



# Safe Speeds Programme

Public feedback on proposed speed limit changes October/November 2021

Feedback related to Kaipātiki Local Board area



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

During October and November 2021, 159 people from within the Kaipātiki Local Board area submitted on the Safe Speeds Programme - proposed speed limit changes.



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

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

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

This section outlines:

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

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

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Small cul-de-sac on a slope with many children around - near impossible to drive at more than 30kph anyway.</li> </ul>
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>• Quiet road - no need to lower speed limit.</li> <li>• The roads are filled with street park vehicles that it is naturally reduced from a two-way road to single lane road, and vehicles cannot travel faster than 30kph anyway, so there is nothing to be gained from a lower speed limit.</li> <li>• Note: one of the respondents that contributed to this theme, do not complete the sentiment question for this road.</li> </ul>

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

<b>Road name</b>	Verran Road
<b>Part of road</b>	between Waipa Street and the eastern end of Verran Road

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	13
I think the current speed limit on this road should be kept the same	11
Other	5

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 9</i>	<ul style="list-style-type: none"> <li>• There is a school on this road with a lot of pedestrian and vehicle traffic.</li> <li>• Verran Road is steeply sloping and narrow, especially with cars parked on both sides, and the current speed limit is impractical.</li> <li>• Lots of children and other pedestrians.</li> <li>• Safer for pedestrians.</li> <li>• Vehicles pick up speed down the hill, endangering children, pets, other pedestrians, and motorists. There have been incidents with cars hitting parked cars and fences.</li> <li>• Speed limits around schools and low-key residential neighbourhoods need to be lowered to meet international best practice and make our neighbourhood safer to walk and cross the road, and cycle on the road.</li> <li>• I think the reduced speed limit is a great idea, it would make the road safer for everyone walking and children at the school and even for cars. The road gets very busy, and cars get up high speeds on the downhill.</li> <li>• 30 is plenty. You can't drive much faster anyway, and it is only a few metres before you're on the main road.</li> </ul>
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>• Lowering the speed limit will not solve the issues, just cause more frustration.</li> <li>• Slower traffic will cause congestion issues.</li> </ul>
The reduced speed limit is unnecessary <i>Mentions: 10</i>	<ul style="list-style-type: none"> <li>• Vehicles do not speed on the road anyway. The parked cars naturally slow vehicles down.</li> <li>• School is not located on this road, so speed limit reduction is unnecessary.</li> <li>• Traffic is already slow.</li> </ul>

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>No information has been shown to demonstrate the current speed limits create a high risk to those attending Verran Primary school. When driving here in the morning and afternoon, the traffic is sufficiently heavy that speeds are already low.</li> <li>There are very few children, if any, walking to school along the footpath - parents usually pick up and drop off - and the street naturally slows traffic (lots of parked cars, steep gradient, and the school is right at the end of the cul de sac). No need to lower speed limit.</li> <li>I don't fully understand the rationale for change here - drive on this suburban road often and the limit works as it is.</li> <li>I live on Verran Rd and experienced no issues with the current speed limit.</li> </ul>
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>* Enforcement and change of signage is simply an increased cost to taxpayers, with little added value.</li> </ul>
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Disagree with 24/7 proposed limit when the school pupils and related traffic are only using the road for a very limited time at each end of the school day - enforce 30kph electronically during school times as on Birkdale Road and keep speed limit as current the rest of the time.</li> </ul>
Reduce the speed limit further than proposed for a section of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>All minor roads in Germany are speed limited by 30kph, especially around schools. It works very well, with less impact on the environment and fewer accidents. The current compromise of 40kph is not good enough.</li> </ul>
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>Control the speed limit in the top third of Verran Rd as that is where the cars pick up speed... the road gradient becomes steeper as you go down the hill therefore becoming harder to slow down or stop in an emergency.</li> <li>The road is reduced to a two-way street down to single lane due to off street parking at the top that it causes congestion at school hours which causes cars to speed after getting through the bottle neck. Either address the off-street parking at the top and reduce the speed OR leave off street parking as is at the top and reduce the speed limit can be pass the turn to West Glade. Has anyone observed the street at the top, in the middle and at the bottom at different times?</li> </ul>
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>Safety issues are due to narrow road with on-street parking: suggest broken yellow lines to assist residents pulling out of driveways.</li> <li>Cars park too close to driveways on this narrow street.</li> </ul>

### AT recommended way forward

Implement safe and appropriate road speed limit as proposed

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

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	6

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• People who choose to speed will do so regardless.</li> </ul>
The reduced speed limit is unnecessary <i>Mentions: 6</i>	<ul style="list-style-type: none"> <li>• Vehicles do not speed on the road.</li> <li>• The parked cars naturally slow vehicles down.</li> <li>• School is not located on this road, so speed limit reduction is unnecessary.</li> <li>• 50kph is perfectly fine for these roads, and due to the road narrowed by cars parked on both sides, motorists go slower than this anyway - conscientious and aware locals drive correctly under the limit as it stands and people who choose to speed will do so regardless.</li> </ul>
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>• Install broken yellow 'no parking' restrictions so the road isn't reduced to one lane by parked cars.</li> </ul>

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





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

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

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

<b>Suburb</b>	Beach Haven
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Beach Haven Rd, Lancaster Rd, Tramway Rd - Lower speed limit to 30-40kph and suggest pedestrian crossing: Beach Haven shops, and Tramway Rd by Beach Haven School, to improve children safety walking/biking to/from school. Narrow footpaths, no grass berms separating cyclists/pedestrians from cars, parking on both sides, no cycling facilities, and hills creating high speeds on bikes.</li> </ul>
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Beach Haven Rd, Lancaster Rd, Tramway Rd - Lower speed limit to 30-40kph and suggest pedestrian crossing: Beach Haven shops, and Tramway Rd by Beach Haven School, to improve children safety walking/biking to/from school. Narrow footpaths, no grass berms separating cyclists/pedestrians from cars, parking on both sides, no cycling facilities, and hills creating high speeds on bikes.</li> </ul>



<b>Suburb</b>	Birkdale
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 3</i>	<ul style="list-style-type: none"><li>• Castleton St - Lower vehicle speeds: is a pickup/drop-off point for students at Verran Primary School (in a similar way to Verran Road) - it is steeply sloping, narrow, cars parked on both sides.</li><li>• Salisbury Rd - Lower speed limits: Lower speed around these schools to meet international best practice and make the neighbourhood safer to walk and cross the road.</li><li>• Stott Ave - Lower speed limit: Vehicles speed up and down the street, which is loud and dangerous - lower speed limit for the safety of families, pedestrians, cyclists, and children getting to school.</li></ul>



<b>Suburb</b>	Glenfield
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<b>Feedback Theme</b>	<b>Main points</b>
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"><li>• Moore St - Lower speed limit to 30kph: many young children walking and riding bikes - only serves local traffic and are bounded by higher traffic and wider roads as listed at the start of this comment.</li></ul>



<b>Suburb</b>	Hillcrest
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<b>Feedback Theme</b>	<b>Main points</b>
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 3</i>	<ul style="list-style-type: none"><li>• Velma Rd - Lower speed limit or install traffic calming: Between Philip Keith Rise and Alice PI - numerous accidents due to speeding on this bend.</li><li>• Stanaway Rd - Lower speed limit: Lots of pedestrians and parked cars.</li><li>• Velma Rd - Lower speed limit: Cars drive too fast around the bend, and there have been accidents.</li></ul>
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"><li>• Coronation Rd - Ban parking opposite Stanaway Rd to make it safer to turn right.</li><li>• Hillcrest Ave - Suggest pedestrian crossing: Need a safe place to cross for children walking to TNIS to cross.</li></ul>

<b>Suburb</b>	Northcote
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 3</i>	<ul style="list-style-type: none"> <li>Onewa Rd - Lower vehicle speeds: Three schools along this road, and high vehicle speeds (in excess of 70-80kph), often running red light after T3 lane, and no existing reduced speed around these schools.</li> <li>Sylvia Rd - Lower speed limit: Dangerous S bend here - cars often travelling at speed around corner with limited visibility and parked cars.</li> <li>Queen St, Rodney Rd, Council Tce, Maritime Tce - Lower speed limit to 30kph: Existing traffic calming measures do not slow traffic sufficiently - still much too fast with many children/families walking.</li> </ul>
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Stanaway St/Sylvia Rd - Suggest intersection improvements: The sight distance is really bad when turning out of Stanaway Rd onto Sylvia Rd. Suggest a mirror at this intersection.</li> </ul>



<b>Suburb</b>	Totorā Vale
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<b>Feedback Theme</b>	<b>Main points</b>
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"><li>• Target Rd - Lower speed limit to 30kph on the section adjacent to the Target Road Primary two school entrances: Chaotic during school peak times, lower speed would improve pedestrian safety, particularly for young children.</li><li>• Sunnynook Rd - Lower speed limit to 30kph on the section adjacent to the Target Road Primary two school entrances: Chaotic during school peak times, lower speed would improve pedestrian safety, particularly for young children.</li></ul>



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

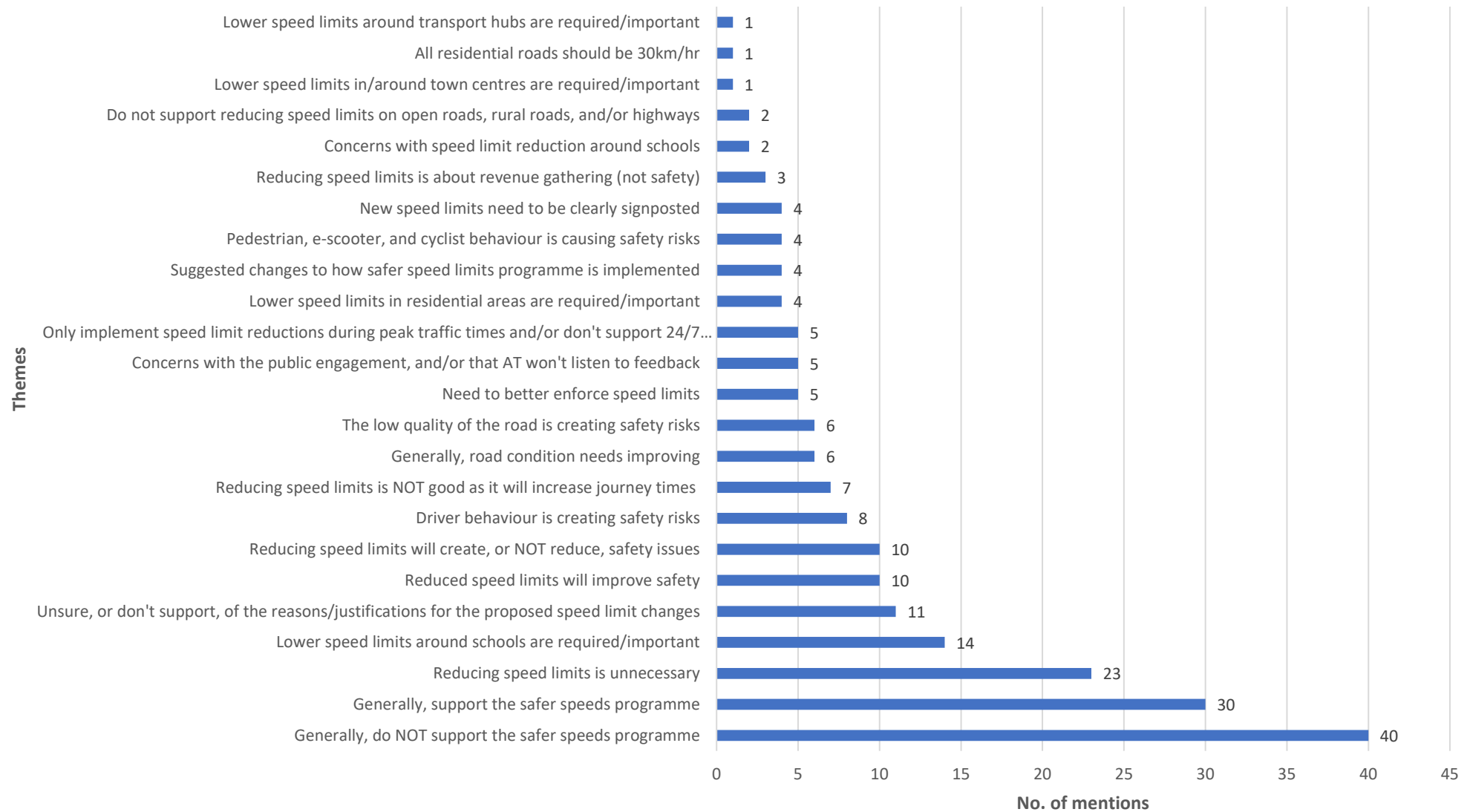
The feedback form also provided the opportunity for respondents to provide general comments on the Safe Speed Programme. Most this feedback was general in nature and could not be attributed to a particular road.

This general feedback has been sorted into themes, and similar themes have been grouped together in topic areas. The feedback themes from respondents that said they live within the Kaipātiki Local Board area are outlined below. The “*Mentions: number*” in the table below indicates the number of times the theme was mentioned by people from the Kaipātiki Local Board area.

Please note: It is possible that some points listed in the themes below do not apply to this local board area, as we could only filter by area, not themes.



### All Themes: Kaipātiki Local Board Residents



## Overall sentiment towards the Safer Speeds Programme

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

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

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

Feedback Theme	Main points
<p>Unsure, or don't support, of the reasons/justifications for the proposed speed limit changes</p> <p><i>Mentions: 11</i></p>	<ul style="list-style-type: none"> <li>• Need to show why they justify the speed limit reductions.</li> <li>• AT need to show how many fatal crashes on the roads proposed justify the speed limit changes.</li> <li>• AT need to show the number of fatal crashes on Queen Street, Quay Street, Tangihua Street, and Anzac Avenue.</li> <li>• Show how many crashes were caused by speed and not due to other factors.</li> <li>• Franklin roads do not have the accident statistics that are being claimed, would like to see the actual statistics.</li> <li>• Using reports of accidents to make decisions is flawed as not all accidents are reported.</li> <li>• Accidents caused by texting and alcohol should not impact speed decisions.</li> <li>• Using speed around school to justify these changes is wrong as there are already speed limits around schools and most of the proposed changes are not near schools.</li> <li>• Seems driven by ideology not practicality.               <ul style="list-style-type: none"> <li>○ Proposed changes are unrealistic.</li> <li>○ Model is flawed/decision is based on incomplete or incorrect data.</li> </ul> </li> <li>• People are capable of driving to the conditions.</li> <li>• Congestions means speed self-limits where necessary.</li> <li>• Speed limit reductions are a guise to force people out of using private cars.</li> <li>• The increase in injuries is probably in correlation to Auckland's growth.</li> <li>• Reducing rural roads to 80km/h is an attempt to ensure roads last longer, not for safety.</li> <li>• Proposal is based not on reducing speed reducing harm, but on cost being a limiting factor in providing safe roads.</li> <li>• These changes are being made to hide how bad AT has made Auckland's traffic congestion.</li> <li>• What are the reasons for these changes?</li> <li>• The roads mentioned for speed changes are inconsistent.</li> <li>• Too many roads have been selected.</li> </ul>
<p>Reducing speed limits is unnecessary</p> <p><i>Mentions: 23</i></p>	<ul style="list-style-type: none"> <li>• There is no need to lower speed limits/existing speed limits are safe.               <ul style="list-style-type: none"> <li>○ Roads are safe for the current speed limits (flat, straight, visibility is good, very few hazards on the side of the road, no side roads).</li> </ul> </li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>○ Suggested roads already have speed calming measures (speed bumps, chicanes).</li> <li>● Proposed speed limits are slower than necessary.               <ul style="list-style-type: none"> <li>○ 50km/h is a safe speed limit, no need to reduce below that.</li> <li>○ 30km/h speed limits are ridiculous / too slow / unnecessary.</li> </ul> </li> <li>● Speed limit reviews are a waste of time and money.</li> <li>● Many roads require maintenance/upgrading to improve safety, not speed limit reductions.</li> <li>● Due to congestion people already travel around the city at less than 50km/h.</li> <li>● Auckland speed limits are much lower than other parts of New Zealand.</li> <li>● Many of the proposed speed limit reductions don't make sense.</li> <li>● Enough roads have had speed lowered already.</li> <li>● Vehicles do not speed on this road(s).</li> <li>● There have been no, or very few, crashes on this road(s).</li> <li>● Cars are safer than ever.</li> <li>● Vehicles are of better quality now and can travel at faster speeds safely.</li> <li>● Of the 206 rural roads in Franklin only 33 are high risk (serious injury or death), it unnecessary to reduce speeds on many of these roads.</li> <li>● There are no proposed developments in this area that would make this road significantly busier.</li> <li>● The justification that this limit should be reduced to be in keeping with surrounding roads isn't a satisfactory justification.</li> <li>● There is already a variable speed limit for the dangerous part of the road.</li> <li>● Road will still be unsafe for walking at the reduced speed limit.</li> <li>● The changes are being made to slow journeys to get people to ride bikes.</li> <li>● Just use LSZ signs.</li> </ul>
<p>Reduced speed limits will improve safety</p> <p><i>Mentions: 10</i></p>	<ul style="list-style-type: none"> <li>● Lower speed limits will make people less likely to crash.</li> <li>● Lower speed limits improve pedestrian safety.</li> <li>● Lower speed limits will make our streets safer for children, elderly, and those with mobility issues.</li> <li>● Limiting speed will make cycling safer.</li> <li>● Lower speed limits in areas with speed related incidents.</li> <li>● Lowering speed limit is the only option on some roads that cannot be improved in other ways.</li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>Road conditions are not suitable for the current speed limits, lowering them will improve safety.</li> </ul>
<p>Reducing speed limits is NOT good as it will increase journey times <i>Mentions: 7</i></p>	<ul style="list-style-type: none"> <li>Reducing speed limits will increase journey times.</li> <li>Reduced speed limits increases pollution.</li> <li>Reduced speed will impact traffic flow.</li> <li>Reduced speed will increase congestion.</li> <li>Reduced speed limits will increase journey times for emergency services - they cannot exceed 30km/h over the limit.</li> <li>Reduced driving speeds is increasing journey times from Pukekohe to Auckland.</li> <li>Driving around rural roads in Franklin will take too long at lower speeds.</li> <li>Slower speeds, slows the economy.</li> <li>Longer journey times mean increased risk of accidents.</li> <li>Increased journey times will create risky, impatient drivers.</li> <li>Reduced speed limits will negatively affect the public transport network.</li> <li>Want to be compensated for wasted time.</li> <li>Want to be compensated for wasted fuel.</li> </ul>
<p>Reducing speed limits is about revenue gathering (not safety) <i>Mentions: 3</i></p>	<ul style="list-style-type: none"> <li>Reducing speed limits is about revenue gathering.</li> <li>Manurewa is being unfairly targeted to be fined and generate income.</li> <li>South Auckland, and therefore Māori and Pacific communities, are being unfairly targeted.</li> <li>Reduced speeds will lead to more petrol consumption and therefore are purely profit generation.</li> </ul>
<p>New speed limits need to be clearly signposted <i>Mentions: 4</i></p>	<ul style="list-style-type: none"> <li>New speed limits need to be clearly signposted.</li> <li>New speed limits should be painted on the road as well as signposted.</li> </ul>
<p>Need to better enforce speed limits <i>Mentions: 5</i></p>	<ul style="list-style-type: none"> <li>Proposed changes will have minimal impact if not enforced.</li> <li>General concerns about how speed limits will be enforced.</li> <li>Better police roads with 50km/h speed limits.</li> <li>Need more traffic cops.</li> <li>Install speed cameras around schools.</li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• Need more speed cameras can increase safety.</li> <li>• Need more random license and WOF checks.</li> <li>• Ensure courts enforce the law.</li> <li>• Need stronger penalties for breaking the road rules (one submitter suggested vehicles seized and if a repeat offender, crushed).</li> <li>• Need harsher penalties for those that speed past schools.</li> <li>• Make those caught speeding attend a course.</li> <li>• Need to police those driving too slow.</li> <li>• Great South Road between Drury and Papakura is never policed.</li> </ul>
<p>Driver behaviour is creating safety risks <i>Mentions: 8</i></p>	<ul style="list-style-type: none"> <li>• Improve driver education to reduce crashes.</li> <li>• Drivers that should not have been given licenses is the issue.</li> <li>• Driver education should focus on more than speed, e.g. how to identify when it is safe to pull out, how to accelerate up to speed of other traffic.</li> <li>• Drivers should have to do a practical test every 10 years when they renew their licenses.</li> <li>• Better driver training/refresher courses. Use a hydraulic synaptic feedback chair to learn better risk assessment and understanding of poor driving decisions.</li> <li>• Require driver refresher courses that provide driver trainer in a hydraulic synaptic feedback chair.</li> <li>• Dangerous drivers are ruining it for the majority who drive within the current limits.</li> <li>• Driver education for teenagers in rural areas is required.</li> <li>• Bus drivers need more training as they create a risk.</li> <li>• Good driving should be rewarded to encourage better drivers.</li> <li>• Not fair to reduce speed limits and punish the vast majority of drivers who drive safely, for the minority that drive dangerously (who will drive dangerously anyway).</li> <li>• Drivers using mobile phones is causing crashes.</li> <li>• Cars that are poorly maintained or in poor condition are the cause of crashes, more than speed.</li> <li>• People are regularly running red lights which is dangerous. Install more red-light cameras.</li> <li>• Slow speed limits (and slow drivers) cause driver frustration and dangerous driving, such as risky overtaking.</li> <li>• Reduced speed limits have increased incidences of dangerous driving.</li> <li>• Removing passing lanes is resulting in risky overtaking.</li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• Unless there is frequent signage drivers won't know what speed to go and will be distracted looking for signs.</li> <li>• Any motorist obeying a 50kmph limit who crashes and causes a fatality or serious injury is either elderly, pathic, or on drugs/intoxicated. 30kmph won't change the cause.</li> <li>• I work for insurance and monitor claims. 98% of our crash report claims are due to poor driver behaviour. 85% of faults causing death and serious injury are elderly. What is your strategy doing about the real cause for these areas?</li> </ul>
<p>Pedestrian, e-scooter, and cyclist behaviour is causing safety risks</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> <li>• Improve pedestrian education/road safety.</li> <li>• Children need to be taught road safety.</li> <li>• Pedestrians are distracted on their phones.</li> <li>• Pedestrians should be made responsible for their own actions.</li> <li>• Speed limits are fine; money would be better spent on teaching pedestrians/children to cross the road safely.</li> <li>• Children around schools running out on the road are unsafe.</li> <li>• Speed limits are fine, cyclists making risky decisions is the safety issue.</li> <li>• Cyclists should have registration numbers, some are dangerous.</li> <li>• Cyclists should be legally required to use cycle lanes where available and ride single file.</li> <li>• E-scooters on the road are a safety issue.</li> </ul>
<p>The low quality of the road is creating safety risks</p> <p><i>Mentions: 6</i></p>	<ul style="list-style-type: none"> <li>• Roads are dangerous due to lack of road maintenance.</li> <li>• Improve road quality with more crossings, stop signs, give ways etc.</li> <li>• Improve road signage and markings.</li> <li>• Various maintenance issues of concern, such as potholes, uneven surfaces, road slope, road surface, narrow roads, and subsidence.</li> <li>• Poor repairs and maintenance work that don't last or are in poor/uneven condition from the time of the repair are a problem.</li> <li>• More and more development is being permitted without improving road quality</li> <li>• Lack of passing zones encourages dangerous overtaking.</li> <li>• On street parking is causing safety issues - obscures vision on residential streets, and on major roads parked cars reduce lane widths leading to congestion.</li> </ul>
<p>Generally, road condition needs improving</p> <p><i>Mentions: 6</i></p>	<ul style="list-style-type: none"> <li>• Need to improve road maintenance and design.</li> <li>• Improving road condition/maintenance is more important than reducing speed limits.</li> <li>• Proposed speed limit reductions are to avoid necessary road maintenance.</li> </ul>



Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• Infrastructure suggestions to make the roads safer.               <ul style="list-style-type: none"> <li>○ Speed tables.</li> <li>○ Better quality maintenance.</li> <li>○ Improve road signage, road markings, and lighting.</li> <li>○ Speed limits should be painted on roads at regular intervals.</li> <li>○ Need to make roads flow better.</li> <li>○ Road calming suggestions.</li> <li>○ More pedestrian crossings.</li> </ul> </li> <li>• Improve road signage, road markings and lighting.</li> <li>• Need to make roads flow better.</li> <li>• Poor repairs and maintenance work that don't last or are in poor/uneven condition from the time of the repair are a problem.</li> <li>• Poor road condition is causing regular damage to vehicles.</li> <li>• Need to improve motorways and invest more time in them.</li> <li>• More and more development is being permitted without improving road quality.</li> </ul>
<p>Suggested changes to how safer speed limits programme is implemented</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> <li>• Define a low-speed limit across the area (e.g. 30 km/h in urban areas and 60 km/h in rural areas and 80 km/h on motorways) and only allow roads to be faster by exception.</li> <li>• Consider 10km/h speed reduction rather than 20km/h.</li> <li>• Rural roads should be 80km/h maximum.</li> <li>• 30km/h is too slow, should only consider implementing 40km/h limits.</li> <li>• Having 10km/hr speed increments is confusing. Stick with just odd numbers (i.e. 10, 30, 50, 70, 90, 110km/h).</li> <li>• Straight, long stretches of road should be 60km/h.</li> <li>• All South Auckland roads should be 50km/h.</li> <li>• In areas that have various speeds, stick with just 30km/h and 50km/h.</li> <li>• Reduce speed limits on all urban roads to reduce confusion.</li> <li>• The idea that speed limits should follow from design speeds is completely backwards. Lower the limit now and then design the street around that whenever it next comes to be rebuilt.</li> <li>• Ensure roads are designed/changed to reflect the speed limit for the road, so that people naturally travel the speed limit and feel uncomfortable travelling faster e.g. narrower roads, trees on alternating sides of the road, plant trees between the road and the footpath.</li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• Low-cost, tactical changes need to be rolled out to support the reduced speed limits.</li> <li>• In urban/residential areas reduced speed areas ought to take the form of low traffic neighbourhoods.</li> <li>• Do not create traffic calming that is unsuitable for small vehicles.</li> <li>• Speed limits should be implemented with road calming measures.</li> <li>• Speed limits should be implemented with extra driver education.</li> <li>• Do not support speed reductions on entire roads, rather just the stretch affected by crashes.</li> <li>• AT should be proactively monitoring and reviewing all roads for speed limit changes.</li> <li>• On dangerous stretches of road, yellow speed warning signs (like on state highways, where a suggested speed for hazardous corners is used) is a better measure to take. Encourage drivers to adjust to the conditions rather than set a speed target.</li> </ul>

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

Feedback Theme	Main points
<p>Only implement speed limit reductions during peak traffic times and/or don't support 24/7 implementation</p> <p><i>Mentions: 5</i></p>	<ul style="list-style-type: none"> <li>• Do not support 24/7 implementation of speed limits.</li> <li>• Only implement during peak traffic times.</li> <li>• Only implement during school hours, school pick-up and drop-off times, and/or during school terms.</li> <li>• Speed reductions should only be between 8am and 7pm.</li> <li>• Speed reductions should only be between 8am and 4pm.</li> <li>• Reducing speeds all day for a problem that only exists for a short period of time each day doesn't make sense.</li> <li>• Reducing speeds for 24 hours is impractical and impossible to police.</li> <li>• Speed limit signage around schools should be electronic so limits can be changed when necessary (increased in evenings and weekends).</li> </ul>
<p>Do not support reducing speed limits on open roads, rural roads, and/or highways</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> <li>• Do not support reducing speed limits on open roads and/or highways.</li> <li>• Rural roads should have an open road speed limit so people can decide how fast they travel.</li> </ul>
<p>Concerns with speed limit reduction around schools</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> <li>• Schools are already speed limit zones, why add extra.</li> <li>• Limit should be 40km/h.</li> <li>• Should not be 24/7, and should be notified by illuminated, variable signs.</li> <li>• Different schools have different start times, so speed limits should be tailored to those times.</li> <li>• School zones should have more monitoring at peak times, not speed limit reductions.</li> <li>• Too many side roads around schools are included in low-speed limit.</li> <li>• Should only be 30km/h for a distance of 400m from each school.</li> <li>• Speed limits should be around primary schools only.</li> <li>• Only apply 30km/h speed limits to on schools that are not on main arterial roads.</li> <li>• It is not speed around schools that is the problem, it is parents dropping off and picking up dangerously, and buses.</li> <li>• People ignore low speed zones around schools anyway.</li> <li>• Is there a strategy to address school related traffic volume?</li> </ul>

## General locations where speed limit reductions are supported

Feedback Theme	Main points
<p>Lower speed limits around schools are required/important</p> <p><i>Mentions: 14</i></p>	<ul style="list-style-type: none"> <li>• All schools should be included.</li> <li>• Makes it safer for children going to/from school.</li> <li>• Change speed limit around schools 40km/h.</li> <li>• Speed limits around schools need to be standard, not 40kph at some and 30kph at others.</li> <li>• Reduced speed limits should be restricted to school zones. Leave other roads 50km.</li> <li>• Don't support the speed reductions, except around schools.</li> <li>• There should be traffic calming measures and safety improvements (pedestrian islands) as well as lower speed limits.</li> <li>• All schools should have flashing 30kmh signs at their boundary.</li> </ul>
<p>Lower speed limits in residential areas are required/important</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> <li>• All residential roads should be 30km/h.</li> <li>• Lower speed limit is important, but it should be 35km/h or 40km/h.</li> <li>• High density town roads should be 40km/h maximum.</li> <li>• In a cul-de-sac or tight, narrow residential road, the limit should be lower than 30km/h.</li> <li>• All minor side streets should be 30km/h.</li> <li>• Need lower speed limits around parks, where children play.</li> <li>• Residential roads have more potential for conflict (people turning out of driveways, pedestrians crossing the road, parked cars) and often have worse visibility.</li> <li>• Modern cars are large and dangerous, lower speed limits in suburban roads would be safer for pedestrians.</li> </ul>
<p>All residential roads should be 30km/hr</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> <li>• All residential roads should be 30km/h.</li> <li>• Will enable vehicles and bikes to share the road.</li> <li>• Should be supported by physical measures to reduce speeds.</li> </ul>
<p>Lower speed limits around transport hubs are required/important</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> <li>• Transport hubs are high pedestrian areas so should have lower speed limits.</li> </ul>

Feedback Theme	Main points
Lower speed limits in/around town centres are required/important <i>Mentions: 1</i>	<ul style="list-style-type: none"><li>• Town centres are high pedestrian areas so should have lower speed limits.</li><li>• Agree with speed reductions but speed limits should be 40km/h.</li><li>• The city should be 30km/h everywhere, with wider footpaths and narrower streets to encourage slow speeds.</li></ul>

## Other comments and concerns

Feedback Theme	Main points
<p>Concerns with the public engagement, and/or that AT won't listen to feedback</p> <p><i>Mentions: 5</i></p>	<ul style="list-style-type: none"> <li>• AT will not listen to public feedback.</li> <li>• AT did not listen to feedback regarding last speed limit review in Franklin, it is now more dangerous.</li> <li>• AT needs to communicate their responses to feedback better.</li> <li>• There is very limited opportunity to provide feedback.</li> <li>• The outcomes have already been decided as you state, "no change is not an option".</li> <li>• AT only listens to vocal minority groups.</li> <li>• Sick of the government deciding things without consulting the ratepayers.</li> <li>• AT never propose increased speed limits.</li> <li>• AT need to release statistics to show proof of speed limit reduction requirements on each road.</li> <li>• Consultation website was poorly designed and difficult to navigate, meaning that an informed assessment cannot be made.</li> <li>• Concerns the map in the brochure drop is deceptive - the dots are incorrectly placed.</li> <li>• Had technical issues with the online survey and/or interactive map tool.</li> <li>• Concerns the leaflet is propaganda and doesn't contain accurate statistics.</li> <li>• Concern that there is a discrepancy between the online information when giving feedback and the leaflet drop:- D'Oyly Drive included in the leaflet but not the online 'Have your say'.</li> <li>• Stop using Facebook groups for feedback.</li> <li>• Need an option for people to be added to the mailing list once feedback is gathered that doesn't require giving feedback.</li> <li>• Future proposals should be posted on local community boards.</li> <li>• AT should communicate directly with locals and drive the roads to better understand the problems.</li> </ul>
<p>Other comments</p>	<ul style="list-style-type: none"> <li>• People parking in unsuitable places causes congestion and is unsafe.</li> <li>• Slows down emergency response vehicles who are only allowed to travel 20km/h above limit.</li> <li>• Rules around the use of E-scooters and bikes need to be formalised. e.g. giving way, signalling, where to ride, interactions with pedestrians.</li> <li>• Speed reductions of 50% or more will not be tolerated by the community.</li> <li>• Bicycles and buses now have more road than cars.</li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• Once implemented, will there be a grace period to allow motorists to adjust to new limits?</li> <li>• Road and street section selection is confusing - some cul de sacs around Great North Road (Avondale) are 30km/h but not all.</li> <li>• Accidents around Mt Eden, Truro Road, caused not by speed but by poor traffic management on game days.</li> <li>• Bus drivers need bus monitors to assist with managing order on school buses as the drivers are distracted and this is a safety issue.</li> <li>• Speed limits around Marae should be reduced.</li> <li>• Stop people parking their cars on Galaxy Drive.</li> <li>• Should be using digital speed signs.</li> <li>• Too many speed bumps are bad for the environment (braking and acceleration around speed bumps consume more fuel).</li> <li>• Road 'calming' measures are not fair/appropriate.</li> <li>• Proposed changes seem to unfairly target South Auckland</li> <li>• Need to better synchronise traffic lights through Auckland.</li> <li>• Need strict legislation around liability for cyclists and motorists causing accidents.</li> <li>• Consider introducing parking restrictions in busy / bottleneck areas to ease congestion and safety issues.</li> <li>• Ensure there is space for Loading Zones and School Drop Off Zones in busy areas, such as school zones.</li> <li>• Doesn't agree with the use of Te Reo Māori in the brochure.</li> <li>• Speed bumps in some suburbs have pushed the speeding problem into other suburbs (like Manurewa).</li> <li>• Electric vehicles need to make more noise so pedestrians can hear them.</li> <li>• Bus parking is an issue in the city. They do not indicate when they're pulling out.</li> <li>• Install more traffic lights at intersection of main roads/side streets to make it safer to turn right.</li> </ul>