i></p>	<ul style="list-style-type: none"> <li>• The people who are most likely to crash won't be deterred by new speed limits (they will still speed).</li> <li>• Don't lower the speed limit for all drivers just for the small percentage of dangerous drivers (that will not slow down anyway).</li> <li>• No one sticks to the existing 30km/hr speed limits.</li> <li>• People will just overtake those doing new speed (which could be dangerous).</li> <li>• What evidence is there that reducing the speed limit on roads like this reduces crashes?</li> </ul>	<p>Thank you for sharing your feedback with us. Safe and appropriate speed limits are just one of a number of road safety measures including road maintenance, signage, road markings, driver education and engineering measures like speed bumps.</p> <p>All 26 of the roads we proposed speed limit changes on are 'self-explaining roads'. This means drivers already travel at a lower speed due to the road conditions. In rural areas, this could be due to the road being narrow, windy or hilly.</p> <p>Therefore, the changes we proposed are just aligning the speed limits with the speeds vehicles are already travelling at. The changes will encourage drivers that drive faster than the average speed limit to travel at the proposed speed limit as well as provide better guidance to drivers unfamiliar with the roads.</p>
<p>Suggestions to reduce vehicle speeds and/or improve safety (in support of, or instead of, speed limit changes) <i>Mentions: 74</i></p>	<ul style="list-style-type: none"> <li>• General road maintenance/improvements are required to improve safety e.g. seal the roads, pots holes, widen road (this main point was heavily mentioned by submitters).</li> <li>• Physical road safety improvements are required.</li> <li>• Make roads safer so they are suitable for the existing posted speed limits.</li> <li>• Do not use lowering the speed limits as an excuse not to properly maintain/upgrade roads.</li> <li>• Install road islands and speed tables on roads that need reduced traffic speeds.</li> <li>• Install slow vehicle bays.</li> <li>• Provide warning signage for sharp bends.</li> <li>• Improve sight distances at intersections.</li> <li>• Enforcement (police and/or speed cameras) of new speed limits is essential if you want them to be adhered to.</li> <li>• Enforcement of drivers going too slow is important to reduce frustrated drivers overtaking and then driving faster to make up for lost time.</li> </ul>	<p>Policy direction at both central and local government levels supports implementing safe and appropriate speed limits. Engineering up (upgrading roads or installing speed calming devices like speed humps) to support the current speed limits on these roads is unaffordable. Therefore, reducing speeds to align with the quality and function of these roads is necessary.</p> <p>We work closely with NZ Police in regard to road safety measures. Enforcement is an important road safety measure and one that NZ Police take seriously.</p> <p>Some drivers are more confident than others. We encourage all drivers to show patience and consideration on the roads so that everyone can get to their destination safely.</p>



Feedback Theme	Main points	Auckland Transport's Responses
<p>Suggestions about how to set/apply/implement speed limits <i>Mentions: 19</i></p>	<ul style="list-style-type: none"> <li>• Too many different speed limits (some just 10km/hr or 20km/hr difference) are proposed on different roads, this will be confusing for motorists.</li> <li>• Ensure consistent speeds along roads, too many speed limit changes confuses people.</li> <li>• Too many changes in speed limit will result in slow driving everywhere (people following the lowest speed limit in all speed zones).</li> <li>• Speed limits should be uniform 60km/hr Urban, 80km/hr built up, 100km/hr open road. Will help people remember them.</li> <li>• Speed limit should be 50km/hr for residential otherwise it creates confusion. If roads are not safe for 50km/hr then they should be upgraded.</li> <li>• All short resident roads that are not major thoroughfare roads should have 30 km/hr speed limits.</li> <li>• Support lower speed limits around schools.</li> <li>• If road is narrower than two minimum lane widths, and does not have lighting, then it should be 40km/hr.</li> <li>• Apply 80km/hr speed limit to all rural roads in Rodney.</li> <li>• Quality of road surface should be a consideration in setting speed limits.</li> <li>• Sign positioning of speed limits needs to be prominent/easy to see (new speed limits in city centre have not been signed clearly).</li> <li>• Ensure trees/vegetation does not obscure speed limit signs.</li> <li>• Paint speed limit on road every 250m.</li> <li>• Speed limits need to be enforceable.</li> </ul>	<p>All of these comments have been read and taken into consideration by the road safety team. A change in speed limit part way along a road is designed to provide a clear distinction between the urban (50km/h) part of the road and the rural (60km/h) part of the road. Of the range of rural speed limits that are available to us, 60km/h is considered to most closely align to the road dimensions and existing operating speeds on this road.</p> <p>Operating speed data shows that most drivers already drive at or slower than the proposed limit. AT will monitor and evaluate speed and compliance data after implementation of speed limit and support the requirement of enforcement by NZ Police should monitoring and evaluation data suggest it as necessary.</p>
<p>Drivers need better education <i>Mentions: 11</i></p>	<ul style="list-style-type: none"> <li>• Lack of driver skills is a problem.</li> <li>• Driver distraction is a problem.</li> <li>• Further driver training is required.</li> <li>• Overseas drivers should have to sit a test.</li> </ul>	<p>Driver education plays an important role in road safety. Driver's license requirements are beyond AT's scope of responsibility, but we work closely with our road safety partners, including Waka Kotahi NZ Transport Agency and NZ Police, to try and make our roads safer and reduce the number of people who are hurt and killed on our roads.</p>
<p>Make changes sooner <i>Mentions: 4</i></p>	<ul style="list-style-type: none"> <li>• From May 2021.</li> <li>• ASAP.</li> </ul>	<p>When setting new speed limits, AT is required to follow its legal obligations under The Land Transport Act 1998, The Local Government Act 2002 and The Land Transport Rule: Setting of Speed Limits 2017. These processes take time and we thank</p>



Feedback Theme	Main points	Auckland Transport's Responses
	<ul style="list-style-type: none"> <li>Changes are overdue.</li> </ul>	<p>you for your patience and understanding. Pending AT Board approval, we plan to implement the proposed changes on 31 May 2021.</p> <p>We acknowledge that many community members have been waiting for speed limit changes on these roads for some time. We apologise for the delay and sincerely thank everyone for their patience.</p>
<p>Don't support the review of, changes to, speed limits <i>Mentions: 37</i></p>	<ul style="list-style-type: none"> <li>Do not waste money on speed limit changes.</li> <li>Do not review speeds.</li> <li>Makes trips unnecessarily longer.</li> <li>These are back country roads and open speed zone is appropriate.</li> <li>Keep all roads outside of urban as 100km/hr.</li> <li>AT do not have a mandate from Auckland citizens to review speed limits.</li> </ul>	<p>Policy direction at both central and local government levels supports implementing safe and appropriate speed limits. At Auckland Transport, we are putting people first. Human life and safety come above all else. And, sometimes, that means our journeys might take a fraction longer. But, most of the time, the increase will only be a matter of seconds. We understand that speed is also critical to the effectiveness and efficiency of our network. Auckland Transport is committed to ensuring the road network supports overall economic productivity. At the same time, we have a responsibility to ensure people and goods can move around the region safely, as well as efficiently.</p>
<p>Other comments <i>Mentions: 4</i></p>	<ul style="list-style-type: none"> <li>If reducing the speed limit proves to make no difference to accidents and safety, speeds should be reviewed and put back up to open road speeds (particularly Matakana Valley Road, Takatu Road and Whitmore Road).</li> <li>It seems that, in some cases, roads where this speed reduction is proposed have low, or no, recent crash history, are sealed, and are relatively free from sharp bends. Yet, in some cases, there are nearby roads with a worse crash history where the speed limit is proposed to be reduced from 100kph to just 80kph. However, we have concerns about some of the roads where the speed limit is proposed to be reduced from 100kph to 40, 50 or 60kph. It seems that, in some cases, roads where this speed reduction is proposed have low, or no, recent crash history, are sealed, and are relatively free from sharp bends. Yet, in some cases, there are nearby roads with a worse crash history where the speed limit is proposed to be reduced from 100kph to just 80kph. Accordingly, we request Auckland Transport to review the proposed Schedule 3 speed limits</li> </ul>	<p>In response to each bullet point:</p> <ul style="list-style-type: none"> <li>Operating speed data shows that most drivers already drive at or slower than the proposed limits on these roads. We will review the effect of the speed limit changes following implementation to assess and evaluate the impact of the changes.</li> <li>When reviewing speed limits, there are a number of things we have to consider. The Land Transport Rule: Setting of Speed Limits 2017 requires AT to review speed limits to ensure they are safe and appropriate with regard to a number of criteria. More information is available on the <a href="#">project page on the AT website</a>. Based on the criteria we're required to follow, we have assessed the safe and appropriate speed limits for these roads to be what we proposed as part of this Speed Limits Bylaw amendment.</li> <li>Roads are for people; however they choose to travel – whether that's in cars, on bicycles or walking. Some roads are safer for pedestrians than others and we</li> </ul>



Feedback Theme	Main points	Auckland Transport's Responses
	<p>on roads where the speed limit is proposed to be reduced from 100kph to 40, 50 or 60kph, to ensure the roads meet the criteria under which they have been selected.</p> <ul style="list-style-type: none"> <li>• Lower speeds will encourage pedestrians and roads are not safe for pedestrians.</li> <li>• Lowering speed limits will increase commuting times, this is not fair if you aren't providing these people alternatives such as public transport or footpaths to ride bikes on.</li> <li>• Why are you consulting, you are the experts.</li> <li>• AT staff should have driven these roads before proposing speed limit changes (staff at public drop-in session had not driven the roads).</li> </ul>	<p>encourage all road users to be considerate of each other to help prevent anyone getting hurt.</p> <ul style="list-style-type: none"> <li>• Operating speed data shows that most drivers already drive at or slower than the proposed limit, so we do not anticipate any significant changes to journey times.</li> <li>• Community feedback is really important to us at Auckland Transport. Local knowledge helps us to improve our proposals and make sure we get things right. There is also a legal requirement for Auckland Transport to consult on speed limit changes. Local feedback is taken into consideration alongside the assessments of our technical experts.</li> <li>• The technical assessments we carried out included drive throughs of all 26 roads we proposed changes on.</li> </ul>

## Key interest groups

The following key interest groups/organisations provided feedback on the proposal. For a copy of their submission please refer to [Attachment 3](#).

Rodney Local Board

Cr. Greg Sayers (Rodney Ward Councillor)

Buckleton Beach Residents Association

Federated Farmers of New Zealand

Waka Kotahi NZ Transport Agency

NZ Police

Fire & Emergency New Zealand

Generation Zero Auckland

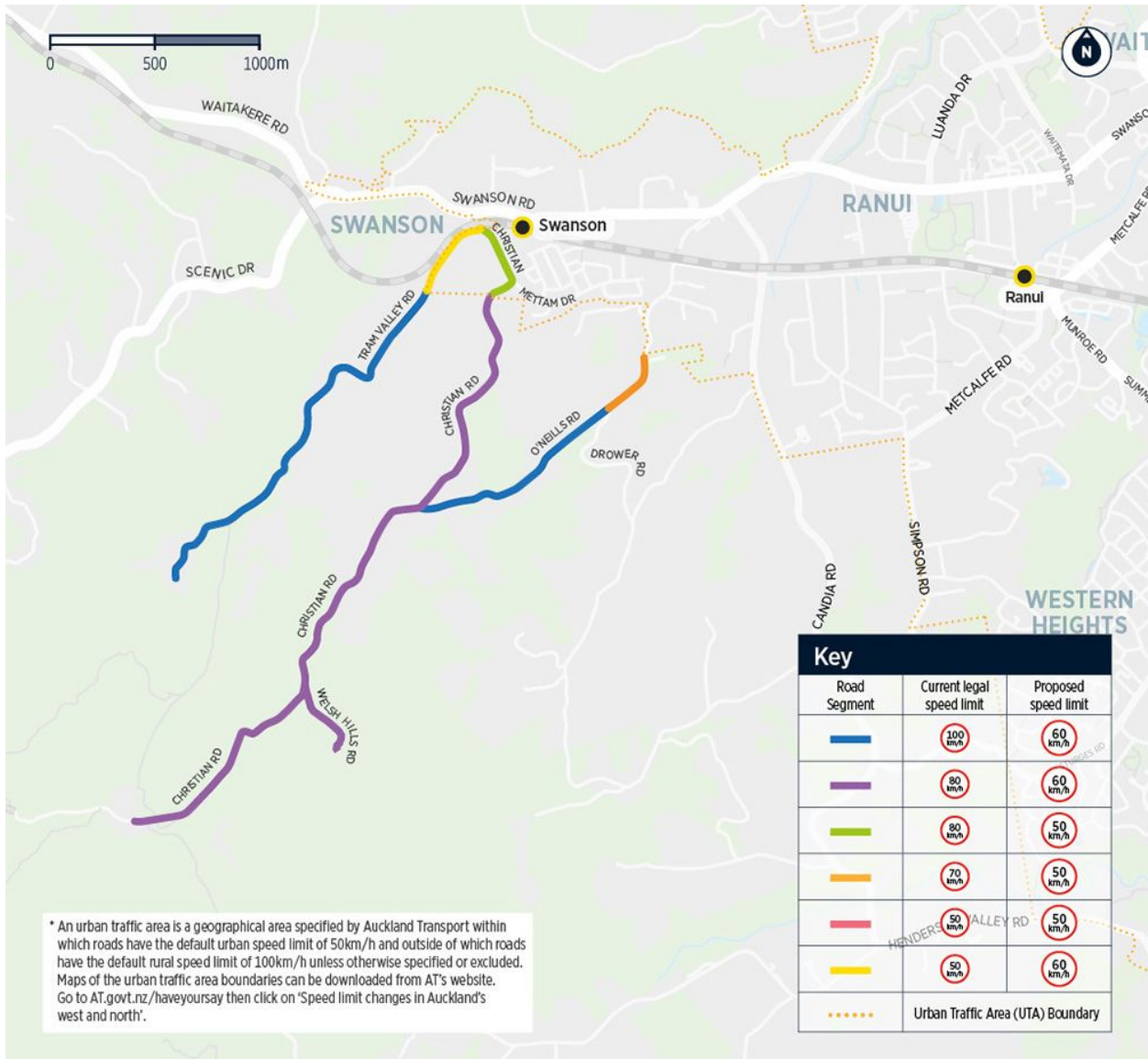
BRINZ- Better Roads In New Zealand

Baddeleys and Campbells Ratepayers Association (BCRA)

# Attachment 1: Proposal released for public feedback

## Swanson

ROAD NAME	SUBURB	SECTION OF ROAD	CURRENT SPEED LIMIT (KM/H)	PROPOSED SPEED LIMIT (KM/H)
Local Board: Waitākere Ranges				
Christian Road	Swanson	Between 140m south of Swanson Road and 65m southwest of Mettam Drive (UTA boundary*)	80km/h	50km/h
Christian Road	Swanson	Between 65m southwest of Mettam Drive (UTA boundary) and the southwest end of Christian Road	80km/h	60km/h
O'Neills Road	Swanson	Between the urban traffic area (UTA)* boundary (being approx. 475m south of Pooks Road) and Drower Road	70km/h	50km/h
O'Neills Road	Swanson	between Drower Road and Christian Road	100km/h	60km/h
Tram Valley Road	Swanson	Between Christian Road and 430m southwest of Christian Road (UTA boundary*)	50km/h	60km/h
Tram Valley Road	Swanson	Between 430m southwest of Christian Road (UTA boundary) and southwest end of Tram Valley Road	100km/h	60km/h
Welsh Hills Road	Swanson	Entire length of the road	80km/h	60km/h

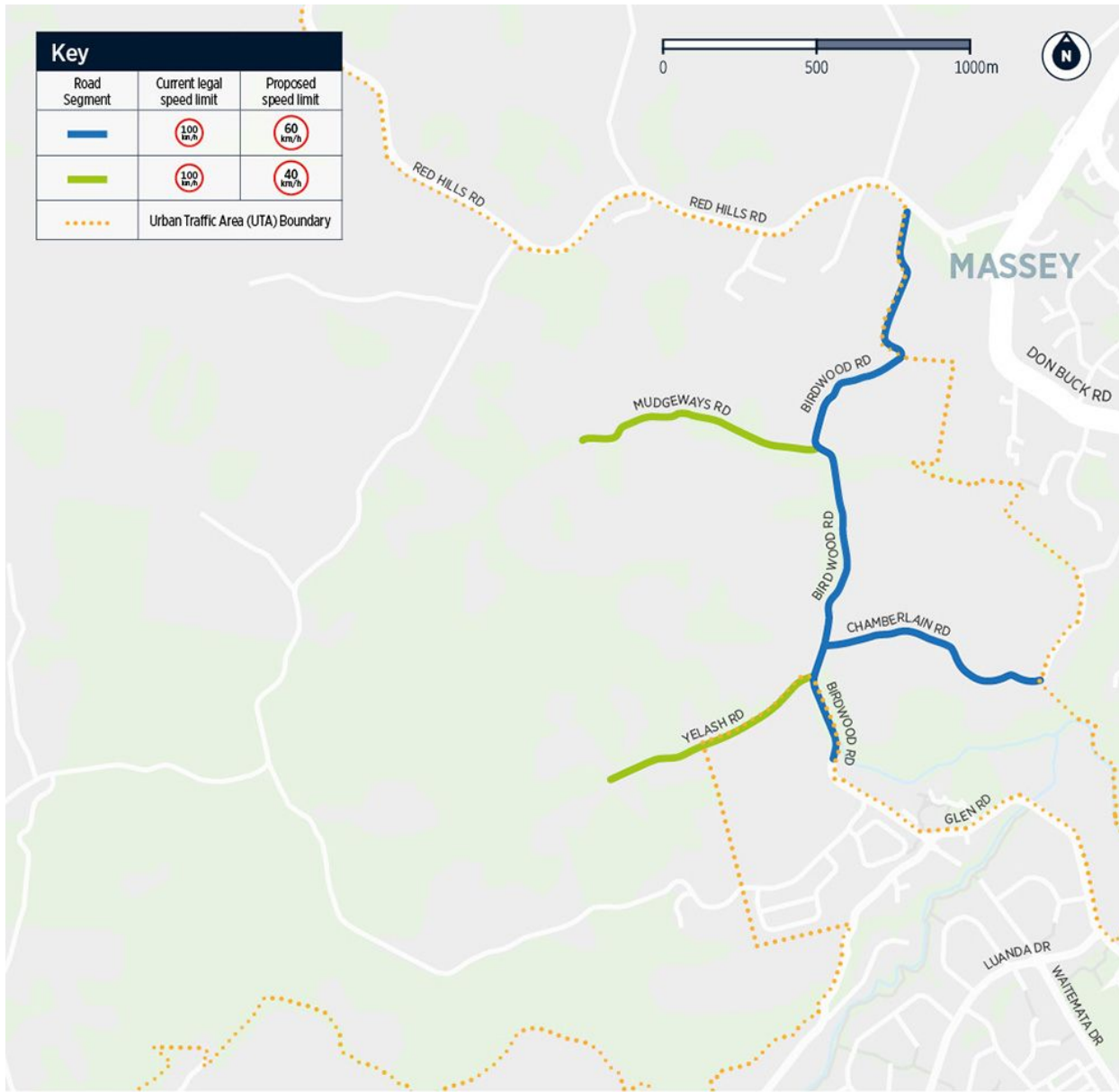


Proposed speed limit changes: **Swanson**

Massey

ROAD NAME	SUBURB	SECTION OF ROAD	CURRENT SPEED LIMIT (KM/H)	PROPOSED SPEED LIMIT (KM/H)
Local Board(s): Waitākere Ranges and Henderson-Massey				
Birdwood Road	Massey	Between Red Hills Road and 190m northwest of Crows Road	100km/h	60km/h
Local Board: Henderson-Massey				
Chamberlain Road	Massey	Between Birdwood Road and 950m southwest of Tiriwa Drive	100km/h	60km/h
Local Board: Waitākere Ranges				
Mudgeways Road	Massey	Entire length of the road	100km/h	40km/h
Yelash Road	Massey	Entire length of the road	100km/h	40km/h





Proposed speed limit changes: Massey

## Warkworth

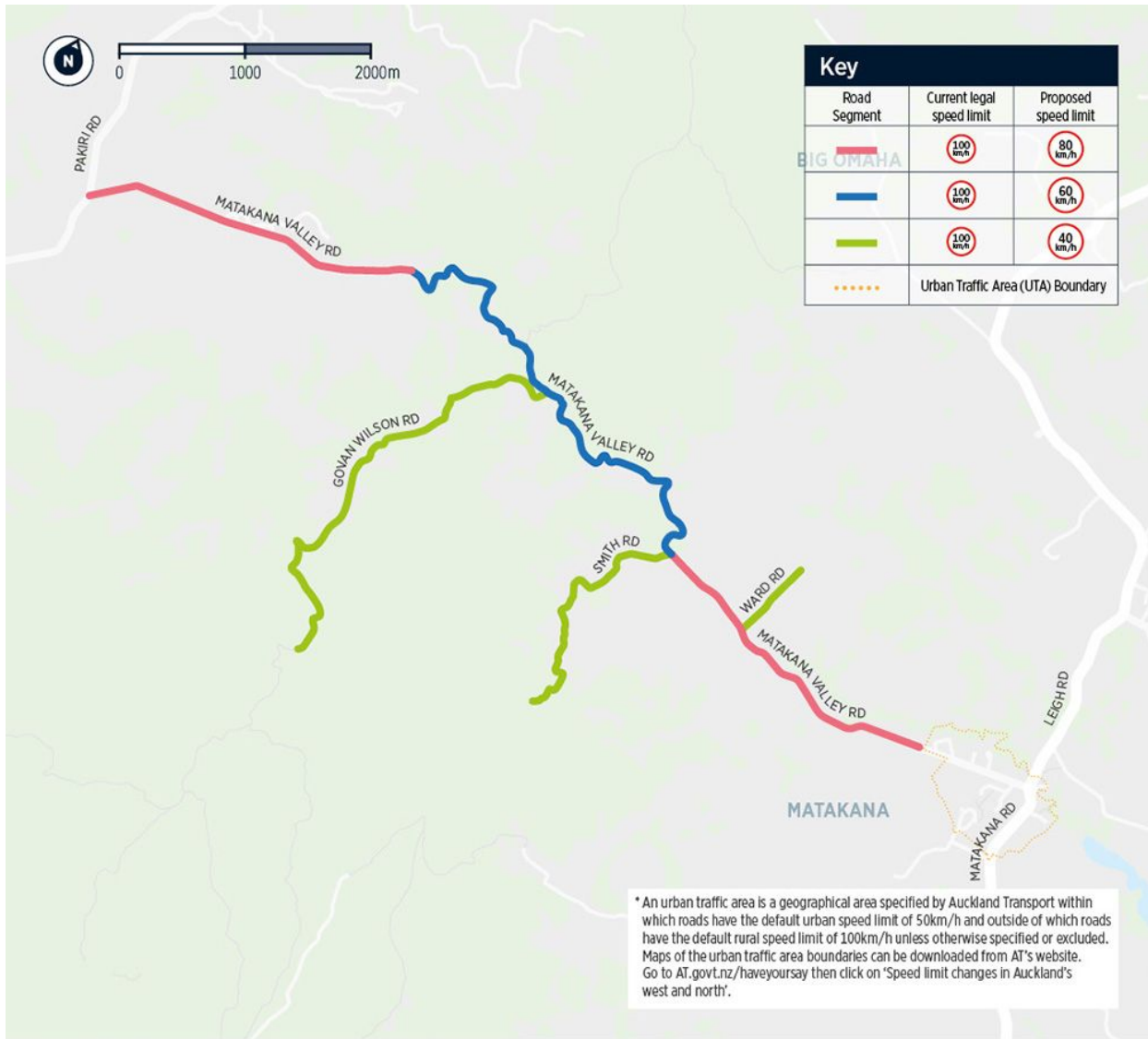
ROAD NAME	SUBURB	SECTION OF ROAD	CURRENT SPEED LIMIT (KM/H)	PROPOSED SPEED LIMIT (KM/H)
Local Board: Rodney				
Edwards Road	Warkworth	Entire length of the road	100km/h	40km/h
Hepburn Creek Road	Warkworth	Between 540m south of Wilson Road (UTA boundary*) 610m south of Wilson Road (50m east of UTA boundary)	100km/h	50km/h
Hepburn Creek Road	Warkworth	Between 610m south of Wilson Road (50m east of UTA boundary*) and Edwards Road	100km/h	40km/h
Hodgart Road	Warkworth	Entire length of the road	100km/h	40km/h
Wilson Road (Warkworth)	Warkworth	Between Hepburn Creek Road and the eastern end of Wilson Road	50km/h	40km/h



Proposed speed limit changes: **Warkworth**

## Matakana

ROAD NAME	SUBURB	SECTION OF ROAD	CURRENT SPEED LIMIT (KM/H)	PROPOSED SPEED LIMIT (KM/H)
Local Board: Rodney				
Govan Wilson Road	Matakana	Entire length of the road	100km/h	40km/h
Matakana Valley Road	Matakana	Between 950m northwest of Leigh Road (UTA boundary) and 20m south of Smith Road	100km/h	80km/h
Matakana Valley Road	Matakana	Between 20m south of Smith Road and 2,720m south of Pakiri Road	100km/h	60km/h
Matakana Valley Road	Matakana	Between 2,720m south of Pakiri Road and Pakiri Road	100km/h	80km/h
Smith Road (Matakana)	Matakana	Entire length of the road	100km/h	40km/h
Ward Road	Matakana	Entire length of the road	100km/h	40km/h

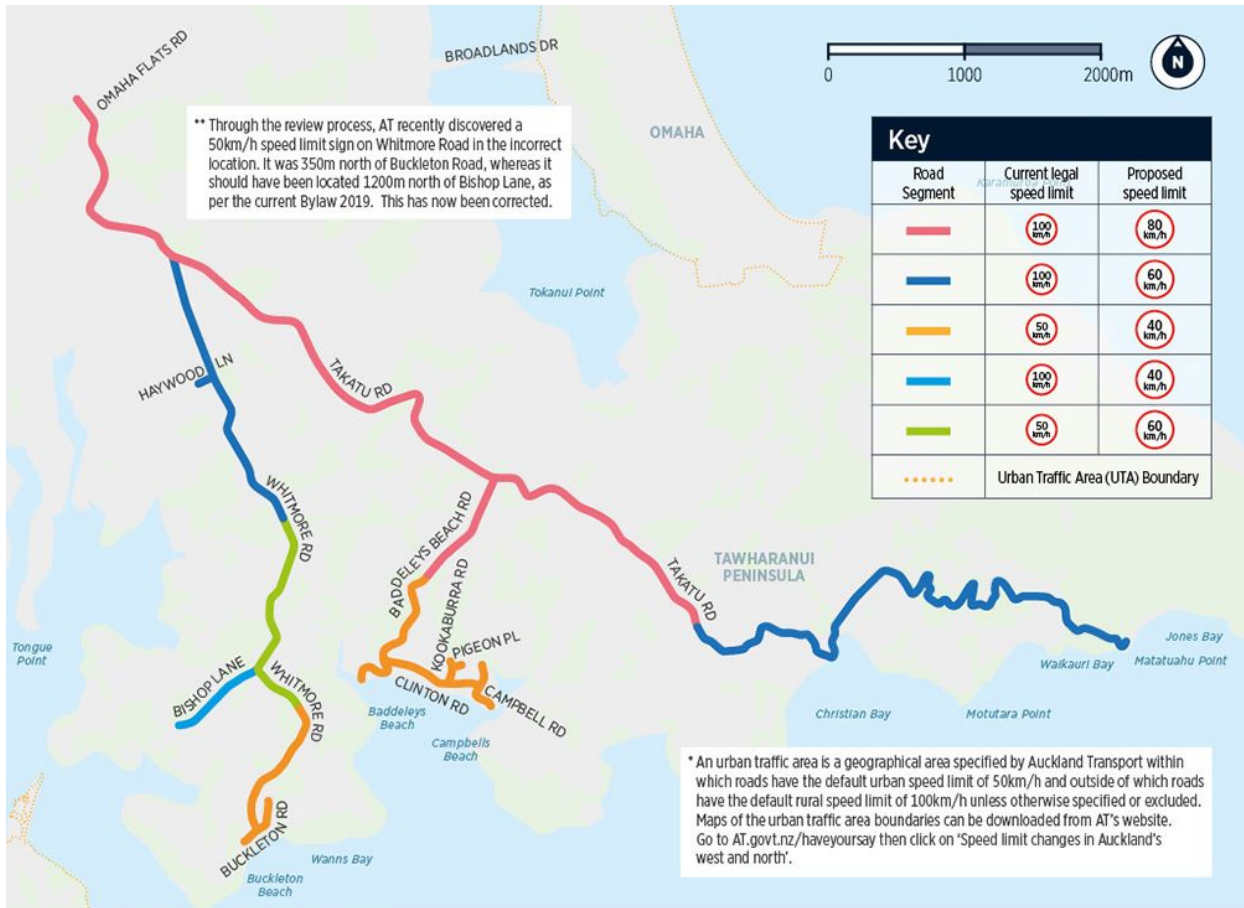


Proposed speed limit changes: **Matakana**

**Tāwharanui Peninsula**

ROAD NAME	SUBURB	SECTION OF ROAD	CURRENT SPEED LIMIT (KM/H)	PROPOSED SPEED LIMIT (KM/H)
Local Board: Rodney				
Baddeleys Beach Road	Tawharanui	Between Takatu Road and 730m north of Clinton Road	100km/h	80km/h
Baddeleys Beach Road	Tawharanui	Between 730m north of Clinton Road and the southern end of Baddeleys Beach Road	50km/h	40km/h
Bishop Lane	Tawharanui	Entire length of the road	100km/h	40km/h
Buckleton Road	Tawharanui	Entire length of the road	50km/h	40km/h
Campbell Road	Tawharanui	Entire length of the road	50km/h	40km/h
Clinton Road	Tawharanui	Entire length of the road	50km/h	40km/h
Haywood Lane	Tawharanui	Entire length of the road	100km/h	60km/h
Kookaburra Drive	Tawharanui	Entire length of the road	50km/h	40km/h
Pigeon Place	Tawharanui	Entire length of the road	50km/h	40km/h
Takatu Road	Tawharanui	Between Leigh Road and 2000m east of Baddeleys Beach Road	100km/h	80km/h
Takatu Road	Tawharanui	Between 2,000m east of Baddeleys Beach Road and Tawharanui Regional Park entrance	100km/h	60km/h
Whitmore Road	Tawharanui	Between Takatu Road and 1,200m north of Bishop Lane	100 km/h	60km/h
Whitmore Road	Tawharanui	Between 1,200m north of Bishop Lane and 1,040m north of Buckleton Road**	50km/h	60km/h
Whitmore Road	Tawharanui	Between 1,040m north of Buckleton Road and Buckleton Road	50km/h	40km/h

\*\* Through the review process, AT recently discovered a 50km/h speed limit sign on Whitmore Road in the incorrect location. It was 350m north of Buckleton Road, whereas it should have been located 1200m north of Bishop Lane, as per the current Bylaw 2019. This has now been corrected.



Proposed speed limit changes: Tāwharanui Peninsula

\* An urban traffic area is a geographical area specified by Auckland Transport within which roads have the default urban speed limit of 50km/h and outside of which roads have the default rural speed limit of 100km/h unless otherwise specified or excluded. Maps of the urban traffic area boundaries can be downloaded from AT's website. Go to [AT.govt.nz/haveyoursay](https://at.govt.nz/haveyoursay) then click on 'Speed limit changes in Auckland's west and north'.



## Attachment 2: Feedback form

Feedback form

Please complete this freepost form and return it to us by **17 January 2021**  
 Alternatively, you can provide feedback online at [AT.govt.nz/haveyoursay](https://at.govt.nz/haveyoursay)

If you need assistance completing this form, please call us on 09 355 3553 and our contact centre staff will fill in the feedback form with you over the phone.

If you would like to present your views in person or via an audio-visual link, please email [ATspeedprogramme@AT.govt.nz](mailto:ATspeedprogramme@AT.govt.nz) or call 09 355 3553 to book a time slot. The hearings will be held on 4 February 2021 at 20 Viaduct Harbour Avenue, Auckland.

If you need more space for your answers, you may: attach additional pages, complete the online survey via [AT.govt.nz/haveyoursay](https://at.govt.nz/haveyoursay) or email [ATspeedprogramme@AT.govt.nz](mailto:ATspeedprogramme@AT.govt.nz)

Auckland Transport wants to amend the Speed Limits Bylaw to set new speed limits for 26 of Auckland's local roads. We would like your feedback on this proposal.

Please share your views with us below.

**1a) Which road(s) would you like to provide feedback on?** (please state below)

ROAD NAME #1:  
.....

ROAD NAME #2:  
.....

ROAD NAME #3:  
.....

**1b) What do you think about the proposed new speed limit on this road(s)?** (where possible, please state the location(s) you're referring to).

FEEDBACK ON ROAD #1:  
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FEEDBACK ON ROAD #2:  
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FEEDBACK ON ROAD#3:  
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**2) If you have any general feedback on the proposed speed limit changes,** please provide it below.  
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FOLD





### Personal information

Name	
Street	
Suburb	
Postcode	
Email	

Providing your personal details is optional, however providing us with this information will enable us to share project updates with you.

AT is committed to protecting our customers' personal information. Our privacy policy is available at: [AT.govt.nz/about-us/about-this-site/privacy-policy](https://at.govt.nz/about-us/about-this-site/privacy-policy)

#### Which local board area do you live in?

Don't know

#### What best describes your interest in this proposal? (please tick all that apply)

- I live or own a property on one of these roads
- I live or own property near one of these roads
- I regularly drive on one or more of these roads
- I walk/cycle on one or more of these roads
- I work or study on one of these roads
- I park on-street on one of these roads
- I pick-up or drop-off people on one of these roads
- Other (please specify)

### Demographics (optional)

These questions help us to understand who is engaging with Auckland Transport. Your responses help us to improve our work in gathering feedback from diverse audiences.

#### Gender

- Male
- Female
- Other (please specify) .....

#### Which age group do you belong to?

- <15
- 15-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75+

#### Which ethnic group do you identify with? (please tick all that apply)

- Māori
- New Zealand European / Pākehā
- Samoan
- Cook Islands Maori
- Tongan
- Niuean
- Chinese
- Indian
- Other (please state: e.g. Dutch, Japanese, Tokelauan)

PLEASE TAP HERE




FreePost Authority No. 233462

Communications & Engagement Team  
 Auckland Transport  
 Private Bag 92250  
 Victoria Street West  
 Auckland 1142  
 Project: **PROPOSED SPEED LIMIT CHANGES**

## Attachment 3: Feedback from key interest groups

<p><b>Rodney Local Board</b></p>
<p>Rodney LB strongly support the proposal.</p> <p>We live in an area which was once pretty quiet and rural. As more development happens, the amount of traffic increases. The traffic is just a bit quick – especially at Takatu Road. A reduced speed limit is definitely appropriate there.</p> <p>Familiar with the roads in the proposal, I know the residents have been requesting reduced speed limits on these roads for many years. Especially on unsealed roads due to dust.</p> <p>Vehicles leaving the roads and going through fences – always having to make repairs. More and more people walking the roads and cycling. Occasional horse rides – there’s a lot of traffic other than vehicles on these roads.</p> <p>Footpaths and cycle lanes aren’t appropriate on a lot of these roads. Resident’s like the relaxed feel that they’re sharing the roads and that cars aren’t king. Most roads are dead end roads to residential areas.</p> <p>Residents want slow speeds, keeping a relaxed feel and wanting to share the roads. Going faster is no benefit to anybody.</p> <p>We see a lot of philosophical objection. When considering speed limit reductions please question if they’re local residents</p> <p>When making these changes make sure it isn’t just a putting of the sealing of the roads. We would like to see some roads upgraded instead of just having speed limits reduced. We don’t want to see speed limits reduced being the final solution.</p> <p>Accelerated speed management programme fell by the wayside and residents were surprised to see the roads included there not included in Tranche 1.</p> <p>Some areas – the proposed speed limits could be lower, especially Baddeleys Beach area.</p> <p>Not appropriate for people to drive 50km/h in some of the roads around the beach communities.</p>
<p><b>Cr. Greg Sayers (Rodney Ward Councillor)</b></p>
<p>Please can we see how AT may be able to include the Mahurangi West Road.</p>
<p><b>Buckleton Beach Residents Association</b></p>
<p>Introduction</p> <p>The Buckleton Beach Residents Association comprises 112 property owners and residents at Buckleton Beach and along Whitmore Road. The Association is represented by a Committee with authority to act on behalf of members to make submissions to Auckland Council.</p> <p>Submission in support of current proposals</p> <p>The Association held its annual general meeting on January 4, 2021 and unanimously agreed to make a submission in support of the currently proposed speed changes on Whitmore and Buckleton Roads.</p> <p>A case for lower speed limits in built-up area</p> <p>The AGM also agreed for the Committee to investigate the case for lower speed limits in the built-up area of Whitmore and Buckleton Roads. These are:</p> <p>Whitmore Road- the section between Buckleton Road and 1040m north of Buckleton Road</p>

**Buckleton Road- the entire length**

We have reviewed the criteria for speed selection in urban areas and the Safe Speeds Programme and believe that there are grounds for the posted speeds on these sections to be 20km/hour.

**Critical Factors**

The Association believes that many of AT's pre-requisites for speed changes are met by the unique conditions and uses of Whitmore and Buckleton Roads. The key issues are:

- The narrow existing carriageway of only 8m kerb to kerb.
- Vehicles are commonly parked on both sides of the road, creating narrow passing and visual barriers.
- There are no footpaths on either side of Whitmore Road, forcing all pedestrians to walk on the road itself.
- There is a high seasonal pedestrian count, including many children.
- There are steep sections of Whitmore Road with an average grade of 10%, and the steepest at 14% - higher than is typical for a residential area.
- Given the steepness and curvature of Whitmore Road, along with cars, boats and tractors parked along the kerb side, there are significant obstructions to visibility.
- The public reserve at the intersection of the two roads which is the focal point of local activity as it leads to the only all tide public boat ramp on the south side of the Tawharanui Peninsula
- Buckleton Beach attracts much boat traffic, both that of residents and visitors to the bay, using the public ramp. With the carriage of large boats on a steep incline, safe braking time is significantly increased. Additionally, the width of boats being transported along Whitmore Road requires a wide berth, reducing area for foot traffic, requiring pedestrians to move out of the way, stepping onto the curb or into private property.
- Buckleton Beach has been a wonderful place for children to spend their summers for many decades. A 'free-range kids' approach is often taken, with unsupervised children taking themselves to the reserve and beach via Whitmore and Buckleton Road. A slow driving speed of passing cars is utterly paramount to the safety of children and families frequenting these roads.

Our application for this permanent change of speed limit meet the following of AT's criteria for prioritisation of these roads and speed limit changes:

- High proportion of vulnerable road users
- Speed of motorised traffic with current speed limit on Whitmore and Buckleton Roads being 50kmph is unsuitable as they are winding, hilly, and have unsegregated lanes.
- it is not possible to drive to the current posted speed due to the road's layout, making a compulsory reduction of speed self-explanatory
- Community facilities adjacent (reserve, beach, boat ramp)
- The concerns and request of BBRA on behalf of all visitors to, and residents of Buckleton Beach

**Additional Formal Signage**

For over twenty years the residents of Buckleton Beach have employed the use of informal road signs imploring speed reduction of drivers. These large yellow signs have been strategically placed on corners and frequently trafficked areas of the lower end of Whitmore Road and Buckleton Beach. Whilst they've been effective, the BBRA are in unanimous agreement that a formal change is long overdue, and that AT's 'Safe Speed Programme' is an opportune time to implement this change.

We would therefore ask AT to instal pedestrian warning signs (such as MOTSAM PW-29) approximately 500m from the intersection of Whitmore and Buckleton Roads.

**Outcome Sought**



In summary, the Association requests that Auckland Transport reduces the speed limits of the entire length of Buckleton Road, and of Whitmore Road from Buckleton Road to 1040m north of Buckleton Road, from 50km to 20km.

The Association also requests the installation of a pedestrian warning sign (such as MOTSAM PW-29) approximately 500m from the intersection of Whitmore and Buckleton Roads.

Reduce the speed limit from 100 kph to 60 kph along the length of Whitmore Rd until the built-up area starts

Reduce speed in the built-up area of Whitmore Rd and along all of Buckleton Rd to 30 kph or 20 kph

Install pedestrian warning signage near 239 Whitmore Rd

Investigate sight distance at Takatu/ Whitmore Roads intersection

**Additional Road Safety Issue**

The Association wants to draw AT's attention to the poor sight distance along Takatu Road for east bound traffic turning into Whitmore Road. The intersection is located just below a vertical crest curve which badly impairs a driver's ability to see on coming (west-bound) traffic when turning. Association members have reported several recent near misses due to this impaired sight distance.

Under the AT "Road to Zero" programme, we believe correction of this significant defect will remove a potential accident blackspot.

**Federated Farmers of New Zealand**

This submission is made on behalf of Federated Farmers of New Zealand (Auckland Province) Incorporated ("Federated Farmers" or "the Federation").

Federated Farmers thanks Auckland Transport for the opportunity to participate in the development of its Speed Limit Bylaw Amendment 2020 ("the Proposed Bylaw").

**Summary of Comments**

Auckland Federated Farmers supports the proposed Speed Limits Bylaw Amendment 2020 but submits that Auckland Transport should review the proposed Schedule 3 speed limits on roads where it proposes to reduce the speed limit from 100kph to 40, 50 or 60kph, to ensure the roads conform to the criteria by which they have been selected.

Auckland Federated Farmers submits that, if the amendments to the bylaw are implemented, Auckland Transport monitor the roads where the speed limits have been reduced, with a view to raising the speed limits back to their previous levels, if the reduction in speed limits is having no effect or if significant safety improvements are made to the roads.

**General Comments**

In principle, Auckland Federated Farmers supports Auckland Transport's proposed Speed Limits Bylaw Amendment 2020. Auckland Federated Farmers agrees that Auckland has a serious problem with people being killed or seriously injured on Auckland's roads. It is acknowledged that reducing vehicle speeds is one of the most effective ways of minimising road trauma, and Auckland Federated Farmers agrees in principle that reducing the speed limits on roads that are seen as posing the greatest risk to people is appropriate.

However, Auckland Federated Farmers has concerns about some of the roads where the speed limit is proposed to be reduced from 100kph to 40, 50 or 60kph. It seems that, in some cases, roads where this speed reduction is proposed have low, or no, recent crash history, are sealed, and are relatively free from sharp bends. Yet, in some cases, there are nearby roads with a worse crash history where the speed limit is proposed to be reduced from 100kph to just 80kph.

Accordingly, Auckland Federated Farmers requests Auckland Transport to review the proposed Schedule 3 speed limits on roads where the speed limit is proposed to be reduced from 100kph to 40, 50 or 60kph, to ensure the roads meet the criteria under which they have been selected.

Auckland Federated Farmers also requests Auckland Transport to make provision in the bylaw which will enable reduced speed limits to be raised back to their previous levels if the reduction in speed limits is having no effect or if significant safety improvements are made to the roads. This request is particularly relevant for busier roads, such as Matakana Valley Road, Takatu Road and Whitmore Road.

Further, Auckland Federated Farmers considers that it would be improper if Auckland Transport was to rely solely on reduced speed limits to achieve road safety gains, and not undertake continuing road safety improvements and



a continuing program of road user education, in undertaking its responsibility to provide Auckland with a safe roading network.

**The Federation**

Federated Farmers of New Zealand is a primary sector organisation that represents the majority of the country's farming businesses. The Federation has a long and proud history of representing the interests of New Zealand's farming communities, primary producers, and agricultural exporters.

The Federation aims to add value to its members' farming business. Our key strategic outcomes include the need for New Zealand to provide an economic and social environment within which:

- Our members may operate their business in a fair and flexible commercial environment
- Our members' families and their staff have access to services essential to the needs of the rural community
- Our members adopt responsible management and environmental practices.

The total agricultural sector is even more important to the economy than it was fifteen years ago. Its contribution to the New Zealand economy has risen from around 14.2 percent of GDP in 1986/87 to around 17 percent today (including downstream processing). Some authorities consider agriculture's current contribution to the New Zealand economy to be about 20 percent of GDP.

Federated Farmers looks forward to further consultation with the Auckland Transport on these and other topics, as well as to continued participation in the overall development of Auckland.

Federated Farmers does not wish to be heard in connection with this submission.

**Waka Kotahi NZ Transport Agency**

This email is Waka Kotahi's formal response to the proposed speed limit changes in Auckland's west and north.

Waka Kotahi agrees that the proposals align with the requirements of the Land Transport Rule: Setting of Speed Limits (2017) and the intent of the Speed Management Guide , with the following two exceptions:

- Takatu Road between Leigh Road and 2000m east of Baddeleys Beach Road - disagree with 80km/h proposed - SAAS is 60km/h governed by IRR of between 1.82 and 2.03, well higher than the 1.6 that makes 80km/h safe and appropriate - mean speeds are 57-61km/h confirming SAAS of 60km/h.
- Baddeleys Beach Road Between Takatu Road and 730m north of Clinton Road - disagree with 80km/h proposed - SAAS is 60km/h governed by IRR of 1.82, higher than the 1.6 required to make 80km/h safe and appropriate - mean speeds are 49km/h, confirming SAAS of 60km/h, and aligning with the above recommendation for Takatu Road.

**NZ Police**

NZ Police support the proposed speed limit changes.

Some other roads to put forward Tram Gully Road & Grahams Beach Road are a continuation of Awhitu Rd.

Awhitu Central Road that runs between Awhitu and Tram gully and Kemp and Manukau Heads Rd.

Kemp Road & Manukau Heads Road run up the other side to the light house that get a few of motorcycles and tourist using in the summer.

Awhitu Road, Alfriston/Ardmore Rd, Karioitahi, Kohekohe/Karioitahi Road...just a few to consider

**Fire & Emergency New Zealand**

Whilst I neither agree or disagree with the majority of the proposed speed limit changes throughout the areas highlighted, I do not agree with the proposal for Hepburn Creek Rd. I feel the reduction to 40 km/h is excessive. This will increase the response time of Fire and Emergency appliances to incidents in that area significantly as we are not allowed to exceed the posted limit by more than 25 Kph, with a top open road limit of 105 kph.

I did an incident search of FENZ records dating back 10 years and I could not find any significant incidents involving motor vehicles. I was also part of the local fire brigade for over 30 years and do not recall anything of significance. I would endorse a limit drop to 80 kph.



**Generation Zero Auckland**

Generation Zero welcomes these safety improvements. Lowering vehicle speeds is crucial to Vision Zero and enabling alternative, lower-carbon means of transport.

**BRINZ- Better Roads In New Zealand**

All roads should be an appropriate 100km/h anything less and we are promoting unsafe drivers to hold up traffic. The only thing AT should be using rate payers money on is maintaining the roads to a higher standard

**Baddeleys and Campbells Ratepayers Association**

There was also a 17 page attachment to this submission that provided photo's and commentary to support the submission. It has been carefully considered by AT, but not included here due to its length.

**BADDELEYS AND CAMPBELL RATEPAYERS ASSOCIATION (BCRA) SUBMISSION FOR SAFE SPEED PROGRAMME, TAWHARANUI**

*"Setting safe and appropriate speed limits is important because speed affects both the likelihood of a crash occurring and how badly someone gets hurt."*

The Baddeleys and Campbell Ratepayers Association (BCRA) opposes in the strongest possible terms AT's proposed 40 km/h speed limit for a hazardous section of Baddeleys Beach Road, Tawharanui Peninsular.

This would effectively **double an existing 20 km/h zone** on Baddeleys Beach Road and **apply a speed limit that is inappropriate** – by AT's own criteria – to a further section.

Our submission is for:

1. **Retention** of the 20 km/h speed limit from the existing signage at the corner of Clinton Road south to Baddeleys Beach.
2. **Extension** of the 20 km/h limit further north from the existing 20 km/h sign to a point where the risk of crashes or injuries due to blind corners, hidden driveways and intersections is reasonably mitigated noting there are no footpaths, median strips or shoulders in most of this area. We suggest this zone should apply at least from No. 57 Baddeleys Beach Rd.

**RATIONALE**

AT's proposal to reduce the limit from 50 km/h to 40 km/h on from 730m north of Baddeleys Beach Road Clinton Road does not take into account a current lower speed limit or the characteristics of the road which would dictate a more appropriate and safer speed to avoid a real risk of injury or death.

- The current speed limit from 730m north of Clinton Road is 50 km/h **reducing to a signed 20 km/h limit** at the Clinton Rd intersection heading south.
- AT is proposing a 40 km/h limit for this entire section, including removing the 20 km/h sign on the basis that it is incorrect and the current legal speed limit is 50 km/h. This flawed rationale would **double the existing 20 km/h speed on a dangerous blind corner** which heads into a single lane road (in parts) with no shoulders, median strips or footpaths (and considerable pedestrian traffic at times) as well as hidden driveways. At some point AT signposted the speed limit at 20 km/h and the failure by AT to have it designated correctly is not a valid reason to automatically revert to 50 km/h (proposed 40 km/h) when the nature of the road clearly dictates a lower speed; otherwise why was it officially signposted by AT to be 20 km/h in the first place?
- Further, the 20 km/h speed should be extended further north to a point – at least to No. 57 Baddeleys Beach Rd - where it mitigates the risk of poor visibility of two driveways and the two intersections with Clinton Rd for vehicles travelling south (and poor visibility for drivers entering Baddeleys Beach Rd from the driveways and intersections).

From residents who know the road, experience its hazards and witness, or are involved in, near crashes and life-threatening incidents, increasing the 20 km/h zone limit to 40 km/h directly contradicts AT's own objectives in its Safe Speed Program. Further, if AT's stated objectives include: *"..... to have zero deaths or serious injuries on our transport system by 2050"* and *"..... (to put) people first. Human life and safety come above all else."* then we believe there is no room to negotiate on this lower and more appropriate speed limit over an extended section of road.

Apart from common sense, the facts regarding this section of road when assessed against AT's own criteria for road speeds overwhelmingly dictate a lower, safer speed limit. Otherwise, in our view, it is a negligent approach to a possibly preventable accident, death or injury.

**SUBMISSION DETAILS**

AT has already acknowledged that Baddeleys Beach road is "classified as being at a high-risk of deaths or serious injuries" which is why its speed limits are under review. Our submission presents a strong case - using AT's own criteria - for a lower 20 km/h speed limit (in parts) to help reduce these high risks.

**1. The characteristics of the road and roadsides – e.g. Are there sharp bends? Are there blind corners? Is there a central median strip to provide a buffer zone between oncoming traffic?**

The road varies in nature but has many hazardous characteristics outlined below and in the attached photographs (taken from the perspective of a vehicle) which would prescribe a lower speed limit:

- **Multiple blind corners for drivers of vehicles on Baddeleys Beach Rd including obscured intersections and driveways:**
  - Entering Baddeleys Beach there are two driveways from No 1 Clinton Rd – also known as 26 Baddeleys Beach Rd – and two intersections with Clinton Road all on the left that are immediately around a blind curve with the topography and vegetation also making them difficult to see.
  - There is a blind corner south of Clinton Rd heading into a section of road that is so narrow it is impassable for two standard vehicles.
  - Continuing south there is an obscured driveway on the right at No. 29 where vehicles back out of the driveway.
  - There are three further blind corners at No.10, Nos 8 /6 and No. 2 with multiple concealed driveways on the left and the entrance to the beach parking area.
  - Heading north from the Baddeleys Beach there are blind corners at No. 2, Nos 4/6, No 10 and Nos 31, 33 and 35 with no visibility of multiple driveways.
- **A blind double intersection for drivers of vehicles entering Baddeleys Beach Rd from Clinton Rd.** Drivers have extremely poor visibility of vehicles travelling from both the north and south until they pull out beyond the end road marking past the Give Way sign.
- **Multiple driveways where drivers access the road either on blind corners or in close proximity to them .** Some vehicles have to back on to the road in the vicinity of blind corners and in other cases there is no, or poor, visibility of both northbound and southbound traffic. These include:
  - No 1 Clinton Rd also known as 26 Baddeleys Beach Rd and 18 Baddeleys Beach Rd which each have 2 driveways plus:
  - Nos 39,29,10, 8, 6,4,2 and the shared driveway of numbers 31, 33 and 35.
- **The road is extremely narrow being single lane in some parts:**
  - 3.1 m wide at some points where in winter the shoulders/grassed areas (on one side) are boggy mud.
  - 3.5 m wide immediately around one blind corner with NO shoulders and multiple other hazards as below.
- No road markings at all in sections south of Clinton Road. This includes no centre line or edge markings.
- No central median strip or buffer zones.
- No footpaths.
- No shoulders, or very, very narrow, and where they do exist they are not suitable for vehicle use as any shoulders are either rocky, boggy, drop offs or vegetated.
- An extended drop off into the beach/sea on one side.
- A large tree immediately at the side of the road.
- In parts no areas for pedestrians to safely retreat, there being a drop off in some parts, rocks and very little, if any, shoulder. Our approaches to AT for safe walkways are ongoing.

**2. The crash risk for all road users**

The crash risk is high considering the inherent characteristics of the road and this includes two vehicle crashes plus risks for single vehicles as well as hitting pedestrians. The faster the vehicles are travelling the higher the crash risk, severity of injuries and possibility of death. For further clarity:

- a) There is a high risk of a head on collision in the section of Baddeleys Beach Rd south of Number 18 as this is a blind corner leading into a road that is too narrow for two vehicles to pass. This is particularly hazardous for vehicles travelling south as they often do so at speed and as they head around the blind corner they may come head on to a vehicle that is impassable. The road just south of the blind corner is approximately 3.5m wide. A Volkswagen Golf and Mazda CX 5 are considered average vehicles and are approximately 2.00m and 2.11m wide respectively while boats may be around 2.2m and campervans can be up to 2.55m wide so even two average vehicles cannot pass in this area directly around the blind corner.
- b) The risk of a crash or serious injury in 2 (a) above is exacerbated by a large Macrocarpa tree butting up to the road on one side, a drop off and no shoulders so there is no option for vehicles to retreat to the side of the road in an attempt to avoid a collision.
- c) Reference 2(a) and 2(b) above, the only way to avoid a head on collision on this part of the road is for vehicles to stop in time and then there is no option but for one vehicle to reverse. If this is the vehicle to the north there is a further risk they will back into oncoming traffic as it comes around the blind corner.
- d) Reference again to 2(a), 2(b) and 2(c) above, it is frequent to find one vehicle (usually the uphill one) stopped dead in the middle of the road while the other reverses. Cars may round the blind corner to find a vehicle stopped on the road.
- e) Reference 2(a) and 2(b) there is a risk of a south bound vehicle rolling over the bank with an extensive drop-off and no barriers.
- f) Other parts of the road are passable only in parts. The road varies in width down to 3.1m and in some places there are no places to retreat to the shoulders eg the boggy road side in winter, rocky gutters, drops offs and parked vehicles.
- g) Reference all previous points in this section 2., avoidance of a collision is reliant on drivers of vehicles travelling slowly enough to take preventive action in time, which, in some parts, means stopping and reversing.
- h) The two intersections of Clinton Rd on the blind corner with Baddeleys Beach Rd (Reference 1(a) and 1(b) above pose a high crash risk as drivers on both roads have very poor visibility.
  - Vehicles on Baddeleys Beach Rd, particularly those heading south which is the majority of traffic, have poor visibility of vehicles entering Baddeleys Beach Rd from Clinton Road. While vehicles on Clinton Rd, have to give way they are on a blind corner and often pull out beyond the "end road" marking to get sufficient visibility which means they are in the path of vehicles on Baddeleys Beach Rd. These vehicles are often travelling at excessive speeds.
  - Drivers on Clinton Rd have very poor visibility of vehicles on Baddeleys Beach Rd, particularly those heading south. Again as above, if vehicles pull out into Baddeleys Beach Rd to get visibility they risk crashing into any vehicle on Baddeleys Beach Road heading north or south (and not turning into Clinton Road)
- i) No road markings at all from the intersection with Clinton Road south.
- j) A massive Macrocarpa tree immediately at the road edge where the road is approximately 3.5m wide and calls for its removal have been declined.
- k) The use by pedestrians, including children, who have no other option but to walk on the road in parts, particularly the area immediately after the blind corner near No. 18 as there are no footpaths and extremely limited shoulders if any and in many parts they are not walkable eg rocky gutters, boggy gutters. If a campervan or boat is taking up 2.2 to 2.5 metres of the 3.5m road south of No. 18 pedestrians have less than 1 metre of road space to let the vehicle pass.
- l) Vehicles backing on to the road from numerous driveways, including around blind corners eg from Nos 18 and 29.
- m) Vehicles entering Baddeleys Beach Rd from driveways on blind corners, eg vehicles exiting the driveway of Nos 31,33,35 do so on a blind corner with poor visibility of vehicles heading north.
- n) Vehicles heading south on Baddeleys Beach Rd and turning right into the driveway of Nos 31,33 and 35 cross the path of oncoming traffic on a blind corner.
- o) Many of the driveways around blind corners are on the left increasing the risk of collision.

Locals regularly witness or are involved in "near misses" between vehicles and between vehicles and pedestrians. This includes:

- Vehicles nearly hitting pedestrians who are on the road due to lack of footpaths and often not visible to approaching vehicles (many of which are travelling too fast for the road conditions) as they are around a blind corner. This is particularly in the area south of No. 18 and pedestrians include children, groups of people, people walking dogs, people wheeling strollers, people wheeling kayaks etc who cannot rapidly get off the road and:
- Even if pedestrians have time to get off the road, in parts there are no places for them to safely retreat.
- Near head on collisions because of the blind corner.
- Vehicles having to reverse to allow the passage of another vehicle (and in many cases this involves vehicles towing boats and again on a blind corner with one vehicle having to stop dead in the middle of the road with no visibility to vehicles travelling south while the other vehicle reverses).
- Vehicles failing to give way as they enter Baddeleys Beach Road from Clinton Road.
- Near misses between vehicles travelling south on Baddeleys Beach Road and those entering Baddeleys Beach Road from the Clinton Road intersections x 2.

**3. The number of deaths and serious injuries.**

We are not aware of the number of deaths and serious injuries on this particular section of the road. However, it has been a matter of luck, given the conditions of the road and the observations outlined above that a serious injury or death has not occurred. Our stance and common sense is that prevention is better than waiting for a statistic to prove what is obvious. AT itself promotes a reduction in speed limits to reduce the risk of death by vehicle impact stating that a reduction from 50 km/h to 40 km/h reduces the risk of death from 80% to 32%. Why then, when the road characteristics and use clearly dictate a lower speed limit (and a correlated reduced risk of death) would AT not reduce the limit to 20 km/h which would further reduce the risk of death to below 10% on AT's own advice? Again, part of Baddeleys Beach warranted a 20 km/h limit at some point so why not now when there are even more vehicles using the road?

Further, there are hidden intersections and driveways where a vehicle travelling at 30 km/h cannot brake in sufficient distance (32 metres) to avoid a collision should a vehicle be pulling out eg the driveways around the blind corner near No. 1 Clinton Rd are visible only 12 or 26 metres away.

**4. The function and use of the road – this includes things like who uses the road and the speed vehicles travel at.**

The road serves the following:

- Access to Baddeleys Beach for day use including cars and wide campervans
- Access to Baddeleys Beach for recreation including vehicles towing wide boats, trailers etc. Baddeleys Beach "boat ramp" is one of two in the area.
- Access to permanent residences. The number of permanent residents is increasing
- Access to holiday homes (private use and holiday letting)
- Access by service/commercial vehicles including for NZ Rural Post, rubbish collection, construction/tradespeople, maintenance, water tankers etc.

Many, but not all, locals who know the area travel at appropriate speeds. However, there is an increasing number of people coming to the area who are unfamiliar with the conditions and who drive recklessly. It is common to see vehicles travelling at speeds in excess of 60 km/h. Some vehicles have been observed travelling so fast they are on two wheels at the intersection of Clinton Road and/or on the wrong side of the road. There is an ongoing issue with vehicles not giving way at the intersection with Clinton Rd, partly because they do not observe the road rules and partly because of the poor visibility of vehicles travelling south; often at speeds in excess of 50 km/h.

**5. Traffic volumes**

Traffic volumes are steadily increasing as more people move to the area permanently or visit. A low or high traffic volume does not change the characteristics of the road and its risk factors; merely the number of people exposed to them. The traffic volumes increase markedly during holiday periods and common sense risk mitigation would dictate a speed commensurate with a high impact outcome ie while the risk may be low to medium the impact is high being death or injury.

**6. Nearby land use**

- Mainly residential and or holiday homes (no commercial use apart from holiday letting).
- Park area/recreational areas (tennis court)
- Beach areas/picnic areas
- Boat ramp
- Playground (unfenced)

**7. The number of intersections and property accessways**

Refer 1 above as well but:

- There is one "major" intersection (with Clinton Road) comprising two separate roads which, as noted above are on a blind (curved) corner with very poor visibility.
- There are approximately 23 driveways in the section of Baddeleys Beach road south from number 57 with at least nine of these being in areas of poor visibility to other motorists and vehicles may have to back out of some of these properties on to blind corners (refer 1(c) above)

**8. Planned modifications to the road – things like raised tables, median strips or barriers to separate oncoming vehicle**

Our submissions for improvements have fallen on deaf ears for many, many years including even acknowledged urgent road repairs (slumps) to make the road safe. Our representations for footpaths and road improvements is ongoing.

**9. The views of interested people and groups**

The Baddeleys and Campbells Ratepayers Association (BCBR) represents 115 residents in the area and this submission is the result of a motion of deep concern passed at its recent Annual General Meeting. It also represents the collective view of many individuals in the area who are extremely concerned at what they perceive to be an accident waiting to happen unless the right and sensible decisions are made about speed limits in the area (and other road issues).

**10. Information and guidance on speed management from Waka Kotahi NZ Transport Agency**

That is in your hands but we have made our views clear and request that the above is taken into consideration including a site visit to see first-hand the nature of the road and experience of locals etc. Maps do not accurately reflect road conditions, visibility, local knowledge etc.



**SUMMARY**

There is no case to have a speed limit of 40 kmph on the parts of Baddeleys Beach Rd outlined in this submission where the condition and characteristics of the road pose an obvious high risk of accident, serious injury or death that may be avoidable with a lower 20 km/h speed limit commensurate with the road features.

- It has multiple blind corners
- Is impassable by two vehicles in parts (immediately around a blind corner)
- There is no or at best, very limited, provision for safe pedestrian passage
- There are no median strips
- There are no (or very limited) shoulders including in the narrowest and most dangerous part of the road
- There is an extensive drop off in the most hazardous part of the road
- There is a hard object (tree) butted up immediately to the edge of the road
- It has multiple driveways on blind curves/corners
- The intersection with Clinton Road (x 2) is on a blind corner
- Locals witness and are involved in regular near misses and dangerous situations involving crashes and risk to pedestrians

Part of the Road was previously signposted at 20 km/h by AT as the appropriate speed and it is a complete nonsense to “automatically” presume it should be 50 km/h (reverting to 40 km/h) due to a historic failure to have it designated. In fact, our submission calls for the extension of this more appropriate and safer speed further north to reduce the very real prospect of a serious crash or accident as per the points above.

We acknowledge that AT’s proposed speed limit of 40km/h does not mean vehicles will travel up to this speed. However, it implies that road conditions allow for safe travel up 40 km/h. We further recognise that no speed restriction will mitigate all risk but it does provide more astute guidance for law abiding citizens unfamiliar with the road and/or conditions and, as documented by AT, a lower speed significantly reduces the human and material impact of accidents.

If AT is seriously committed to safer roads, it should listen well to the views of the community - who experience first-hand the hazards of this road - and apply the common sense dictated by the facts (and some historic good judgment with the 20 km/h zone). AT would be negligent in its duty should it choose to do otherwise.

In AT’s own words: *“..... putting people first. Human life and safety come above all else.” “.....a responsibility to ensure people and goods can move around the region safely, as well as efficiently”*

We do not see the downside in our proposed 20 km/h zone and look forward to providing further information and meeting on site to show representatives the hazards of this road section. Should you wish to contact us for further information you can do so by return email or by phoning Marian Hudson on 021 1135 390.



# SAFE SPEED PROGRAMME 2019 MONITORING AND EVALUATION PLAN

Updated to include 26 Roads package

16 March 2021 - Version Final



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### Change History and Approval

ROLE:	NAME:	SIGNATURE / EMAIL	DATE
ELT	Andrew Allen		14/10/2019
ROLE:	NAME:	SIGNATURE / EMAIL	DATE
Senior Supplier	Randhir Karma		14/10/2019
ROLE:	NAME:	SIGNATURE / EMAIL	DATE
Project Specialist	Andrew Garratt		14/10/2019

### Revision Status

REVISION NUMBER:	IMPLEMENTATION DATE:	SUMMARY OF REVISION
1.0	11 October 2019	ELT Review
1.1	14 October 2019	Final
1.2	16 March 2021	Minor updates to include 26 Roads package

DOCUMENT NAME	SAFE SPEED PROGRAMME 2019 Monitoring and Evaluation Plan	VERSION	
DOCUMENT No.		DATED	16 March 2021
PREPARED BY	A Garratt	FILE REF	
FILE NAME/LOC	SharePoint		

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## Introduction

1. Following mandates given by the Auckland Transport (AT) Board after the approval of the Road Safety Business Improvement report, the Auckland Council Planning Committee's endorsement, directions from the Government Policy Statement on Land Transport 2018/19 – 2027/28 and the Auckland Transport Alignment Project, AT developed a Safe Speeds Programme – part of a broader suite of initiatives including investment in safer roads and roadsides investment in education, increased enforcement and advocating for safer vehicles – focussed on addressing Auckland's road trauma.
2. The Safe Speed Programme includes a proposal to review speeds on Auckland's roads to consider whether they are safe and appropriate, consider targeted interventions such as engineering changes and/or reducing speeds, consult the broader community on those changes and then finally taking account of the feedback received from the community then make a decision on what speeds are safe and appropriate for Auckland's roads. The Safe Speeds Programme is proposed to include three tranches of either changes to speed limits and/or changes to roading environments to make the speeds on Auckland's roads safe and appropriate for all road users.
3. The AT Board approved a draft proposal to reduce speeds on approximately 10% of Auckland's local road network for consultation in December 2018 and agreed to make the Speed Limit Bylaw 2019 that implements, on a staged basis speed limit changes in October 2019. The roads selected in tranche one are a mixture of high-risk roads and those that were already operating at lower speeds than the existing speed limit. Roads from rural Auckland, the City Centre, a number of town centres, residential areas and urban roads were selected in the draft proposal.
4. The AT Board approved a draft proposal to reduce speeds on a further 26 roads within tranche one by way of amendment to the Speed Limit Bylaw 2019
5. Ongoing monitoring and evaluation of the performance of the roads identified in tranche one against the safe and appropriate test set out in the *Land Transport Rule: Setting of Speed Limits 2017* and NZTA's *Speed Management Guide* is required.
6. This report provides a proposed monitoring and evaluation plan for the speed limit changes in the Speed Limit Bylaw 2019 and the Speed Limits Amendment Bylaw 2020.

## Background and context

7. The NZTA Speed Management Guide was published in November 2016 as part of the Safer Journeys Safer Speeds Programme and in advance of the Land Transport Rule: Setting of Speed Limits 2017. It provides guidance on how Road Controlling Authorities (RCAs) can approach speed management which is evidence based, nationally consistent, prioritises improvements to safety and economic productivity, achieves value for money and contributes to the credibility of the speed management programme. The guide contains a framework to assist RCAs with the evaluation of speed management activities

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using the key indicator categories of speed, traffic efficiency, perceptions and behaviour, and crashes, deaths and injuries. Under each category there are several recommended indicators, on which the monitoring and evaluation plan is based.

8. The Speed Limits Bylaw 2019 and proposed Speed Limit Amendment Bylaw 2021 together reduce speeds on approximately 10% of Auckland's roads. In addition, they confirm all of the existing speed limits which are not proposed to change must be retained.
9. The monitoring and evaluation of the affected roads under consideration ensures that information is captured to measure the effectiveness of these changes and the benefits achieved. This will demonstrate how the performance of these roads are contributing to the 'safe and appropriate' requirements, Auckland's Vision Zero strategy to eliminate all deaths and serious injuries from the network by 2050, and allow AT to communicate progress and effectiveness of the changes to key stakeholders and the wider public, and exhibit accountability for the investment made.
10. The evaluation will also inform better decision making and allow improved external consultation on future speed limits reviews. It will provide local data which will enhance our ability to predict the outcome of future speed limit changes in Auckland and target any proposed changes to maximise the reduction in death and serious injury crashes.

## Monitoring and evaluation

11. The methodology proposed is based on NZTA's Speed Management Guide. Key outcomes indicators to be evaluated are separated into four categories; speed, traffic efficiency (multimodal), perceptions and behaviour; and crashes, deaths and serious injuries.
12. The guide also splits the monitoring and evaluation of speed management activities into two parts, evaluating the implementation (Appendix 1) and evaluating of the outcomes (Appendix 2). The appendices details the indicators and how they should be measured.

## Baseline data

13. When monitoring or evaluating a project, there needs to be sufficient information which can be used as the baseline data. The Multi Criteria Assessment, attached as an appendix to the Safe Speed Programme 2019 – Implementation Options report, details much of the baseline information for each road in both the 2019 bylaw and 2021 amendment bylaw where changes are proposed.
14. The evaluation plan includes gathering information from key stakeholders and the public on the perceptions of the performance of the roads under consideration from a safe and appropriate perspective. This can be undertaken after six months post-implementation.
15. The key measures of success indicated by the guide are that:

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- Speed management as a whole becomes more consistent and prioritised to risk, and road users see the same types of risks consistently identified and targeted no matter who manages the road network
  - Travel speeds will align to the framework over time and become more appropriate for road function, design, safety and use, starting with the highest risk routes to build public understanding and support
  - Mean speeds will moderate on lower classification or less safe roads. Deaths and serious injuries will reduce, while economic productivity is maintained or enhanced across the road system overall
  - The road system as a whole will become more self-explaining and consistent over time and the speed management programme will be more credible to the public
16. Additional pre-implementation data collection may be required to ensure there is adequate baseline information to compare pre and post implementation conditions for all of the key evaluation indicators.

## Targets

17. The overall target of the speed limit changes is to reduce the mean number of DSI crashes on the roads with speed limit changes by at least 30% within five years of implementing all the approved changes while balancing this with the effectiveness and efficiency of the roading network for all road users.
18. Performance will also be monitored against the following secondary targets
- A) Measured mean speeds should be no more than 5km/h above the posted speed limit and the 85<sup>th</sup> percentile speed should be within 10% of the speed limit.
  - B) Public awareness of the speed limit changes and the perception of the effectiveness of the changes is on average, positive.
  - C) There is a reduction in the number of injury crashes on the roads where speed limit have been changed.
  - D) There is a reduction in the proportion of crashes where the police consider excessive speed or going too fast for the conditions as a contributory factor.

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## Data collection and analysis including expected limitations and challenges

19. DSI crashes are, in relative terms statistically rare events when considered on a road by road basis. Therefore, to provide a clear and more accurate picture of performance roads of a similar typology will need to be grouped together into clusters for the purpose of the analysis. The proposed clusters are based on areas such as City Centre, town centres, residential areas, urban roads and rural roads. Other analysis can also be captured such as the outcome for local board areas.
20. Extensive data has already been captured relating to traffic speeds, volumes and road use as part of the Safe Speed programme, however additional data collection may be required and ongoing data collection will be required in order to facilitate evaluation.
21. Proposed speed limit changes are also expected to provide some secondary benefits around increased use of the road network by people walking and cycling, particularly in the City Centre and town centres. To fully evaluate this benefit, additional data may be required, both pre and post-implementation, to examine and quantify any changes in active mode road use in these locations.
22. To ensure up to date traffic survey data is being used as a baseline then existing surveys should be no more than two years old from the date of proposed speed limit change. Also additional information will be required for roads where no data current exists. Additional surveys will need to be undertaken to ensure that there is sufficient baseline data for the monitoring purposes.
23. Operating speeds from NZTA's Mega Maps (risk assessment database and tool) will be used to supplement the information gathered by traffic surveys.
24. Crash data used in the analysis will be gathered exclusively from NZTA's CAS system as this is the most comprehensive and consistent source of crash data available. There can be a time lag of several months between the time a crash occurs on the network and the time it is checked, verified and entered into the database by NZTA. Having 12 months' worth of data after implementation available for analysis is important to assess any improvements on the crash rates on the roads that have had the speed limit reduced.
25. A number of options have been assessed as a result of consultation responses to the proposed bylaw. As part of the 2019 bylaw approval, Option 3 of the Implementation Options Report selected by the AT Board included changing the speed limit on Hobson Street, Nelson Street and Fanshawe Street from the proposed 30km/h to 40km/h, with supporting safety engineering enhancements. These roads will be monitored to determine the effectiveness of the changes. Perception surveys with key stakeholders within the City Centre will be undertaken to understand their views on the effectiveness of the changes.
26. A number of options have been assessed as a result of consultation responses to the proposed bylaw. As part of the 2019 bylaw approval, Option 3 of the Implementation Options Report included the removal of 20 rural roads from the bylaw. These roads, which received opposition during the consultation process, are classed as low risk and have no reported crashes within the five year period 2013 to 2017. These roads will continue to be monitored to determine if there are any effects following speed limit changes on adjacent roads and considered for potential inclusion, if warranted, within future tranches

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of the programme. Perception surveys can also be undertaken with the public and key stakeholders to understand if the views have changed following the implementation of speed limit changes on the adjacent roads.

## Reporting and communicating evaluation outcomes to the AT Board, key stakeholders and public

27. It is proposed that an evaluation report will be prepared summarising the data collection and analysis for the first, second-year, and fifth -year periods following implementation of all changes. It will take some time to process and analyse all data collected in the period. Availability of a comprehensive crash history data from CAS for each period is expected to be a key constraint as this can take several months.
28. The reports for all periods will include information on speed, travel time (where monitored), traffic volume, and crash rate indicators. Only the first-year report will contain information on perceptions and behaviours as this is the only period in which it is proposed to collect this information.
29. The evaluation reports will be available to key stakeholders (including elected members, police, iwi, NZTA, business associations, and the Automobile Association).
30. A wide range of communications methods will be used to inform and engage with the public.

## Next steps

31. The next stage is to undertake pre-implementation data collection, where required, on the roads where speed limits are proposed to be reduced. This data will allow comparison of pre and post implementation conditions for all of the key evaluation indicators.
32. In order to allow a like for like comparison between pre and post-implementation conditions it is important that complete and comprehensive data is gathered before any changes are made to the speed limits. While there is an extensive data set which was gathered when investigating the safe speeds programme it will be necessary to carry out future data collection to ensure completeness.
33. In particular some of the previously gathered traffic tube survey data is now more than two years old and needs to be more current, gaps in the tube data in some locations need to be addressed, and pedestrian and cyclist behaviour surveys in the city and town/village centres need to be carried out.

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## Appendix 1 – Evaluating the implementation of proposed speed management measures

## Appendix 2 – Evaluating the outcome of speed management measures

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## Appendix 1

### Evaluating the implementation of proposed speed management measures

Ref.	Indicator	Description	How to measure / key considerations
1	Number and type of speed management activities, and rationale for their inclusion	Identify the frequency of implementation for different types of speed management. E.g. engineering, speed limit, enforcement	<p>This review will take into consideration the factors when implementing the various themes, including any supporting safety engineering enhancements.</p> <p>The rationale as to why changes were proposed need to be recorded and include relevant enforcement and education/engagement activities, as well as any other supporting maintenance/engineering activities.</p>
2	Consistency and quality of speed management activities	The quality of speed management activities and the alignment with the guide	<p>An independent review to assess the consistency of roads chosen and their alignment with the speed management guide</p> <p>Another review will look at whether all planned / required changes to speed limit signage have been correctly implemented, whether any quality issues with the works are apparent, and whether the location of speed limit signage is both in accordance with the bylaw and good engineering practice.</p>
3	Barriers to implementation	Provides data if speed management activities were not implemented as planned (e.g. public resistance, lack of resources). Can also be used to plan for risk ahead of activities.	<p>Undertake a post implementation (lessons learnt) review of the following areas:</p> <ul style="list-style-type: none"> <li>A) The process pre-bylaw approval followed by AT identifying any improvements which could be made.</li> <li>B) The post-bylaw approval process. This will identify any locations where it was not possible to implement the speed limit changes as approved, for instance due to unexpected site constraints. It will also identify any locations where the speed limit changes provided to be unduly difficult to implement onsite.</li> </ul>

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			These reviews will be done once all implementation work is complete.
4	Percentage of network with safe and appropriate speed limits	Proportion of the network with limits which align with the national framework, after sense checking, and contributing towards AT's Road Safety Programme Business Case target of having 60% of Auckland's roads being safe and appropriate in 10 years.	Measure the proportion of the network (by length of road) which is consistent with the national framework, after sense checking, before and after the changes are implemented.
5	Extent of engagement	The extent of engagement activities and the number of people reached through engagement	Refer communications plan.

Note: Indicators are based on NZTA Speed Management Guide

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## Appendix 2

### Evaluating the outcome of speed management activities

Ref.	Indicator	Description	How to measure/key considerations
<b>1</b>	<b>Speed</b>		
1.1	Point speeds	Mean, 85 <sup>th</sup> percentile, speed distribution	<p>Point speeds will be gathered by seven-day traffic tube surveys on roads with changes to their speed limits. Data will be gathered at the following times</p> <ul style="list-style-type: none"> <li>• Pre-implementation (no earlier than 24 months before)</li> <li>• Between 6 and 24 months after implementation.</li> </ul> <p>For roads in the City Centre and town centre themes surveys will be undertaken on a proportion (minimum 60%) of roads over 350 metres in length. This also includes monitoring Hobson Street, Nelson Street and Fanshawe Street as mentioned in paragraph 25 of the Monitoring and Evaluation Plan.</p> <p>For roads in rural and non-town centre urban themes surveys will be undertaken on a proportion (minimum 50%) of roads over 1km in length that are classed as high risk and have recorded injury crashes. This also includes monitoring the 20 roads as mentioned in paragraph 26 of the Monitoring and Evaluation Plan.</p> <p>Point speed data will not be gathered where traffic tube surveys cannot be practically carried out. These locations include unsealed roads, roads with more than four lanes, roads where the survey equipment cannot be safely installed or recovered without an excessive level of traffic management, and locations where there has been more than one instance of theft or vandalism of the survey equipment. In these locations GPS derived speed data</p>

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			gathered under Item 1.2 will be used to assess the effectiveness of the speed limit changes.
1.2	Geospatial speeds	In car GPS derived speeds	Speed data from the national database (NZTA MegaMaps GIS information) will be gathered for all roads with new speed limits. This will be done when MegaMaps is updated by NZTA, which is typically annually.
1.3	Difference between posted and means speeds	Compare point speed with the planned or changed speed limit. Mean speed should be within 5km of the posted speed and 85% speed should be within 10% of the posted speed.	<p>Data collected in Item 1.1 will be analysed to find mean speeds. For each site survey data post-implementation will be compared against the pre-implementation and new speed limits to find the average speed reduction and differential between the speed limit and mean speeds.</p> <p>Data collected in Item 1.2 will be analysed to find mean speeds along the length of each road with a change in speed limit. These mean speeds will be compared against the pre-implementation data and new speed limits to find the average speed reduction and differential between the speed limit and mean speeds.</p> <p>Data for each survey will be aggregated into the following clusters:</p> <ul style="list-style-type: none"> <li>• City Centre</li> <li>• Town centres (one cluster per town centre)</li> <li>• Residential (Te Atatū and Papakura)</li> <li>• Other urban roads (one cluster per local board area which has at least one road in this theme)</li> <li>• Rural (one cluster per local board area which has at least one road in this theme)</li> </ul> <p>Data for roads in each cluster will be weighted by AADT.</p>

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1.4	Police enforcement activities	To understand the impact of enforcement on compliance with reduced speed limits by measuring the impact of both active speed enforcement (using cameras etc) and passive police enforcement (through presence of regular police patrols).	Has the requirement for enforcement activity changed following any speed limit changes?  Data will need to be collected for enforcement activity on roads within the proposed bylaw prior to any changes being introduced. Enforcement activity following any speed limit changes will be reported every six months at the Tamaki Makaurau Road Safety Group meetings.
<b>2</b>	<b>Traffic Efficiency</b>		
2.1	Traffic volumes	The traffic volume should be measured as Annual Average Daily Traffic (AADT), the two-way daily traffic that passes a point	Traffic volume data to be collected via traffic tube surveys as part of Item 1.1.  Pre and post-implementation data will be analysed to identify changes in traffic volumes. The analysis will look at both all vehicle AADT data and also heavy commercial vehicle (HCV) only traffic data.
2.2	Travel times	The time it takes to travel between locations	To compare the average change in travel times travel time data will be collected on a selection of roads pre implementation and post implementation of speed limit changes, across all modes.  An assessment is to be undertaken on a selection of high risk rural, urban and City Centre roads to determine the impact to travel times and reliability as a result of any change to crashes along these routes following any speed limit changes.
<b>3</b>	<b>Perceptions and behaviour</b>		
3.1	Awareness of speed management activities	Awareness of speed limit change.	A survey of at least 1,000 randomly selected Auckland residents will be undertaken at least six months after implementation to gauge awareness and perceptions of the speed limit changes.

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			<p>Key stakeholders contacted to collect data on their awareness and perceptions of the speed limit changes at the same time as the public survey. Key stakeholders include and not limited to:</p> <ul style="list-style-type: none"> <li>• Elected members (local boards and councillors)</li> <li>• Iwi</li> <li>• NZ Police</li> <li>• NZTA</li> <li>• Heart of the City/Business associations (for city and town centres)</li> <li>• Automobile Association</li> </ul>
3.2	Perceptions of speed management activities	Perceived effectiveness, compliance and likelihood of enforcement; level of support	Questions about perceptions of the effectiveness, compliance, level of enforcement, and level of support for the changes will be included in the surveys detailed in Item 3.1.
3.3	Other road user counts and latent demand	Numbers of cyclists or pedestrians using the road. Latent demand means more cyclists or pedestrians might use the road if conditions were different	<p>Applies to City Centre and town centre theme locations only.</p> <p>For town centre theme locations the number of pedestrians and cyclists movements will be surveyed at identified locations where the speed limit is to be changed and where there are planned infrastructure improvements.</p> <p>The City Centre pedestrian and cyclist surveys will be undertaken at key locations spread throughout the centre.</p> <p>This data will be gathered at the following times:</p> <ul style="list-style-type: none"> <li>• Pre-implementation.</li> <li>• Similar time of year as pre-implementation survey and at the same locations.</li> <li>• Surveys to cover one weekday and one Saturday</li> </ul>

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			Data gathered for this item will be analysed to compare the change in the number of pedestrians and cyclists observed in pre and post-implementation periods.
3.4	Road user behaviour	Behaviour of other road users, such as pedestrians and cyclists	A behavioural scientist will be engaged to assist in the development of the data collection and analysis methods for this item.
<b>4</b>	<b>Crashes, deaths, and injuries</b>		
4.1	Speed-related crashes	Death and serious injury crashes where speeding or travelling too fast for the conditions has contributed	<p>Crash history data will be sourced from NZTA's CAS database</p> <p>For each road the number of post-implementation DSI crashes where speeding or travelling too fast for the conditions is cited as a factor by NZ Police will be compared against the annual average rate for the 5-year period preceding the change in the speed limit</p> <p>This analysis will be undertaken for the first, second and fifth years post implementation. It is expected that this analysis will be carried out approximately six months after the end of each period, but this is dependent on all CAS database records for the period being available. There can be a lag of several months between the time a crash happens and its entry into CAS.</p> <p>Data for each road will be aggregated together with other roads in its cluster (using the same clusters as Item 1.3) in order to allow for statistical variations in individual roads.</p> <p>Post-implementation data will also be compared against the citywide number of injury crashes where speed or travelling too fast for the conditions is cited as a factor by NZ Police (separated</p>

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			into rural and urban areas) for the same period to control for trends unrelated to speed limit changes.
4.2	Crash data	Analysis of all crashes on network by fatal, serious-injury, minor-injury and non-injury	<p>Crash history data will be sourced from NZTA's CAS database.</p> <p>For each road the number of crashes, broken down by severity, will be compared against the annual average rate for the 5-year period preceding the change in the speed limit.</p> <p>This analysis will be done at the same time as the analysis for Item 4.1.</p> <p>Data for each road will be aggregated together with other roads in its cluster (using the same clusters as Item 1.3) in order to allow for statistical variations in individual roads.</p> <p>Post-implementation data will also be compared against the citywide number of injury crashes of each type (separated into rural and urban areas) for the same period to control for trends unrelated to the speed limit changes.</p>

Note: Indicators are based on NZTA Speed Management Guide

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## Attachment 3

### Speed Limits Amendment Bylaw 2021

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# Speed Limits Amendment Bylaw 2021

Made by the Auckland Transport Board of Directors on [date]

#### *Explanatory Note*

*This bylaw is made pursuant to s22AB(1)(d) of the Land Transport Act 1998. It amends the Auckland Transport Speed Limits Bylaw 2019.*

*Terms and expressions used in this bylaw have the same meaning as in the Auckland Transport Speed Limits Bylaw 2019*

*This explanatory note is for information purposes only and does not form part of this bylaw.*

Speed Limits Amendment Bylaw 2021

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## Speed Limits Amendment Bylaw 2021

### **1 Title**

This bylaw is the Auckland Transport Speed Limits Amendment Bylaw 2021.

### **2 Purpose**

Auckland Transport makes this bylaw to amend the Auckland Transport Speed Limits Bylaw 2019, as specified in the schedules.

### **3 Commencement**

- (1) This bylaw comes into force on 31 May 2021.
- (2) The speed limit amendments described in the schedules, or shown on a map referenced in the schedules, come into force on the date specified in each of those schedules.

### **4 Speed limits amended by this bylaw**

- (1) The Auckland Transport Speed Limits Bylaw 2019 is hereby amended by making the changes specified in Schedules 1- 8, which are part of this bylaw.
- (2) The amended speed limits set by this bylaw were determined in accordance with the Speed Limits Rule.

### **5 Schedules**

- Schedule 1: Amendments to urban traffic areas
- Schedule 2: Amendments to roads within the urban traffic areas (other than in a designated location)
- Schedule 3: Amendments to roads outside the urban traffic areas (other than in a designated location)
- Schedule 4: Amendments to roads within a designated location
- Schedule 5: Amendments to roads that have a seasonal speed limit
- Schedule 6: Amendments to roads that have a variable speed limit
- Schedule 7: Amendments to previously confirmed speed limits
- Schedule 8: Amendments to previously saved speed limits

Speed Limits Amendment Bylaw 2021

**Schedule 1: Amendments to Urban traffic areas**

**SECTION ONE: Deletions from Schedule 1**

The areas and maps described in this section are deleted from Schedule 1 of the Auckland Transport Speed Limits Bylaw 2019 on and from the date specified in column C below

*Explanatory note - These urban traffic areas continue in force until the date specified*

A	B	C
Area name	Area description and Map References	Date deleted

**SECTION TWO: Insertions to Schedule 1**

The areas and maps described in this section are inserted into Schedule 1 of the Auckland Transport Speed Limits Bylaw 2019 on and from the date specified in column C below

A	B	C
Area name	Area description and Map References	Date effective

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**Schedule 2: Amendments to roads within the urban traffic areas  
(other than in a designated location)**

**SECTION ONE: Deletions from Schedule 2 of the Auckland Transport Speed Limits Bylaw 2019**

The areas of road described in this section or shown on a map referenced in this section are deleted from Schedule 2 of the Auckland Transport Speed Limits Bylaw 2019 on and from the date specified in column E below

*Explanatory note - These speed limits continue in force until the date specified*

A	B	C	D	E
AREA OF ROAD			Speed Limit	Date deleted
Road name	Suburb	Part of road		

**SECTION TWO: Insertions to Schedule 2 of the Auckland Transport Speed Limits Bylaw 2019**

The areas of road described in this section or shown on a map referenced in this section are inserted into Schedule 2 of the Auckland Transport Speed Limits Bylaw 2019 on and from the date specified in column E below

A	B	C	D	E
AREA OF ROAD			Speed Limit	Date effective
Road name	Suburb	Part of road		
Birdwood Road	Massey	between Red Hills Road and the urban traffic area boundary (Auckland Isthmus) at approx. 560m to the south of Red Hills Road	60km/h	31/05/2021
Birdwood Road	Massey	between the urban traffic area boundary (Auckland Isthmus) at Yelash Road and 190m northwest of Crows Road	60km/h	31/05/2021
Yelash Road	Massey	between the urban traffic area boundary (Auckland Isthmus) at Birdwood Road and the urban traffic area boundary (Auckland Isthmus) approx. 350m to the west of Birdwood Road.	40km/h	31/05/2021

Speed Limits Amendment Bylaw 2021

**Schedule 3: Amendments to roads outside the urban traffic areas  
(other than in a designated location)**

**SECTION ONE: Deletions from Schedule 3 of the Auckland Transport Speed Limits Bylaw 2019**

The areas of road described in this section or shown on a map referenced in this section are deleted from Schedule 3 of the Auckland Transport Speed Limits Bylaw 2019 on and from the date specified in column E below

*Explanatory note - These speed limits continue in force until the date specified*

A	B	C	D	E
AREA OF ROAD			Speed Limit	Date deleted
Road name	Suburb	Part of road		

**SECTION TWO: Insertions to Schedule 3 of the Auckland Transport Speed Limits Bylaw 2019**

The areas of road described in this section or shown on a map referenced in this section are inserted into Schedule 3 of the Auckland Transport Speed Limits Bylaw 2019 on and from the date specified in column E below

A	B	C	D	E
AREA OF ROAD			Speed Limit	Date effective
Road name	Suburb	Part of road		
Baddeleys Beach Road	Tawharanui	between Takatu Road and 730m north of Clinton Road	80km/h	31/05/2021
Baddeleys Beach Road	Tawharanui	between 730m north of Clinton Road and the southern end of Baddeleys Beach Road	40km/h	31/05/2021



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A	B	C	D	E
AREA OF ROAD			Speed Limit	Date effective
Road name	Suburb	Part of road		
Birdwood Road	Massey	between the urban traffic area boundary (Auckland Isthmus) approx. 560m to the south of Red Hills Road and the urban traffic area boundary (Auckland Isthmus) at Yelash Road	60km/h	31/05/2021
Bishop Lane	Tawharanui	full length	40km/h	31/05/2021
Buckleton Road	Tawharanui	full length	40km/h	31/05/2021
Campbell Road	Tawharanui	full length	40km/h	31/05/2021
Chamberlain Road	Massey	between the urban traffic area boundary (Auckland Isthmus) and Birdwood Road	60km/h	31/05/2021
Christian Road	Swanson	between the urban traffic area boundary (Auckland Isthmus) at approx. 65m southwest of Mettam Drive and the southwest end of Christian Road	60km/h	31/05/2021
Clinton Road	Tawharanui	full length	40km/h	31/05/2021
Edwards Road	Warkworth	full length	40km/h	31/05/2021

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<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>
<b>AREA OF ROAD</b>			<b>Speed Limit</b>	<b>Date effective</b>
<b>Road name</b>	<b>Suburb</b>	<b>Part of road</b>		
Govan Wilson Road	Whangaripo	full length	40km/h	31/05/2021
Haywood Lane	Tawharanui	full length	60km/h	31/05/2021
Hepburn Creek Road	Warkworth	between the urban traffic area boundary (Warkworth) and 610m south of Wilson Road	50km/h	31/05/2021
Hepburn Creek Road	Warkworth	between 610m south of Wilson Road and Edwards Road	40km/h	31/05/2021
Hodgart Road	Warkworth	full length	40km/h	31/05/2021
Kookaburra Drive	Tawharanui	full length	40km/h	31/05/2021
Matakana Valley Road	Matakana	between Pakiri Road and 2720m south of Pakiri Road	80km/h	31/05/2021
Matakana Valley Road	Matakana	between 2720m south of Pakiri Road and 20m south of Smith Road	60km/h	31/05/2021
Matakana Valley Road	Matakana	between 20m south of Smith Road and the urban traffic area boundary (Matakana)	80km/h	31/05/2021

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<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>
<b>AREA OF ROAD</b>			<b>Speed Limit</b>	<b>Date effective</b>
<b>Road name</b>	<b>Suburb</b>	<b>Part of road</b>		
Mudgeways Road	Massey	full length	40km/h	31/05/2021
O'Neills Road	Swanson	between the urban traffic area boundary (Auckland Isthmus) and Drower Road	50km/h	31/05/2021
O'Neills Road	Swanson	between Drower Road and Christian Road	60km/h	31/05/2021
Pigeon Place	Tawharanui	full length	40km/h	31/05/2021
Smith Road	Matakana	full length	40km/h	31/05/2021
Takatu Road	Tawharanui	between Leigh Road and 2000m east of Baddeleys Beach Road	80km/h	31/05/2021
Takatu Road	Tawharanui	between 2000m east of Baddeleys Beach Road and Tawharanui Regional Park entrance	60km/h	31/05/2021
Tram Valley Road	Swanson	between the urban traffic area boundary (Auckland Isthmus) and the southern end of Tram Valley Road	60km/h	31/05/2021
Ward Road	Matakana	full length	40km/h	31/05/2021

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<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>
<b>AREA OF ROAD</b>			<b>Speed Limit</b>	<b>Date effective</b>
<b>Road name</b>	<b>Suburb</b>	<b>Part of road</b>		
Welsh Hills Road	Swanson	full length	60km/h	31/05/2021
Whitmore Road	Tawharanui	between Takatu Road and 1200m north of Buckleton Road	60km/h	31/05/2021
Whitmore Road	Tawharanui	between 1200m north of Buckleton Road and Buckleton Road	40km/h	31/05/2021
Wilson Road	Warkworth	between the urban traffic area boundary (Warkworth) and the eastern end of Wilson Road	40km/h	31/05/2021
Yelash Road	Massey	between the urban traffic area boundary (Auckland Isthmus) approx. 350m to the west of Birdwood Road and the western end of Yelash Road	40km/h	31/05/2021

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**Schedule 4: Amendments to roads within a designated location**

**SECTION ONE: Deletions from Schedule 4 of the Auckland Transport Speed Limits Bylaw 2019**

The areas of road described in this section or shown on a map referenced in this section are deleted from Schedule 4 of the Auckland Transport Speed Limits Bylaw 2019 on and from the date specified in column E below

*Explanatory note - These speed limits continue in force until the date specified*

A	B	C	D	E
AREA OF ROAD			Speed Limit	Date deleted
Road name	Suburb	Part of road		

**SECTION TWO: Insertions to Schedule 4 of the Auckland Transport Speed Limits Bylaw 2019**

The areas of road described in this section or shown on a map referenced in this section are inserted into Schedule 4 of the Auckland Transport Speed Limits Bylaw 2019 on and from the date specified in column E below

A	B	C	D	E
AREA OF ROAD			Speed Limit	Date effective
Road name	Suburb	Part of road		

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**Schedule 5: Amendments to roads that have a seasonal speed limit**

**SECTION ONE: Deletions from Schedule 5 of the Auckland Transport Speed Limits Bylaw 2019**

The areas of road described in this section or shown on a map referenced in this section are deleted from Schedule 5 of the Auckland Transport Speed Limits Bylaw 2019

A	B	C	D	E
AREA OF ROAD			Speed Limit	Effective period
Road name	Suburb	Part of road		

**SECTION TWO: Insertions to Schedule 5 of the Auckland Transport Speed Limits Bylaw 2019**

The areas of road described in this section or shown on a map referenced in this section are inserted into Schedule 5 of the Auckland Transport Speed Limits Bylaw 2019

A	B	C	D	E
AREA OF ROAD			Speed Limit	Effective period
Road name	Suburb	Part of road		

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**Schedule 6: Amendments to roads that have a variable speed limit**

**SECTION ONE: Deletions from Schedule 6 of the Auckland Transport Speed Limits Bylaw 2019**

The areas of road described in this section or shown on a map referenced in this section are deleted from the relevant part of Schedule 6 of the Auckland Transport Speed Limits Bylaw 2019 on and from the date specified in column F below

*Explanatory note - These speed limits continue in force until the date specified*

**Part A: Variable Speed Limits around schools**

A	B	C	D	E	F
AREA OF ROAD			Speed Limit (school times)	Speed Limit (other times)	Date deleted
Road name	Suburb	Part of Road			

**Part B: Variable Speed Limits around rural intersections**

A	B	C	D	E	F
AREA OF ROAD			Speed Limit (turning detected)	Speed Limit (other times)	Date deleted
Road name	Suburb	Part of Road			

**SECTION TWO: Insertions to Schedule 6 of the Auckland Transport Speed Limits Bylaw 2019**

The areas of road described in this section or shown on a map referenced in this section are inserted into the relevant part of Schedule 6 of the Auckland Transport Speed Limits Bylaw 2019 on and from the date specified in column F below

**Part A: Variable Speed Limits around schools**

A	B	C	D	E	F
AREA OF ROAD			Speed Limit (school times)	Speed Limit (other times)	Date effective
Road name	Suburb	Part of Road			

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**Part B: Variable Speed Limits around rural intersections**

<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>F</b>
<b>AREA OF ROAD</b>			<b>Speed Limit (turning detected)</b>	<b>Speed Limit (other times)</b>	<b>Date effective</b>
<b>Road name</b>	<b>Suburb</b>	<b>Part of Road</b>			



## Speed Limits Amendment Bylaw 2021

**Schedule 7: Amendments to previously confirmed speed limits****SECTION ONE: Deletions from Schedule 7 of the Auckland Transport Speed Limits Bylaw 2019**

The areas of road described in this section or shown on a map referenced in this section are deleted from the relevant part of Schedule 7 of the Auckland Transport Speed Limits Bylaw 2019 on and from the date specified in column E below

*Explanatory note - These speed limits continue in force until the date specified*

**Part A: Permanent Speed Limits**

<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>
<b>AREA OF ROAD</b>			<b>Speed Limit</b>	<b>Date deleted</b>
<b>Road name</b>	<b>Suburb</b>	<b>Part of road</b>		
Baddeleys Beach Road	Tawharanui	between 730m north of Clinton Road and the southern end of Baddeleys Beach Road	50km/h	31/05/2021
Birdwood Road	Massey	between Red Hills Road and 190m northwest of Crows Road	100km/h	31/05/2021
Buckleton Road	Tawharanui	full length	50km/h	31/05/2021
Campbell Road	Tawharanui	full length	50km/h	31/05/2021
Christian Road	Swanson	from 140m south of Swanson Road to south end of Christian Road	80km/h	31/05/2021
Clinton Road	Tawharanui	full length	50km/h	31/05/2021

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<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>
<b>AREA OF ROAD</b>			<b>Speed Limit</b>	<b>Date deleted</b>
<b>Road name</b>	<b>Suburb</b>	<b>Part of road</b>		
Kookaburra Drive	Tawharanui	full length	50km/h	31/05/2021
Pigeon Place	Tawharanui	full length	50km/h	31/05/2021
Welsh Hills Road	Swanson	full length	80km/h	31/05/2021
Whitmore Road	Tawharanui	between 1200m north of Bishop Lane and Buckleton Road	50km/h	31/05/2021
Wilson Road	Warkworth	between urban traffic area boundary (Warkworth) and the eastern end of Wilson Road	50km/h	31/05/2021
Yelash Road	Massey	full length	100km/h	31/05/2021

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**Part B: Variable Speed Limit around schools**

<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>F</b>
<b>AREA OF ROAD</b>			<b>Speed Limit (school times)</b>	<b>Speed Limit (other times)</b>	<b>Date deleted</b>
<b>Road name</b>	<b>Suburb</b>	<b>Part of Road</b>			

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**Schedule 8: Amendments to previously saved speed limits**

**SECTION ONE: Deletions from Schedule 8 of the Auckland Transport Speed Limits Bylaw 2019**

The areas of road described in this section or shown on a map referenced in this section are deleted from the relevant part of Schedule 8 of the Auckland Transport Speed Limits Bylaw 2019 on and from the date specified in column E below

*Explanatory note - These speed limits continue in force until the date specified*

**Part A: Permanent Speed Limits**

A	B	C	D	E
AREA OF ROAD			Speed Limit	Date deleted
Road name	Suburb	Part of road		
O'Neills Road	Swanson	between urban traffic area boundary (Auckland Isthmus) and Drower Road	70km/h	31/05/2021

**Part B: Variable Speed Limit around schools**

A	B	C	D	E	F
AREA OF ROAD			Speed Limit (school times)	Speed Limit (other times)	Date deleted
Road name	Suburb	Part of Road			

**Part C: Variable Speed Limits around rural intersections**

A	B	C	D	E	F
AREA OF ROAD			Speed Limit (turning detected)	Speed Limit (other times)	Date deleted
Road name (main road)	Suburb	Part of Road			

FIGURE 1

# Attachment 4 - Safe Speeds Roadmap

