



Safe Speeds Programme

Public feedback on proposed speed limit changes October/November 2021

Feedback related to Ōrākei Local Board area



Contents

- Part A – Number of submitters from within the local board area..... 1
- Part B – Feedback on roads within the local board area proposed for speed limit changes 2
- Part C – Feedback on roads within the local board area NOT proposed for speed limit changes 49
- Part D – General themes from people who live within the local board area 62



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

During October and November 2021, 433 people from within the Ōrākei 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 Ōrākei Local Board area ('What do you think of the proposed speed limit change for this road?')
- A summary of the open-ended feedback received for each road within the Ōrākei Local Board area ('Why do you feel this way?').



Road name	Appleyard Crescent
Part of road	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	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none">• Support lowered speed limits to support pedestrian and cyclist safety, particularly regarding children going to school.• This is a walking school bus street. The street has curves and slope and on street parking. It's essential that the speed is lowered.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	

Road name	Armadale Road
Part of road	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	3
I think the current speed limit on this road should be kept the same	7
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> All roads with schools should be 40kph limit at most. This is a major walking and cycling route to the primary school.
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> Street is often busy anyway, and unlikely to get up to speed during school pick up/drop off times - other times current speed is adequate. There is no reason to change the speed limit. During school hours traffic already slows with the pedestrian crossing etc, so I don't think a 24/7 speed change is required.
Only support the proposed speed limit for a portion of the road <i>Mentions: 2</i>	<ul style="list-style-type: none"> Please limit the zone to the top part near Dromorne and the crossing only - exclude Armadale from Norana Road south. Children don't walk to school on most of the road, only at the top - no need to reduce speed for the whole road. The speed limit only needs to be changed on the section of Armadale Rd - from Remuera Road to Dromorne Road and on Dromorne from Omaha Road to Armadale Road. That is the general route for lazy parents dropping their kids off.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 4</i>	<ul style="list-style-type: none"> All roads with schools should be 40kph limit at most. Lower limits only at school pick up/drop off times. It makes no sense to impose the new limit outside of times when children will not be going to or coming from school.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Some motorists do drive down this street above the limit, and these people are unlikely to take notice of the new limits.

Why do you feel this way?	
Feedback Theme	Main points
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> Lack of enforcement does affect the way people drive.
Too many changes in speed limits along the road (or in area) will be confusing <i>Mentions: 1</i>	<ul style="list-style-type: none"> Simpler systems are more effective - will be confusing for speed limits to change street to street.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Improve spending on road markings (yellow 'no parking' restrictions on corners), specifically on Armadale Road.

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



Road name	Blackett Crescent
Part of road	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	3

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> Support lowered speed limits to support pedestrian and cyclist safety, particularly regarding children going to school. This a wide, open intersection and street which encourages drivers to drive fast both here and along Blackett - lots of kids here - visibility poor with curve of street and parking.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> I would support removing roadside parking from one side of all these streets and replacing it with a micro mobility lane to make is safer for people to get/use public/active transport, and to make a little disincentive to car ownership.

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



Road name	Bonnie Brae Road
Part of road	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

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

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



Road name	Conrad Drive
Part of road	Full length

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

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



Road name	Corinth Street
Part of road	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	4
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Safer car speeds will encourage children to bike/walk to school. • This street is used by lots of children going to school - it is windy and steep and narrow. • Proposed speed limit will make it safer for children to walk and cycle to school, but it will still be unsafe unless there is physical traffic calming and a micro mobility lane. • Reduced speed limit should only apply to Kelvin Road, Waitarua Road and Corinth Street, and the roads off these streets, for child safety. The rest should not change.
Other physical improvements suggested <i>Mentions: 5</i>	<ul style="list-style-type: none"> • Consider turning this street into one-way West-to-East, as is a major bottleneck especially during school drop off and pick up. • Proposed will help children safely walking and cycling to school, but it will still be unsafe unless there is physical traffic calming to stop cars accelerating down this steep road, and a micro mobility lane for slow cycling. • Street is very full of cars (parking improvement required). • Recommend yellow 'no parking' restrictions on one side of the street - train station causes huge issues of cars reversing due to narrow road with cars parked on both sides (only one lane of traffic can go at a time).

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



Road name	Dover Place
Part of road	Full length

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

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

Road name	Dromorne Road
Part of road	Between Armadale Road and Omahu 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	2
I think the current speed limit on this road should be kept the same	3
I think the speed limit should be lower than what is proposed	1
Other	3

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> This is a major walking and cycling route to the primary school. This narrow road serves a busy school. Speed limit should be lowered as proposed, to protect young cyclists and pedestrians in particular. With cars so close to the school grounds and kids around most of the time, including outside school hours, it makes sense for the speed to be reduced to at least 30kph but I would suggest even slower. Being hit by a car travelling at 15kph is preferable to being hit at 30kph.
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> Speed is not the issue - drivers do not speed on this road, especially pick up/drop off times. Already a safe road - traffic does not often exceed speed limit. Have never heard of a child being hit by a car over 30kph here.
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> Drivers exceed the speed limit here: reducing the limit will only affect those who obey it - physical traffic calming required instead of lower limits. A lot of through traffic speeds along the part of Dromorne not included in proposal (ie. from Omahu to Market Road).
Extend the reduced speed limit to cover more of the road <i>Mentions: 2</i>	<ul style="list-style-type: none"> Recommend the proposed 30kph speed limit extends the full length of Dromorne Road (i.e. to include from Omahu to Market Road) - many children walk this part of the road, and parents park there. A lot of through traffic speeds here. Would like to see the reduced speed limit zone to include all Dromorne Road. The road is a popular rat run for people avoiding traffic lights and is a main road for the drop off and collection of children from both Remuera Primary School and Kings Prep School.
Only support the reduced speed limit for a certain period of the day	<ul style="list-style-type: none"> Lower speeds only make sense during peak school times. It makes no sense to impose the new limit outside of times when children will not be going to or coming from school.

Why do you feel this way?	
Feedback Theme	Main points
Mentions: 2	
Other physical improvements suggested Mentions: 2	<ul style="list-style-type: none"> • Fix poor parking at pick up/drop off around schools, before considering lower speed limits. • Drivers exceed the speed limit here. Reducing the limit will only affect those who obey it - narrow the road instead of lowering limits.
Reduce the speed limit further than proposed for a section of the road Mentions: 1	<ul style="list-style-type: none"> • With cars so close to the school grounds and kids around most of the time, including outside school hours it makes sense for the speed to be reduced to at least 30kph but I would suggest even slower. Being hit by a car travelling at 15kph is preferable to being hit at 30kph.

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

Road name	Fancourt Street
Part of road	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	10
I think the current speed limit on this road should be kept the same	3
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 11</i>	<ul style="list-style-type: none"> • Family street with lots of children, lots of parked cars, some tight corners. • Too many drivers going too fast, as used as a rat-run to the train station and avoiding busy sections of St John's Rd. • There have been accidents and the speeds are getting worse - lower speed limit will help. • Reduced speed limit will be easier and safer for children to cross the road. • Traffic travels too fast currently for amount of visibility and number of children and cyclists. • It's bendy and narrow with lots of parked cars. People speed up and down. There are lots of kids and pets in the area and there have been some big accidents. • Cars and buses come round the corner very fast - there has been a bad accident earlier this year, and many wing mirrors lost. There are lots of pets and children and families walking and running on this road and it would be much safer to have a lower speed limit. • This road is used by kids going to school, and kids cycling. It's narrow and full of parked cars - it's just not safe to drive over 30kph on this road anyway, so making that the formal limit makes perfect sense. • It's not safe to drive at 50kph on this road because of the tight corners and many parked cars. 30kph is what most cars are doing when being reasonable here anyway. • Harapaki, Fancourt, Temple will facilitate the future GI-TD Stage 2, which is expected to be well used, particularly by students going to Selwyn College and St Thomas School, and a 30kph limit on these streets is fully supported. • Cars race down this road, usually on the wrong side of the road as they go past the junction with Temple St. I agree with the 30kph speed limit but don't think it will make much difference to this behaviour unless structural changes are put in place to slow the traffic down.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> Being a bus route and with many parked cars on the road it has become increasingly dangerous. There have been a number of vehicle crashes on the street through excessive speed and at the bottom of the hill. A slower speed environment would increase the ability to let children bike to school which in turn would reduce traffic and improve safety.
Driver behaviour is causing safety risks <i>Mentions: 5</i>	<ul style="list-style-type: none"> Too many drivers go too fast and use Fancourt as a short cut to the train station or to avoid busy sections of St John's Road. Cars race down this road, usually on the wrong side of the road as they go past the junction with Temple St. I agree with the 30kph speed limit but don't think it will make much difference to this behaviour unless structural changes are put in place to slow the traffic down. Meadowbank Road, Harapaki Road, Fancourt Street and Temple Street are highly used main roads, and people will still drive at 50kph even if limit is lowered. Cars and buses speed.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> Meadowbank Road, Harapaki Road, Fancourt Street and Temple Street are highly used main roads, and people will still drive at 50kph even if limit is lowered. Fancourt Street and connecting roads down to Meadowbank train station (Harapaki Road, Tahapa Crescent, Manapua St) are a fair distance from the two schools in the area and are heavily used for travelling to the train station. As the roads are not adjacent to the schools the major impact of reducing the speed limit will be causing congestion for cars around the train station rather than improving safety near schools.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> Long distance from either Primary school - it's too wide an area to reduce to 30kph except for roads that schools are on, and ones attached to these. Fancourt Street and connecting roads down to Meadowbank train station (Harapaki Road, Tahapa Crescent, Manapua Street) are a fair distance from the two schools in the area and are heavily used for travelling to the train station. As the roads are not adjacent to the schools the major impact of reducing the speed limit will be causing congestion for cars around the train station rather than improving safety near schools.
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> Suggest some chicanes or speed bumps to disincentivise rat-running and enforce slower speeds. Upper Fancourt between Parsons and Blackett should have chicanes to inhibit speeding and use of this road as a through road to the train station. Also introduce parking bays into the berm to allow cars and buses to move easily down the road.
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> Upper Fancourt between Parsons and Blackett should have chicanes to inhibit speeding and use of this road as a through road to the train station. Also introduce parking bays into the berm to allow cars and buses to move easily down the road. Cars race down this road, usually on the wrong side of the road as they go past the junction with Temple St. I agree with the 30kph speed limit but don't think it will make much difference to this behaviour unless structural changes are put in place to slow the traffic down.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> The speed should only be reduced during school time (and not the whole suburb, just immediate streets).

Why do you feel this way?	
Feedback Theme	Main points
Only support the proposed speed limit for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> The speed should only be reduced around schools, not the whole suburb (and only during school time).
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> High traffic volumes and main road - people will still drive at 50kph even if speed is lowered to 30kph.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	

Road name	Harapaki Road
Part of road	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	5
I think the current speed limit on this road should be kept the same	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 5</i>	<ul style="list-style-type: none"> This road is narrow with many cars parked, and speeding vehicles down and up from/to Fancourt/Temple St, which makes it dangerous to cross. Access to walkway so many pedestrians, students, and cyclists, so speed reduction will help a lot. Lower speed limit will encourage children to bike/walk to school safely. Lots of kids cross this road going to/from school, and outside school times going to the park or dairy. Harapaki, Fancourt, Temple will facilitate the future GI-TD Stage 2, which is expected to be well used, particularly by students going to Selwyn College and St Thomas School, and a 30kph limit on these streets is fully supported. Harapaki Road is next to a kindergarten so is very busy with pre-schoolers at certain times. Buses go along Harapaki Road as well as walking buses to Meadowbank School, and it has walking access to Orakei basin walkway so is quite busy. Slowing traffic would make it safer because some cars speed as they turn out of Meadowbank Rd.
Driver behaviour is causing safety risks <i>Mentions: 3</i>	<ul style="list-style-type: none"> No-one will adhere to the reduced speed limits because it won't be policed. Slowing traffic would make it safer because some cars speed as they turn out of Meadowbank Rd. Meadowbank Road, Harapaki Road, Fancourt Street and Temple Street are highly used main roads, and people will still drive at 50kph even if limit is lowered.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> People will still drive at 50kph even if speed is lowered to 30kph on main roads.
The reduced speed limit is unnecessary	<ul style="list-style-type: none"> Long distance from either Primary School - it's too wide an area to reduce to 30kph except for roads that schools are on, and ones attached to these.

Why do you feel this way?	
Feedback Theme	Main points
<p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> Meadowbank Road, Harapaki Road, Fancourt Street and Temple Street are highly used main roads, and people will still drive at 50kph even if limit is lowered.
<p>The reduced speed limit is unsuitable for this road</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> High traffic volumes and main road - people will still drive at 50kph even if speed is lowered to 30kph.
<p>Need to better enforce speed limits</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> No-one will adhere to the reduced speed limits because it won't be policed.
<p>Other suggestions for reduced vehicle speeds</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> Install speed bumps to slow traffic instead of lowering speed limits - doesn't require investment to be enforced.
<p>Reduced speed limit is not good as it will increase journey times</p> <p><i>Mentions:</i></p>	<ul style="list-style-type: none"> This is a route to/from a train station and a bus route to/from train station (#782 bus). You can't have such a long section 30kph as it will frustrate train users.
<p>AT recommended way forward</p>	
<p>Implement safe and appropriate road speed limit as proposed</p>	



Road name	Kapua Street
Part of road	Full length

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

Why do you feel this way?	
Feedback Theme	Main points
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none">Recommend yellow 'no parking' restrictions on one side of the street - train station causes huge issues of cars reversing due to narrow road with cars parked on both sides (only one lane of traffic can go at a time).
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Keith Avenue
Part of road	Full length

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

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



Road name	Kelvin Road
Part of road	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	4
Other	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 4</i>	<ul style="list-style-type: none"> This is a dead-end street with lots of children crossing to and from school - popular with walking too. Area is busy and congested. 30kph makes sense on this dead-end road. Reduced speed limit should only apply to Kelvin Road, Waitarua Road and Corinth Street, and the roads off these streets, for child safety. The rest should not change.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> Lowered speed limit is fair during school hours but does not need to apply during evenings and weekends.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Kinder Place
Part of road	Full length

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

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



Road name	Koa Street
Part of road	Full length

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

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



Road name	Lucia Glade
Part of road	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
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> This is the access road for parents dropping off kids to Mt Carmel; parents and children walking with the walking school bus (navigating the Lucia Glade intersection to cross onto appropriate footpaths to the school). Excitable children and SUVs are a recipe for tragedy. Busy street for children and families walking to/from schools; is a narrow street with no obvious safe crossing point for children and families accessing Mt Carmel School and the Millipede Walking School Bus.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> This road should have a lower speed limit - I'd recommend 10kph and two sets of raised level crossings on this road.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> This road should have a lower speed limit - I'd recommend 10kph and two sets of raised level crossings on this road.

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



Road name	Macpherson Street
Part of road	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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Mamaku Street
Part of road	Full length

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

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



Road name	Manapau Street
Part of road	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	4

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> This is a key cycling route, and very popular with kids heading to the Orakei basin. Lower speeds here would enable them to get off the pavement (most break the rules to stay safe). This street is a dead-end with many people walking and cycling to/from the Orakei Boardwalk and the train station. It's narrow between the parked cars and there's no reason to drive more than 30kph. The speed limit should reflect that.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Mara Street
Part of road	Full length

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

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

Road name	Meadowbank Road
Part of road	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	26
I think the current speed limit on this road should be kept the same	19
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
Other	4

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 24</i>	<ul style="list-style-type: none"> • Very busy road with train station, major bus routes, and many pedestrians, and narrow road with unrestricted parking on both sides. • Too many cars speed down this road, especially around the corner at the Macpherson St junction - lower limit will keep children safe. • Reduced speed limit will improve cyclist safety and facilitate the walking and cycling path under construction (Glen Innes to Orakei) and protect the children from Meadowbank School who have active scooting/cycling programmes. • The streets are narrow with many cars parked on both side making visibility difficult for children crossing the road and for cars exiting driveways. There is no need for cars to be traveling faster than 30kph in this area. • There are many primary school children from two primary schools walking, cycling, and scootering to and from school. Also, there are pedestrians and cyclists accessing the Meadowbank Train Station at all hours - so I support a 24/7 change. • Narrow road, lots of traffic, children going to school. • Crossing the road on while walking is dangerous on Meadowbank Road, as drivers travel too fast. Decreasing the speed limit will improve the walking environment and make it easier for bikes to share the road with drivers. A 30kph speed limit will improve the walking and biking environment significantly and decrease the likelihood of injury. • Reduced speed limit may initially delay vehicle traffic, but it will be safer and easier to cycle, and more cycling means less vehicle traffic, which means it will even out the delay (less traffic, faster journey). • This is a busy stretch of road with parents parking and walking to Meadowbank Kindiergarten as well as those accessing businesses nearby and others again commuting to the train platform. • When less busy cars drive far too fast (sometimes 70-80kmph). Parking is generally full either side of the road, so cars must wait for one direction to pass before advancing. Had two wing-mirrors smashed in the last 18mths.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> Fully support the lowering of the speed limit on all roads near schools in Meadowbank. A great initiative. These roads are too narrow with too many walkers and bikers to safely travel at 50kph. This is a busy, wide suburban street which is also a main foot traffic route for commuters getting to the train station and kids getting to one of the local schools. Vehicles currently travel too fast so any reduction in speed limit would be appreciated. Slower speeds are better for this area: many young families, an old folks' home, two primary schools, one kindergarten, and is a transport hub. Many cars park on the road. Aside from the areas that have speed humps, cars move very quickly through the neighbourhood. The current speed limit is unsafe due to the amount of on road parking almost along the entire length of Meadowbank Rd, combined with constant heavy vehicle construction traffic. I agree with the proposed drop to 30kph on Meadowbank Rd as it feels unsafe when biking on the road with kids currently. The difference in drive time between 30kph and 50kph on this road will be minimal, particularly when drivers must wait for lights at the top of the road anyway. Could reduce the dangerous acceleration and braking along here (and other poor driving habits) and make it much safer for bikes accessing the station and shared paths. Lower speed limit to 30kph: Cars go through intersections at speed, often running lights, and no controlled crossing at desirable crossing point between Gerard and Meadowbank (due to Mall, Church, shops, etc). Lowered limit for pedestrian and cyclist safety with minimal driver inconvenience.
<p>The reduced speed limit is unnecessary</p> <p><i>Mentions: 10</i></p>	<ul style="list-style-type: none"> Long distance from either Primary school - it's too wide an area to reduce to 30kph except for roads that schools are on, and ones attached to these. Meadowbank Road, Harapaki Road, Fancourt Street and Temple Street are highly used main roads, and people will still drive at 50kph even if limit is lowered. There are already speed humps, footpaths, and other facilities, and the schools are at the southern end of the proposed zone. Unnecessary. Few kids walk or ride to schools now - the proposed lower speed area is too large, and 30kph is too slow (40 or 45kph would be better) - suspect little compliance, especially on wider roads away from schools. Multiple pre-existing speed humps on this road, limiting driver speeds. The narrowness of the streets and existing speed controls (judder bars) naturally reduce the traffic speed, especially during peak periods of school start and end times. There is no need lower the speed limit as it is already naturally controlled by traffic volume. If AT must "do something" please consider 40kph instead of 30kph. There are many speed ramps already: no need to lower the speed. Not aware of any accidents in the last few years where lowering the speed would have prevented it.
<p>Driver behaviour is causing safety risks</p> <p><i>Mentions: 6</i></p>	<ul style="list-style-type: none"> Too many cars speed down this road, especially around the corner at the Macpherson Street junction - lower limit will keep children safe.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> • Crossing the road on while walking is dangerous on Meadowbank Road, as drivers travel too fast. Decreasing the speed limit will improve the walking environment and make it easier for bikes to share the road with drivers. A 30kph speed limit will improve the walking and biking environment significantly and decrease the likelihood of injury. • When less busy cars drive far too fast (sometimes 70-80kmph). Parking is generally full either side of the road, so cars must wait for one direction to pass before advancing. Had two wing-mirrors smashed in the last 18mths. • Could reduce the dangerous acceleration and braking along here (and other poor driving habits) and make it much safer for bikes accessing the station and shared paths. • Meadowbank Road, Harapaki Road, Fancourt Street and Temple Street are highly used main roads, and people will still drive at 50kph even if limit is lowered. • Few kids walk or ride to schools now - the proposed lower speed area is too large, and 30kph is too slow (40 or 45kph would be better) - suspect little compliance, especially on wider roads away from schools.
<p>The reduced speed limit is unsuitable for this road <i>Mentions: 5</i></p>	<ul style="list-style-type: none"> • High traffic volumes and main road - people will still drive at 50kph even if speed is lowered to 30kph. • Major road with no school - slowing speeds here will create major congestion with no benefit. • Meadowbank Rd is a major local thoroughfare, lowering the speed limit to 30kph is impractical and doesn't make sense. • One of the only roads that lead to the train station - reducing speed will cause congestion.
<p>Reduced speed is not good as it will increase journey times <i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • This is a route to/from a train station and a bus route to/from train station (#782 bus). You can't have such a long section 30kph as it will frustrate train users. • Absolutely believe that the side roads need to be reduced in speed limit, however the road from Meadowbank shops through to the station is quite a large distance. There will be a measurable effect on the duration of bus services to the station and the likelihood of people using public transport. • One of the only roads that lead to the train station - reducing speed will cause congestion.
<p>Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • People will still drive at 50kph even if speed is lowered to 30kph on main roads. • Meadowbank Road is a major local thoroughfare, lowering the speed limit to 30kph is impractical and doesn't make sense. It will not reduce the incidence of accidents nor incentivise more children to walk to school. Speed reducing engineering and LSZs are a more practical way to limit speed and enhance safety.
<p>Other suggestions for reduced vehicle speeds <i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • Less on-street parking, with more space utilised for safe cycling facilities, speed humps, and pedestrian crossings. • We would also prefer to see speed bumps either side of the kindergarten - little children walking out from a blind right-of-way right out to cars rushing to the train station is a recipe for a disaster. • Few kids walk or ride to schools now - the proposed lower speed area is too large, and 30kph is too slow (40 or 45kph would be better) - suspect little compliance, especially on wider roads away from schools.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> The narrowness of the streets and existing speed controls (judder bars) naturally reduce the traffic speed, especially during peak periods of school start and end times. There is no need lower the speed limit as it is already naturally controlled by traffic volume. If AT must "do something" please consider 40kph instead of 30kph.
Other physical improvements suggested <i>Mentions: 4</i>	<ul style="list-style-type: none"> Need protected cycleways with cycleway curbs and boulders. Less on-street parking, with more space utilised for safe cycling facilities, speed humps, and pedestrian crossings. The major risk on the road is the parked cars. They should only be allowed on one side only. Speed reducing engineering and LSZs are a more practical way to limit speed and enhance safety.
Only support the proposed speed limit for a portion of the road <i>Mentions: 2</i>	<ul style="list-style-type: none"> Lowered speed limit should only apply to areas around schools, not the whole suburb.
Only support the reduced speed for a certain period of the day <i>Mentions: 5</i>	<ul style="list-style-type: none"> Perhaps speed could be lowered during school pick up/drop off hours, but not 24/7. Essentially agree but disagree with 24/7 as schools are not operating in weekends and after hours. Reduce limits during school start and end periods - 30kph at 11pm at night on all these roads is unnecessary: there aren't schools on every one of these roads, running 24/7. I am happy for the speed limit to be reduced to 30kph during school days and school terms. Weekends and school holidays should be kept at 50kph.
Proposal is a waste of money <i>Mentions: 2</i>	<ul style="list-style-type: none"> There are already speed humps, footpaths, and other facilities, and the schools are at the southern end of the proposed zone. Unnecessary and a waste of money. Speed change is not needed. Council needs to spend money and time fixing roads.
Generally, road condition needs upgrading <i>Mentions: 1</i>	<ul style="list-style-type: none"> Speed change is not needed. Council needs to spend money and time fixing roads.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> Please also consider the use of speed cameras to ensure that the speed limits are adhered to.

Why do you feel this way?	
Feedback Theme	Main points
Proposal lacks local knowledge <i>Mentions: 1</i>	<ul style="list-style-type: none">AT proposal for reducing speed in the surrounding street has been drawn up by people not familiar with the area or present state of reading congestion. 6-14 Meadowbank is currently under development for 90 apartments, and only one entrance/exit onto Meadowbank Road at the top bend. A recent AT recent proposal to relocate the bus stop to that site was squashed by the residents immediately, please check that one out.

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



Road name	Meyrick Place
Part of road	Full length

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Mount Carmel Place
Part of road	Full length

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

Why do you feel this way?	
Feedback Theme	Main points
Only support the proposed speed limit for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none">• Around the school only ie 500m max. Disagree with the huge intended area.

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

Road name	Norana Avenue
Part of road	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	2
I think the current speed limit on this road should be kept the same	4

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> Not a close or direct route to Remuera Primary - most children use Armadale Rd. Children don't walk to school on this road. This street is not overly close to the school and is not very busy with school children.
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> Parking issues has led to an increase in vehicle numbers and speed. Proposed speed limit will keep children safe.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Choosing this lower speed 24/7 will add to slower traffic and congestion generally.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> It makes no sense to impose the new limit outside of times when children will not be going to or coming from school.

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





Road name	Parsons Road
Part of road	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	3

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none">• This is a popular place for dog walking and for people going for walks and runs - not to mention the Cemetery which generates an unpredictable amount of traffic.• You can't really get to more than 30kph on this short stretch without dangerous driving. Lots of kids play in the adjacent fields and cross the road here at all times of the day.• Ensure our children are safe as well as to reduce excessive speed in these areas.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	

Road name	Platina Street
Part of road	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	2
I think the current speed limit on this road should be kept the same	1
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Only support the reduced speed limit for a certain period of the day <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Lower speeds only make sense during peak school times. • It makes no sense to impose the new limit outside of times when children will not be going to or coming from school.
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Road often used as short cut between Omaha Road and Lillington, and cars drive too fast. • Remuera Primary School is between Platina Street and Dromorne Road so there are lots of school pupils around.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Street is often busy anyway, and unlikely to get up to speed during school pick up/drop off times - other times current speed is adequate.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Purewa Road
Part of road	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	2
I think the current speed limit on this road should be kept the same	1
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> There is a playground on Rutherford Reserve which has many children who bike and walk around this area. Makes sense for this whole route from the school to the station to be a lot more focused on slower speeds and walking and cycling, particularly given proximity to basin and shared paths.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> This is a route to/from a train station and a bus route to/from train station (#782 bus). You can't have such a long section 30kph as it will frustrate train users.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Puroto Street
Part of road	Full length

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

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



Road name	Seascape Road
Part of road	Full length

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

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

Road name	Tahapa Crescent
Part of road	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	3
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> There are three access points to the GI-TD path Stage 2 and Tahapa Reserves East and West (with its new and well used playground) on Tahapa Cres. It makes complete sense for Tahapa Crescent to be 30kph so people can cycle safely along it between their houses and these access points. And not just Tahapa Crescent itself but all the connected cul-de-sacs and through to Meadowbank Rd (and up to the Meadowbank Dairy and cafe). There must be 300 houses within 5 mins bike ride of here. There are people who drive faster than is safe in this area and there are many pre-schoolers in this area. The parking on this corner makes visibility very poor and the speed change would help to increase the safety.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> There are already speed humps, footpaths, and other facilities, and the schools are at the southern end of the proposed zone. Unnecessary.
Change the speed limit asap/sooner than planned <i>Mentions: 1</i>	<ul style="list-style-type: none"> Please make the changes as soon as possible.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Manapau end of Tahapa Crescent: Recommend yellow 'no parking' restrictions on one side of the street - train station causes huge issues of cars reversing due to narrow road with cars parked on both sides (only one lane of traffic can go at a time).
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> There are already speed humps, footpaths, and other facilities, and the schools are at the southern end of the proposed zone. Unnecessary and a waste of money.

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

Road name	Temple Street
Part of road	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	9
I think the current speed limit on this road should be kept the same	5
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 8</i>	<ul style="list-style-type: none"> Lots of families live in the area, and cyclists also frequent this road. Lots of children in the area. There are judder bars on Temple St to slow traffic down, having a speed limit to reinforce this is a no brainer. Temple Street is “traffic calmed” with speed humps. It’s mostly flat and straight with good sight lines, but the speed humps are widely separated (there are only five in 750 m) and some drivers choose to accelerate briskly between the speed humps, easily reaching or exceeding 50kph, and feels unsafe cycling. This is especially the case on the section between Harapaki and Blackett which is a rat run for people driving to / from Meadowbank Train Station, often in a hurry. The speed humps are insufficient alone but the 30kph limit will help here. I agree with the reduction of the speed limit to 30 kms on Temple St. My pin marks where the Millipede Walking School bus attempts to cross this road, without the support of a pedestrian crossing. Poor road alignment for speed environment. Busy street for children and families walking to/from Meadowbank and Mt Carmel Primary Schools.
The reduced speed limit is unnecessary <i>Mentions: 5</i>	<ul style="list-style-type: none"> Long distance from either primary school - it's too wide an area to reduce to 30kph except for roads that schools are on, and ones attached to these. There are already speed humps, footpaths, and other facilities, and the schools are at the southern end of the proposed zone. Unnecessary. Already traffic calming along the length of Temple St - reducing speed limit is unnecessary and unwarranted. This road has speed bumps so no problem with current speed in Temple St. If lower speed limit is to proceed, speed bumps can be removed. Multiple speed humps already on this road which effectively slows down driver speeds. Minimal school children.

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unsuitable for this road <i>Mentions: 2</i>	<ul style="list-style-type: none"> • High traffic volumes and main road - people will still drive at 50kph even if speed is lowered to 30kph. • Thoroughfare road to other feeder roads.
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> • People will still drive at 50kph even if speed is lowered to 30kph on main roads. • Temple Street is “traffic calmed” with speed humps. It’s mostly flat and straight with good sight lines, but the speed humps are widely separated (there are only five in 750 m) and some drivers choose to accelerate briskly between the speed humps, easily reaching or exceeding 50kph, and feels unsafe cycling. This is especially the case on the section between Harapaki and Blakett which is a rat run for people driving to / from Meadowbank Train Station, often in a hurry. The speed humps are insufficient alone but the 30kph limit will help here.
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Needs separated, protected cycleways urgently - had many near misses with cyclists on the narrow roads. • As well as a reduction in speed, this road requires a raised level pedestrian crossing at this point to improve safety for primary school children. The Millipede Walking School bus traverses Appleyard Cres then walks down Temple St and crosses the street (without the support of a pedestrian crossing) to reach Lucia Glade. From this point the Walking School bus walks the perimeter of Mt Carmel primary School to reach Mt Carmel Place and onto Meadowbank Rd. Temple St needs to be safer for the children and other pedestrians.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> • People will still drive at 50kph even if speed is lowered to 30kph on main roads.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> • There are already speed humps, footpaths, and other facilities, and the schools are at the southern end of the proposed zone. Unnecessary and a waste of money.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	

Road name	Vale Road
Part of road	Between Tamaki Drive and Clarendon 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	6
I think the current speed limit on this road should be kept the same	5
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
I think the speed limit should be lower than what is proposed	2
Other	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 5</i>	<ul style="list-style-type: none"> Drivers speed currently, especially at night. Too close to pedestrians and St Heliers 30kph zone to be the current speed. Lots of pedestrians walking to beach from cars parked on Vale Rd (should be 30kph). Near St Heliers Beach and a playground, and is also the feeder onto Tamaki Dr, where many people ride bikes.
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> The area around Tamaki Dr/Cliff Rd/Vale Rd has been a concern, is being addressed with a raised pedestrian crossing, raised 'slow down' 30kph limit at end of Vale Rd (part of the St Heliers village safety programme) - no need to reduce speed limits further. The speed limit should be higher than current. There have been very few crashes involving children, and lowering the speed limit will not be safer, just annoy everyone. Unnecessary to extend the lower limit to Clarendon Rd. Beach goers don't go further than Cliff Rd. No need for 30kph beyond the recently imposed village lower limit.
Extend the reduced speed limit to cover more of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Lowered speed limit should continue from Vale Road through to Rarangi Road.
Driver behaviour is causing safety risks	<ul style="list-style-type: none"> Drivers speed currently, especially at night.

Why do you feel this way?	
Feedback Theme	Main points
Mentions: 1	
Reduced speed limit will create, or not reduce, safety issues Mentions: 1	<ul style="list-style-type: none"> Lowering speed limits will only serve as a public annoyance, and not help safety.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	

Road name	Waiatarua Road
Part of road	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	6
I think the current speed limit on this road should be kept the same	1
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
I think the speed limit should be lower than what is proposed	1
Other	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 7</i>	<ul style="list-style-type: none"> Reduced speed limit should only apply to Kelvin Road, Waiatarua Road and Corinth Street, and the roads off these streets, for child safety. The rest should not change. Some cars drive too fast up and down this road, and it is so narrow with parked cars for this to be safe. Dangerous, steep road with multiple blind curves, and a major route of access to large primary school. The speed limit is way too high currently: despite being a cul-de-sac, cars drive very fast then break suddenly, and there are always children around the school, even outside school hours. Proposal will be safer for the school/children. * This road is narrow and dangerous.
Only support the proposed speed limit for a portion of the road <i>Mentions: 3</i>	<ul style="list-style-type: none"> No need for speed restrictions more than 100m from a school. Around the school only ie. 500m max. Disagree with the proposed large area. The speed limit needs to be even lower near the school.
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> Proposal is good but need physical traffic calming as well. Lowering the speed limit to 30kph is not sensible on such a long road, I would suggest a 40kph limit is more sensible, still addresses safety/risk of accident and will be more likely to be complied with by drivers.

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> The problem with this road is you can't drive more than 20kph in the school section because of parents dropping kids off close and parking on yellow lines. As a resident off Tahapa Crescent, you can't get up Meadowbank Rd because of too much traffic at lights that cannot get out onto main road due to congestion, so use Waiatarua Road.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Although the proposed speed limit is good, however, it's not enough, it will be ignored.

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 Ōrākei Local Board area. It saved a significant amount of time reporting in this way.



Suburb	Ellerslie
---------------	-----------

Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 4</i>	<ul style="list-style-type: none">• Michaels Avenue - Lower vehicle speed: Road curve from E-P Highway does not slow traffic and road width encourages speed, and crossing pedestrians are at risk of ignorant drivers - does not feel safe crossing here.• Arron Street - Lower speed limit: Road is wide where it meets the E-P Highway, encouraging high vehicle speeds and discourages pedestrians crossing - the street is completely residential and needs lower limit.• Main Highway (E) - Lower speed limit to 30kph or 40kph.• Main Highway - Lower speed limit: Ellerslie town centre.



Suburb	Glendowie
---------------	-----------

Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none">Riddell Road - Lower speed limit to 30kph: winding road with four schools, limited visibility around corners, and dangerous for school children to cross, or to cycle on (especially near rear entrance to CPS) - no pedestrian crossing to the school, and speed should be 30kph at all times between the junctions with Waimarie Street and Clouston Street. Children's safety should be priority over bus timetables.

Suburb	Kohimarama
---------------	------------

Feedback Theme	Main points
<p>Other roads/suggestions for reduced vehicle speeds</p> <p><i>Mentions: 9</i></p>	<ul style="list-style-type: none"> Tamaki Drive - Speed limit should stay the same: it is a major commuter route to the city. Tamaki Drive - Do not change the speed limit: Speed limit should be kept the same - no current issue with traffic when driving, cycling or walking, and there is a dedicated cycle path for less confident cyclists to use. Tamaki Drive - Do not change speed limit: Speed limit should remain the same - cyclists should use the cycle lanes. Tamaki Drive - Lower speed limit from 50kph to 30kph: The speed through Kohimarama should be reduced – specifically the junction to Averill is very busy and 50kph is far too fast. Tamaki Drive - Lower speed limit to 30-40kph: Between Mission Bay and St Heliers - very popular area for pedestrians and cyclists, and many people crossing to get to the beach, and children/elderly are at risk with current vehicle speeds. People cross everywhere regardless of crossing locations, and with speeds in Mission Bay and St Heliers now at 30kph, motorists will be inclined to speed up in Kohimarama to regain lost travel time. Tamaki Drive - Lower speed limit or install raised pedestrian crossings: Make the area more pedestrian friendly for local businesses - insufficient safe crossing points for people to access the beach, which makes 50kph too high. Tamaki Drive - Lower speed limit: The speed limit should variable - Busy areas on weekend should be 30kph, however late at night on a weekday could be 60kph - primary city commuter route, and safe for drivers. There are developed cycle paths and lanes through sections that should be used. Tamaki Drive - Lower speed limit: Lower limits at several places on Tamaki Drive, and lower at peak times, so all road users can be safe. The 'dedicated' cycle ways are often too narrow and shared with pedestrians, also the surface uneven that even average riders cannot travel at normal cycle speeds. Kohimarama Road - Lower speed limit: heavily used arterial road containing two schools (Selwyn College and St Thomas') with a combined roll of over 2,000 children. Allum Street - Lower vehicle speeds and improve traffic management: better traffic management required for dangerous drop-off/pick up.
<p>Other physical improvements suggested</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> Allum Street - Lower vehicle speeds and improve traffic management: better traffic management required for dangerous drop-off/pick up. Cars turn into driveways directly opposite the school while children walk on the footpath, they park in unsuitable areas and the road is very narrow for safe access. Tamaki Drive - Lower speed limit or install raised pedestrian crossings: Make the area more pedestrian friendly for local businesses - insufficient safe crossing points for people to access the beach, which makes 50kph too high.

Feedback Theme	Main points
<p>Other roads/suggestions for reduced vehicle speeds</p> <p><i>Mentions: 19</i></p>	<ul style="list-style-type: none"> • Gowing Drive and the streets that run off it - Lower vehicle speeds: Gowing has had many accidents, including a death; many houses and cars parked on both sides making the road narrow, high vehicle speeds and children using these roads to bike and walk to St Thomas' School. • Meadowbank streets surrounding proposed - Lower speed limit to 30kph: Gowing Drive, Rutherford Terrace, Archdall Terrace, Hawkins Street - for child safety, reduce excessive speeding and prevent rat-running. • The roads around here (Gowing, Hawkins, Rutherford, Worcester, Ripon) are in many places narrow, winding and lined with parked cars. Children who attend the schools on Kohi Road walk and bike these streets. This eastern side of Meadowbank needs speed reductions and possibly traffic calming measures. • Worcester Road, Gowing Drive, Rutherford Terrace, and all side roads around Rutherford Reserve should have speeds lowered, so local children can get to school more safely, and traffic calming to stop cars speeding. • Archdall Street - Lower speed limit to 30kph: Entrance to Rutherford Reserve - a popular local playground. Needs lower speed limit due to the number of children and families accessing Rutherford Reserve. • Archdall Street - Lower speed limit: Very popular with kids going to Rutherford Reserve. The speed limit should be lowered so they can go safely by bike. • Gowing Drive - Lower speed limit to 30kph: For this and surrounding/connected streets for safety of pedestrians accessing Rutherford Reserve, and elderly (retirement village being built, expect increase in elderly pedestrians). • Gowing Drive - Lower speed limit to 30kph: High speed of vehicular traffic, corners, parking, and there has already been a fatality here. Urgently requires speed restrictions/cameras and traffic calming measures such as speed humps. At the corner below Cruickshank, vehicles frequently speed and cross the centreline. This is a residential street with tons of kids and there is no need for vehicles to be driving over 30kph along it. • Gowing Drive - Lower speed limit: A very narrow road with cars parked both sides and limited visibility at points. After the fatal accident a couple of years ago safety changes were consulted on but are disappointingly yet to be implemented. • Gowing Drive - Lower speed limit: Proposal should include this road and surrounding areas for safety of users going to shared path once local link is built - high vehicle speeds, and a fatal crash. Children use it to access playground, reserve, Scout Hall. • Gowing Drive - Lower speed limit: When Gowing Drive joins GI-Tamaki cycle path there will be a lot more cyclists and lower speed limits should be introduced in this area to factor this in, particularly given a lot of school aged children will want to ride, scooter to Selwyn College, St Thomas' School. • Remuera Road/St Johns Road - Lower speed limit to 30kph: Between McPherson St and Gerard Way, due to town centre. • St Johns Road - Lower speed limit: Between Meadowbank Rd and Gerard Way. • Ripon Crescent - Lower speed limit to 30kph: Back entrance to the new Summerset Retirement Village. Should be reduced to make walking and driving safer for residents of Summerset Village.

Feedback Theme	Main points
	<ul style="list-style-type: none"><li data-bbox="488 197 2107 256">• Ripon Crescent - Lower speed limit to 30kph: To support children and parents walking to/from Meadowbank and Mt Carmel Primary Schools. The street also has access to Rutherford Reserve. Children and family groups often walk to/from Rutherford Reserve via the Ripon Cres access point.<li data-bbox="488 268 2040 327">• Rutherford Terrace - Lower speed limit: has become a very fast throughway for motorists, and has many elderly people and children, and a retirement home being built nearby.

Suburb	Okahu Bay
---------------	-----------

Feedback Theme	Main points
<p>Other roads/suggestions for reduced vehicle speeds</p> <p><i>Mentions: 8</i></p>	<ul style="list-style-type: none"> • Tamaki Drive; Watene Crescent - Lower speed limit to 30kph: Area past Kelly Tarltons up to Okahu Bay east and west bound - have already lost a cyclist in this dangerous area. • Tamaki Drive - Speed limit should stay the same: it is a major commuter route to the city. • Tamaki Drive - Do not change speed limit: Speed limit should remain the same - cyclists should use the cycle lanes. • Tamaki Drive - Do not change the speed limit: Speed limit should be kept the same - no current issue with traffic when driving, cycling or walking, and there is a dedicated cycle path for less confident cyclists to use. • Tamaki Drive - Lower speed limit or install raised pedestrian crossings: Make the area more pedestrian friendly for local businesses - insufficient safe crossing points for people to access the beach, which makes 50kph too high. • Tamaki Drive - Lower speed limit: The speed limit should variable - Busy areas on weekend should be 30kph, however late at night on a weekday could be 60kph - primary city commuter route, and safe for drivers. There are developed cycle paths and lanes through sections that should be used. • Tamaki Drive - Lower speed limit: Lower limits at several places on Tamaki Drive, and lower at peak times, so all road users can be safe. The 'dedicated' cycle ways are often too narrow and shared with pedestrians, also the surface uneven that even average riders cannot travel at normal cycle speeds.

Suburb

Orakei

Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 8</i>	<ul style="list-style-type: none"> • Tamaki Drive; Watene Crescent - Lower speed limit to 30kph: Area past Kelly Tarltons up to Okahu Bay east and west bound - have already lost a cyclist in this dangerous area. • Tamaki Drive - Speed limit should stay the same: it is a major commuter route to the city. • Tamaki Drive - Do not change speed limit: Speed limit should remain the same - cyclists should use the cycle lanes. • Tamaki Drive - Do not change the speed limit: Speed limit should be kept the same - no current issue with traffic when driving, cycling or walking, and there is a dedicated cycle path for less confident cyclists to use. • Tamaki Drive - Lower speed limit or install raised pedestrian crossings: Make the area more pedestrian friendly for local businesses - insufficient safe crossing points for people to access the beach, which makes 50kph too high. • Tamaki Drive - Lower speed limit: The speed limit should be variable - Busy areas on weekend should be 30kph, however late at night on a weekday could be 60kph - primary city commuter route, and safe for drivers. There are developed cycle paths and lanes through sections that should be used. • Tamaki Drive - Lower speed limit: Lower limits at several places on Tamaki Drive, and lower at peak times, so all road users can be safe. The 'dedicated' cycle ways are often too narrow and shared with pedestrians, also the surface uneven that even average riders cannot travel at normal cycle speeds.
Other suggested physical improvements <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Orakei Road/Kepa Road - Dangerous intersection: This intersection is dangerous for cyclists. The quicker you build the Ngapipi section of the cycle path to Tamaki drive the better. • Kepa Road - Suggest cycling facilities: Not a nice place to cycle as it is too busy, and cars are forcing cyclists off road - suggest cycleways.
Other comments <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Watene Crescent - Give Way/Right of Way rules: The legal discussion should be broadened beyond speed limits alone and examine the give way and right of way rules. • Ngapipi Road - Lower speed limit: Freight through-routing should be banned that is not for local access. Heavy goods trucks and articulated vehicles using routes through residential areas to access the expressway.

Suburb	St Heliers
---------------	------------

Feedback Theme	Main points
<p>Other roads/suggestions for reduced vehicle speeds</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • Auckland Road - lower speed limit to 30kph: Extend 30kph zone West of St Heliers to include junction with Long Drive - for walking/cycling this avoids motor vehicles hard accelerating in this challenging area. • Proposed speed limit change points at Tamaki Drive and Clarendon Road do not comply with clause 3.3(3). Recommend infrastructure/threshold treatments at intersections to introduce 30kph limit. • Long Drive - lower speed limit: This primary school has no school-hours speed limits, and cars often come close to children trying to cross the road, which also has no controlled pedestrian crossings. • St Heliers Bay Road - lower vehicle speeds: Speed outside St Heliers primary is dangerous. People do not keep to the 50kph limit.
<p>Other suggested physical improvements</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Proposed speed limit change points at Tamaki Drive and Clarendon Road do not comply with clause 3.3(3). Recommend infrastructure/threshold treatments at intersections to introduce 30kph limit. • Bay Road/Maskell Street - crossing required: Many children cross Maskell St at this point heading to and from Churchill Park School. This stretch is straight, yet visibility and sightlines are poor. A controlled crossing is required here before a child is injured or worse.



Suburb	St Johns
---------------	----------

Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 3</i>	<ul style="list-style-type: none">• Saint Johns Road - Lower speed limit to 30kph or 40kph at most: Town centre - lower speeds would make this a nicer place to shop, easier to cycle or walk through, and would encourage people stopping to shop if driving through.• Gerard Way - Lower speed limit: Retirement village at the top of the hill and traffic travels very fast, especially for elderly people crossing the road to the mall or doctors.• Remuera Road/St Johns Road - Lower speed limit to 30kph: Between McPherson St and Gerard Way, due to town centre.

Feedback Theme	Main points
<p>Other roads/suggestions for reduced vehicle speeds</p> <p><i>Mentions: 29</i></p>	<ul style="list-style-type: none"> • Abbots Way - change light phasing: Problem area in the mornings due to traffic volume and light phasing causing congestion - phasing needs improvement to improve traffic flow. • Abbots Way - Lower speed limit to 40kph or install traffic calming: broad street with almost no vehicle crossings on the north side, which is Waiatarua Reserve and the Remuera Golf Club. Traffic moves fast along this road, making it unsafe for pedestrians. Cycleways would also help reduce the road width and encourage access to the park. • Ascot Avenue - install traffic calming: Suggest speed bump to slow traffic before the school at the end of the road - children have been hit crossing the road. • Arney, Basset and Middleton in Remuera, reduce the speed limit as boy racers are always trying to zoom down as many roads as possible. • Benson Road, Bassett Road, Shore Road, Victoria Avenue and Orakei Road - Lower speed limit: due to schools, walking buses and so on. • Cotter Avenue - Lower speed limit: currently used as a rat-run route at speed, from Ascot Ave to Remuera Road. The school has a bank entrance on this road, and parked cars on the bend, obstructing visibility. • Cotter Avenue - Lower speed limit to 30kph: would be a lot safer. • Greenlane Road, Upland Road - Lower speed limit to 30kph: Where these roads meet Remuera Road is very dangerous, as traffic speeds are high, people are switching lanes, and many students and others are going to/from bus stops. Cars overtake cyclists at speed using the median strip. • Grand Drive - Lower speed limit: Significant speeding of drivers on this road which has resulted in multiple pet deaths. At risk area given many people crossing to access Waiatarua Reserve and common path utilised by cyclists. • Clonbern Road, Lillington Road - Lower speed limit as vehicle speeds too high, and there is a walking school bus. • Lillington Rd: Lower limits from 8am-9am and 2.45pm-3.30pm on school days only. • Lillington Rd - Lower vehicle speeds: Many students to nearby schools here, and cars speed through over the speed limit. • Remuera Road/St Johns Road - Lower speed limit to 30kph: Between McPherson St and Gerard Way, due to town centre. • Remuera Road - Lower speed limit: The speed limit from the St Johns Road/Meadowbank intersection through to Dorchester should be lowered. This will make shopping in the area safer and more attractive. • Remuera Road - Lower speed limit (40kph): This is a busy road, and lots of cyclists and pedestrians. • Remuera Road - Lower speed limit during school times only: from 8am-9am and 2.45pm-3.30pm on school days. • Remuera Road - Speed limit should stay the same: School zone speed limits already apply and to be honest the amount of traffic usually present limits driver speed.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Remuera Rd - Lower speed limit to 30kph, ideally between Pukeora Avenue and Gerard Way (and especially between Kelvin Road and Waiatarua Road): in particular, on school days at 8:15-8:45am and 3:00-3:30pm. This area is dangerous for school children generally, but also for everyone trying to cross Remuera Road and for all cyclists along Remuera Road. • Omahu Road - Lower speed limit (30kph): this road is long and straight, but connected to schools (Dilworth, Kings Prep) and used for pick-up/drop-off for Remuera Intermediate - vehicles already speed and there have been accidents. • Omahu Road - Omahu services significant parking and vehicle movements for Remuera Primary, Dilworth & Kings prep, with hundreds of children/pedestrians crossing this road. Due to the width of the road, regardless of pedestrians and parking on both sides, traffic tends to speed, and it is incredibly unsafe. • Omahu Road - Lower speed limit during school times only: from 8am-9am and 2.45pm-3.30pm on school days. • Omahu Road - Lower speed limit to 30kph (enforced) or install traffic calming: Used as a bypass for Upland Rd traffic lights, high traffic volumes at peak times, and high vehicle speeds due to straight nature and slight uphill. Many young families here, and a walking school bus to Meadowbank School, so children often cross this road and are at risk. • Ngapuhi Road - Lower speed limit: This is a very well used crossing point for children from Meadowbank Primary using the walkway from Kelvin Road. The Benson/Lucerne/Ngapuhi area is a rat run to bypass the lights at Upland Road. Speeds are too high at school times. • Lucerne Road - Lower speed limit: people drive at excessive speeds as it is long, straight, and slightly uphill, and is also used by a large volume of traffic to bypass the Upland Road lights. This is part of the walking school bus route, thus is often crossed by many children to/from school and is very unsafe currently. Needs enforcement of the current limit, a lower speed limit (enforced), or physical traffic calming to slow traffic. • Portland Road - Lower vehicle speeds: Cars go too fast on the slope and is very dangerous. • Pukeora Avenue - Lower speed limit to 30kph: has lots of school children and a small cul-de-sac so doesn't need to be above 30kph. • Shackleton Road - Suggest speed bump. • Roads around Kings Prep school should be included in proposal. • Portland Road - needs to be at most 40kph due to the school and children crossing the road. •
<p>Other suggested physical improvements</p> <p><i>Mentions: 6</i></p>	<ul style="list-style-type: none"> • Victoria Avenue, Spencer Street, Stirling Street - Pick up/drop off areas: Spencer Street is congested and narrow, and parents dropping off/picking up children pull hazardous manoeuvres into and out of driveways and over footpaths, endangering small children. Need better drop off zones for children on Victoria Ave, possibly restricted entry to Spencer/Stirling, or other measures. Speed limit is irrelevant as during these busy times actual road speeds are probably 10-20kph. Outside of school hours, 50kph works as it is a very quiet road. • Abbots Way - trucks drive down the hill faster than 60kph. Current speed limit is fine, but no-one keeps to it. • Abbots Way - install cycleway (and lowered speed limit and/or traffic calming) to improve cyclist/pedestrian safety. • Remuera Road - Need to consider dedicated cycleways along Remuera Road between Kelvin Road and Meadowbank Road - review the need for street parking, as it compromises both safety and visibility for pedestrians and cyclists.



Feedback Theme	Main points
	<ul style="list-style-type: none"><li data-bbox="488 196 2056 220">• Remuera Road - traffic light phasing needs to be changed: pedestrian crossing phases are too short, with very long traffic phases in between.<li data-bbox="488 236 1592 260">• Armadale Road - Improve spending on road markings (yellow 'no parking' restrictions on corners).



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

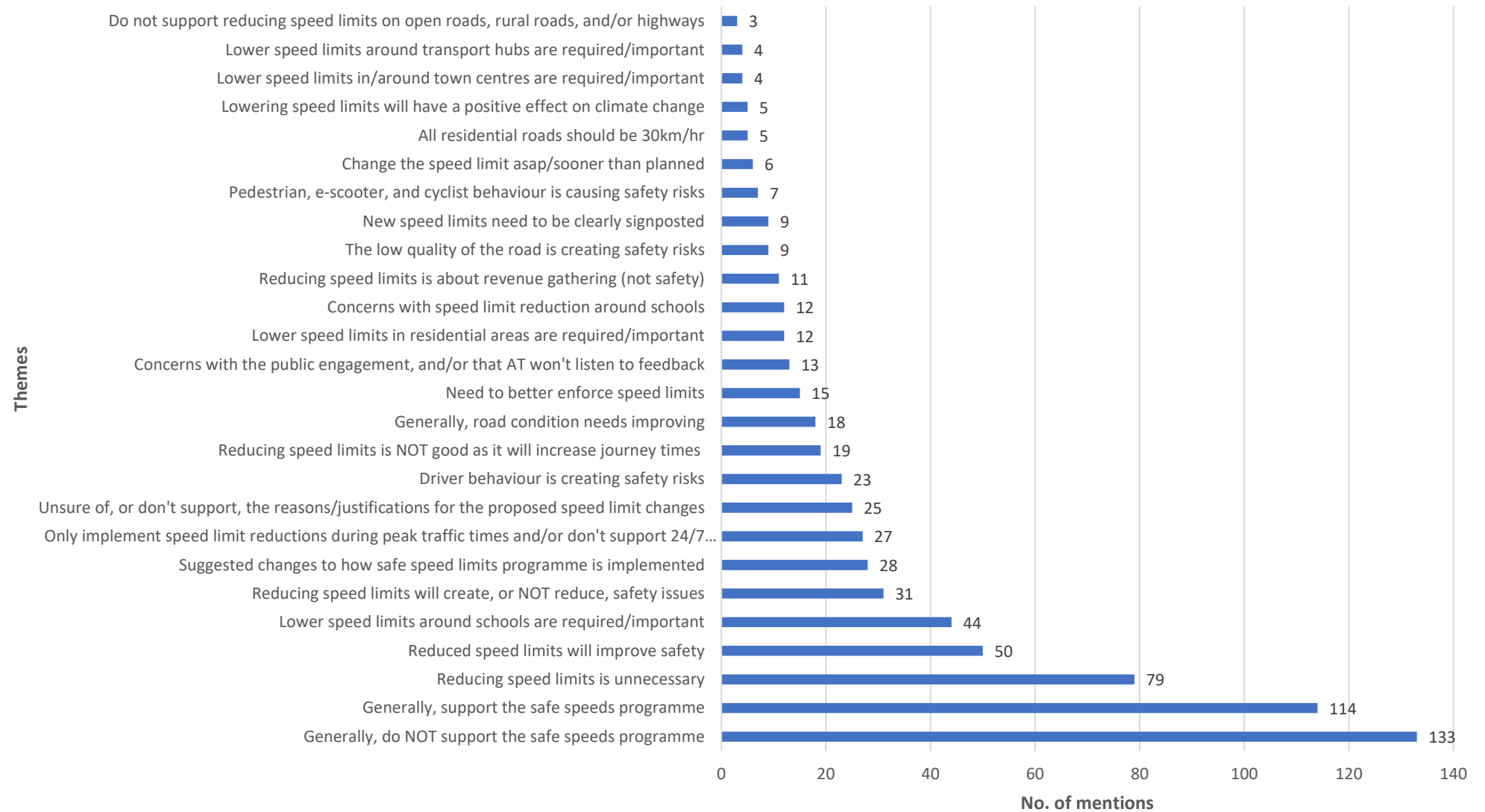
The feedback form also provided the opportunity for respondents to provide general comments on the Safe Speed Programme. Most this feedback was general in nature and could not be attributed to a particular road.

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

Please note:

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

All Themes Ōrākei Local Board Residents



Overall sentiment towards the Safe Speeds Programme

Feedback Theme	Main points
<p>Generally, support the Safe Speeds Programme</p> <p><i>Mentions: 114</i></p>	<ul style="list-style-type: none"> • Support reduced speed limits as they will reduce crashes. • Making streets safer for pedestrians and cyclists can only be a good thing. • Support changes in high incident areas. • Support for speed limit changes around schools. • Support for speed limit changes around schools but only during school hours not 24/7. • Support for changes in inner city suburbs. • Believe other roads should also have a speed reduction. • Support speed reductions but don't agree with proposed speeds: <ul style="list-style-type: none"> ○ There should be less speed levels e.g. 30km/h residential, 60km/h rural and 80km/h motorway. ○ Support speed limit reduction to 40km/h not 30km/h. ○ 100km/h to 40km/h is too large of a change. • Support speed limit changes but they should be targeted to the road and researched.
<p>Generally, do NOT support the Safe Speeds Programme</p> <p><i>Mentions: 133</i></p>	<ul style="list-style-type: none"> • Don't think speed is the issue, road maintenance is. • Don't think speed is the issue, poor driving is. • Don't think speed is the issue, poor enforcement is. • Drivers who decide to speed now will speed anyway. • Will make traffic congestion worse. • Previous programme to lower speed has not had an effect on accidents or deaths. • Current 30km/h hour speed limits are not working and will not work. • Speed limits below 40km/h are unrealistic. • Think speed limits should be raised. • Cars cannot travel faster than the speed limit in Metro Auckland anyway. • Do not support speed reductions on entire roads, rather just the stretch affected by accidents. • Do not support speed limit reductions, except around schools.

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

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

Feedback Theme	Main points
<p>Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes</p> <p><i>Mentions: 25</i></p>	<ul style="list-style-type: none"> • Need to show why they justify the speed limit reductions. • AT need to show how many fatal crashes on the roads proposed justify the speed limit changes. • AT need to show the number of fatal crashes on Queen Street, Quay Street, Tangihua Street, and Anzac Avenue. • Show how many crashes were caused by speed and not due to other factors. • Ōrākei roads do not have the accident statistics that are being claimed, would like to see the actual statistics. • Using reports of accidents to make decisions is flawed as not all accidents are reported. • Accidents caused by texting and alcohol should not impact speed decisions. • 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. • Seems driven by ideology not practicality. <ul style="list-style-type: none"> ○ Proposed changes are unrealistic. ○ Model is flawed/decision is based on incomplete or incorrect data. • People are capable of driving to the conditions. • Congestions means speed self-limits where necessary. • Speed limit reductions are a guise to force people out of using private cars. • The increase in injuries is probably in correlation to Auckland's growth. • Reducing rural roads to 80km/h is an attempt to ensure roads last longer, not for safety. • Proposal is based not on reducing speed reducing harm, but on cost being a limiting factor in providing safe roads. • These changes are being made to hide how bad AT has made Auckland's traffic congestion. • What are the reasons for these changes? • The roads mentioned for speed changes are inconsistent. • Too many roads have been selected.
<p>Reducing speed limits is unnecessary</p> <p><i>Mentions: 79</i></p>	<ul style="list-style-type: none"> • There is no need to lower speed limits/existing speed limits are safe. <ul style="list-style-type: none"> ○ 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).

Feedback Theme	Main points
	<ul style="list-style-type: none"> ○ Suggested roads already have speed calming measures (speed bumps, chicanes). ● Proposed speed limits are slower than necessary. <ul style="list-style-type: none"> ○ 50km/h is a safe speed limit, no need to reduce below that. ○ 30km/h speed limits are ridiculous / too slow / unnecessary. ● Speed limit reviews are a waste of time and money. ● Many roads require maintenance/upgrading to improve safety, not speed limit reductions. ● Due to congestion people already travel around the city at less than 50km/h. ● Auckland speed limits are much lower than other parts of New Zealand. ● Many of the proposed speed limit reductions don't make sense. ● Enough roads have had speed lowered already. ● Vehicles do not speed on this road(s). ● There have been no, or very few, crashes on this road(s). ● Cars are safer than ever. ● Vehicles are of better quality now and can travel at faster speeds safely. ● There are no proposed developments in this area that would make this road significantly busier. ● The justification that this limit should be reduced to be in keeping with surrounding roads isn't a satisfactory justification. ● There is already a variable speed limit for the dangerous part of the road. ● Road will still be unsafe for walking at the reduced speed limit. ● The changes are being made to slow journeys to get people to ride bikes. ● Just use LSZ signs.
<p>Reducing speed limits will create, or NOT reduce, safety issues</p> <p><i>Mentions: 31</i></p>	<ul style="list-style-type: none"> ● AT's speed limit reductions have so far caused increased crashes and deaths. ● Reduced speed limits have increased incidences of dangerous driving. ● Reduced speed limits have increased accidents. ● There is no evidence that reducing speeds will reduce deaths, in fact, the opposite has occurred. Following a non-relevant Scottish example is senseless. ● Reinstate the speed limits that were recently reduced by AT. ● Driver behaviour is the problem, not the speed limits.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • People who speed will still speed. • Lower speed limits (and slow drivers) create driver frustration and dangerous behaviour, such as risky overtaking. • Any motorist obeying a 50kmph limit who crashes and causes a fatality or serious injury is either elderly, pathetic, or on drugs/intoxicated. 30kmph speed limit won't change the cause of the accident. • Reduced speed limits will not reduce crashes in South Auckland, most people do not obey the current speed limits. • Reduced speed limit (to 30) will cause constant watching of speedometer instead of watching the road. • Slow traffic encourages phones use. • Variable speeds along same stretch of road causes driver distraction. • Need to also change the design speed of the road, or changes will be ineffective. • Proposal is about politicians being seen to do something, rather than actually improving safety. • AT need to research and focus on changes that will actually improve safety. • Why is AT not doing cost benefit analysis to justify these proposals? • AT need to do a full economic analysis of the impacts of reducing speed limits, such as time wasted, increased travel times for buses/delivery vehicles/taxis etc. • 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?
<p>Reduced speed limits will improve safety</p> <p><i>Mentions: 50</i></p>	<ul style="list-style-type: none"> • Lower speed limits will make people less likely to crash. • Lower speed limits improve pedestrian safety. • Lower speed limits will make our streets safer for children, elderly, and those with mobility issues. • Limiting speed will make cycling safer. • Lower speed limits in areas with speed related incidents. • Lowering speed limit is the only option on some roads that cannot be improved in other ways. • Road conditions are not suitable for the current speed limits, lowering them will improve safety.
<p>Reducing speed limits is NOT good as it will increase journey times</p> <p><i>Mentions: 19</i></p>	<ul style="list-style-type: none"> • Reducing speed limits will increase journey times. • Reduced speed limits increases pollution. • Reduced speed will impact traffic flow. • Reduced speed will increase congestion.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Reduced speed limits will increase journey times for emergency services - they cannot exceed 30km/h over the limit. • Reduced driving speeds is increasing journey times from Pukekohe to Auckland. • Driving around rural roads in Ōrākei will take too long at lower speeds. • Slower speeds, slows the economy. • Longer journey times mean increased risk of accidents. • Increased journey times will create risky, impatient drivers. • Reduced speed limits will negatively affect the public transport network. • Want to be compensated for wasted time. • Want to be compensated for wasted fuel.
Reducing speed limits is about revenue gathering (not safety) <i>Mentions: 11</i>	<ul style="list-style-type: none"> • Reducing speed limits is about revenue gathering. • Manurewa is being unfairly targeted to be fined and generate income. • South Auckland, and therefore Māori and Pacific communities, are being unfairly targeted. • Reduced speeds will lead to more petrol consumption and therefore are purely profit generation.
New speed limits need to be clearly signposted <i>Mentions: 9</i>	<ul style="list-style-type: none"> • New speed limits need to be clearly signposted. • New speed limits should be painted on the road as well as signposted.
Need to better enforce speed limits <i>Mentions: 15</i>	<ul style="list-style-type: none"> • Proposed changes will have minimal impact if not enforced. • General concerns about how speed limits will be enforced. • Better police roads with 50km/h speed limits. • Need more traffic cops. • Install speed cameras around schools. • Need more speed cameras can increase safety. • Need more random license and WOF checks. • Ensure courts enforce the law. • Need stronger penalties for breaking the road rules (one submitter suggested vehicles seized and if a repeat offender, crushed). • Need harsher penalties for those that speed past schools. • Make those caught speeding attend a course.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Need to police those driving too slow. • Great South Road between Drury and Papakura is never policed.
<p>Driver behaviour is creating safety risks Mentions: 23</p>	<ul style="list-style-type: none"> • Improve driver education to reduce crashes. • Drivers that should not have been given licenses is the issue. • 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. • Drivers should have to do a practical test every 10 years when they renew their licenses. • Better driver training/refresher courses. Use a hydraulic synaptic feedback chair to learn better risk assessment and understanding of poor driving decisions. • Require driver refresher courses that provide driver trainer in a hydraulic synaptic feedback chair. • Dangerous drivers are ruining it for the majority who drive within the current limits. • Driver education for teenagers in rural areas is required. • Bus drivers need more training as they create a risk. • Good driving should be rewarded to encourage better drivers. • 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). • Drivers using mobile phones is causing crashes. • Cars that are poorly maintained or in poor condition are the cause of crashes, more than speed. • People are regularly running red lights which is dangerous. Install more red-light cameras. • Slow speed limits (and slow drivers) cause driver frustration and dangerous driving, such as risky overtaking. • Reduced speed limits have increased incidences of dangerous driving. • Removing passing lanes is resulting in risky overtaking. • Unless there is frequent signage drivers won't know what speed to go and will be distracted looking for signs. • 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. • 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?

Feedback Theme	Main points
<p>Pedestrian, e-scooter, and cyclist behaviour is causing safety risks</p> <p><i>Mentions: 7</i></p>	<ul style="list-style-type: none"> • Improve pedestrian education/road safety. • Children need to be taught road safety. • Pedestrians are distracted on their phones. • Pedestrians should be made responsible for their own actions. • Speed limits are fine; money would be better spent on teaching pedestrians/children to cross the road safely. • Children around schools running out on the road are unsafe. • Speed limits are fine, cyclists making risky decisions is the safety issue. • Cyclists should have registration numbers, some are dangerous. • Cyclists should be legally required to use cycle lanes where available and ride single file. • E-scooters on the road are a safety issue.
<p>The low quality of the road is creating safety risks</p> <p><i>Mentions: 9</i></p>	<ul style="list-style-type: none"> • Roads are dangerous due to lack of road maintenance. • Improve road quality with more crossings, stop signs, give ways etc. • Improve road signage and markings. • Various maintenance issues of concern, such as potholes, uneven surfaces, road slope, road surface, narrow roads, and subsidence. • Poor repairs and maintenance work that don't last or are in poor/uneven condition from the time of the repair are a problem. • More and more development is being permitted without improving road quality • Lack of passing zones encourages dangerous overtaking. • On street parking is causing safety issues - obscures vision on residential streets, and on major roads parked cars reduce lane widths leading to congestion.
<p>Generally, road condition needs improving</p> <p><i>Mentions: 18</i></p>	<ul style="list-style-type: none"> • Need to improve road maintenance and design. • Improving road condition/maintenance is more important than reducing speed limits. • Proposed speed limit reductions are to avoid necessary road maintenance. • Infrastructure suggestions to make the roads safer. <ul style="list-style-type: none"> ○ Speed tables. ○ Better quality maintenance. ○ Improve road signage, road markings, and lighting. ○ Speed limits should be painted on roads at regular intervals.

Feedback Theme	Main points
	<ul style="list-style-type: none"> ○ Need to make roads flow better. ○ Road calming suggestions. ○ More pedestrian crossings. ● Improve road signage, road markings and lighting. ● Need to make roads flow better. ● Poor repairs and maintenance work that don't last or are in poor/uneven condition from the time of the repair are a problem. ● Poor road condition is causing regular damage to vehicles. ● Need to improve motorways and invest more time in them. ● More and more development is being permitted without improving road quality.
<p>Change the speed limit asap/sooner than planned</p> <p><i>Mentions: 6</i></p>	<ul style="list-style-type: none"> ● Implement speed limit reductions sooner. ● Trial temporary speed limit reductions until new limits come into effect. ● AT should take a bolder approach, introduce wider speed zones at a faster pace.
<p>Lowering speed limits will have a positive effect on climate change</p> <p><i>Mentions: 5</i></p>	<ul style="list-style-type: none"> ● Reducing speed limits will reduce emissions. ● Reducing speed limits will help to meet climate change goals. ● Reducing speed limits encourages non-vehicle travel and therefore reduces emissions. ● Reducing speed limits will reduce pollution.
<p>Suggested changes to how safer speed limits programme is implemented</p> <p><i>Mentions: 28</i></p>	<ul style="list-style-type: none"> ● 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. ● Consider 10km/h speed reduction rather than 20km/h. ● Rural roads should be 80km/h maximum. ● 30km/h is too slow, should only consider implementing 40km/h limits. ● Having 10km/hr speed increments is confusing. Stick with just odd numbers (i.e. 10, 30, 50, 70, 90, 110km/h). ● Straight, long stretches of road should be 60km/h. ● All South Auckland roads should be 50km/h. ● In areas that have various speeds, stick with just 30km/h and 50km/h. ● Reduce speed limits on all urban roads to reduce confusion.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • 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. • 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. • Low-cost, tactical changes need to be rolled out to support the reduced speed limits. • In urban/residential areas reduced speed areas ought to take the form of low traffic neighbourhoods. • Do not create traffic calming that is unsuitable for small vehicles. • Speed limits should be implemented with road calming measures. • Speed limits should be implemented with extra driver education. • Do not support speed reductions on entire roads, rather just the stretch affected by crashes. • AT should be proactively monitoring and reviewing all roads for speed limit changes. • 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.

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: 27</i></p>	<ul style="list-style-type: none"> • Do not support 24/7 implementation of speed limits. • Only implement during peak traffic times. • Only implement during school hours, school pick-up and drop-off times, and/or during school terms. • Speed reductions should only be between 8am and 7pm. • Speed reductions should only be between 8am and 4pm. • Reducing speeds all day for a problem that only exists for a short period of time each day doesn't make sense. • Reducing speeds for 24 hours is impractical and impossible to police. • Speed limit signage around schools should be electronic so limits can be changed when necessary (increased in evenings and weekends).
<p>Do not support reducing speed limits on open roads, rural roads, and/or highways</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • Do not support reducing speed limits on open roads and/or highways. • Rural roads should have an open road speed limit so people can decide how fast they travel.
<p>Concerns with speed limit reduction around schools</p> <p><i>Mentions: 12</i></p>	<ul style="list-style-type: none"> • Schools are already speed limit zones, why add extra. • Limit should be 40km/h. • Should not be 24/7, and should be notified by illuminated, variable signs. • Different schools have different start times, so speed limits should be tailored to those times. • School zones should have more monitoring at peak times, not speed limit reductions. • Too many side roads around schools are included in low-speed limit. • Should only be 30km/h for a distance of 400m from each school. • Speed limits should be around primary schools only. • Only apply 30km/h speed limits to on schools that are not on main arterial roads. • It is not speed around schools that is the problem, it is parents dropping off and picking up dangerously, and buses. • People ignore low speed zones around schools anyway. • Is there a strategy to address school related traffic volume?

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: 44</i></p>	<ul style="list-style-type: none"> • All schools should be included. • Makes it safer for children going to/from school. • Change speed limit around schools 40km/h. • Speed limits around schools need to be standard, not 40kph at some and 30kph at others. • Reduced speed limits should be restricted to school zones. Leave other roads 50km. • Don't support the speed reductions, except around schools. • There should be traffic calming measures and safety improvements (pedestrian islands) as well as lower speed limits. • All schools should have flashing 30kmh signs at their boundary.
<p>Lower speed limits in residential areas are required/important</p> <p><i>Mentions: 12</i></p>	<ul style="list-style-type: none"> • All residential roads should be 30km/h. • Lower speed limit is important, but it should be 35km/h or 40km/h. • High density town roads should be 40km/h maximum. • In a cul-de-sac or tight, narrow residential road, the limit should be lower than 30km/h. • All minor side streets should be 30km/h. • Need lower speed limits around parks, where children play. • Residential roads have more potential for conflict (people turning out of driveways, pedestrians crossing the road, parked cars) and often have worse visibility. • Modern cars are large and dangerous, lower speed limits in suburban roads would be safer for pedestrians.
<p>All residential roads should be 30km/hr</p> <p><i>Mentions: 5</i></p>	<ul style="list-style-type: none"> • All residential roads should be 30km/h. • Will enable vehicles and bikes to share the road. • Should be supported by physical measures to reduce speeds.
<p>Lower speed limits around transport hubs are required/important</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • Transport hubs are high pedestrian areas so should have lower speed limits.

Feedback Theme	Main points
<p>Lower speed limits in/around town centres are required/important</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none">• Town centres are high pedestrian areas so should have lower speed limits.• Agree with speed reductions but speed limits should be 40km/h.• The city should be 30km/h everywhere, with wider footpaths and narrower streets to encourage slow speeds.

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

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Speed limits around Marae should be reduced. • Stop people parking their cars on Galaxy Drive. • Should be using digital speed signs. • Too many speed bumps are bad for the environment (braking and acceleration around speed bumps consume more fuel). • Road 'calming' measures are not fair/appropriate. • Need to better synchronise traffic lights through Auckland. • Need strict legislation around liability for cyclists and motorists causing accidents. • Consider introducing parking restrictions in busy / bottleneck areas to ease congestion and safety issues. • Ensure there is space for Loading Zones and School Drop Off Zones in busy areas, such as school zones. • Doesn't agree with the use of Te Reo Māori in the brochure. • Speed bumps in some suburbs have pushed the speeding problem into other suburbs. • Electric vehicles need to make more noise so pedestrians can hear them. • Bus parking is an issue in the city. They do not indicate when they're pulling out. • Install more traffic lights at intersection of main roads/side streets to make it safer to turn right.