



Safe Speeds Programme

Public feedback on proposed speed limit changes October/November 2021

Feedback related to Ōtara-Papatoetoe Local Board area



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

During October and November 2021, 128 people from within the Ōtara-Papatoetoe 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 Ōtara-Papatoetoe Local Board area ('What do you think of the proposed speed limit change for this road?')
- A summary of the open-ended feedback received for each road within the Ōtara-Papatoetoe Local Board area ('Why do you feel this way?').

Road name	Alexander Crescent
Part of road	Between Bairds Road and Blair Place

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	3
I think the speed limit should be lower than what is proposed	2
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safe <i>Mentions: 7</i>	<ul style="list-style-type: none"> • Lots of pedestrians and children going to/from school - lower speed limit safer for everyone. • Expect population growth in this area, including more children walking. • A lot of kids around and elderly people who also drive that could be frightened with buses driving too fast. • Child safety - it is near the main road and has schools. • Very busy during drop offs of schools, safety of school students, staff, and families important. • I have been to a number of funerals at Vea Funeral Home on this road, cars normally travel at a lower speed anyway.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Speed Limits (2017) and the intent of the Speed Management Guide has identified Rule related compliance issues with only 26 of the proposals. These issues are listed in the table below. Proposed speed limit change point at Blair Place does not comply with clause 3.3(3).
Change the speed limit asap/sooner than planned <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Long overdue.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Land Transport Rule: Setting of Speed Limits (2017) and the intent of the Speed Management Guide has identified Rule related compliance issues with only 26 of the proposals. These issues are listed in the table below. Proposed speed limit change point at Blair Place does not comply with clause 3.3(3).



AT recommended way forward

Implement safe and appropriate road speed limit as proposed

Road name	Bairds Road
Part of road	Between East Tamaki Road and 10m west of Cordoba Court

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	15
I think the current speed limit on this road should be kept the same	18
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	3

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 12</i>	<ul style="list-style-type: none"> • Will be safer for all pedestrians. • Have had near misses from impatient drivers. • Flatbush Primary School, Yendara Primary School, and a number of day care centres. • Students (of all ages) using this road to get across township (to Sir Edmond Hillary Collegiate). • Mainfreight Primary, Wymondly, Papatoetoe Intermediate children, all cross this road to access the footpath side of the LDS Mormon Church. • Currently unsafe for children at current speeds. • High density housing is beginning to appear (good to reduce speed now). • Children play in the park there. • Buses driving past children/elderly pedestrians can be scary. • Proposed is a safe speed limit. • Very busy during drop offs of schools, for safety of school students, staff and families. • I have family that live on this road, and often when I visit I would hear cars speed down this particular road. • It can get congested and not a good idea to speed on this road due to the churches and schools along this road.

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> • A lower speed limit may result in impatient drivers/road rage leading to dangerous driving/decisions. • Lowering Otara town centre speed limits won't solve the issue of gangs of youths on dirt bikes speeding and driving dangerously.
The reduced speed limit is unnecessary <i>Mentions: 8</i>	<ul style="list-style-type: none"> • No experience of speed issues on this road and is difficult/impossible to speed up anyway. • Speed limit is fine - bikers are the problem. • Usually very busy (difficult to drive fast anyway). • The speed limit is already slow, and it's a very busy road, no need to change.
Reduced speed limit is not good as it will increase journey times <i>Mentions: 4</i>	<ul style="list-style-type: none"> • 30kph is too slow. • Congestion will be worse if speed limit is lowered. • Being a Tradesperson, the speed on this road is ok, this is a regular thorough way for me to travel on to work sites.
The reduced speed limit is unsuitable for this road <i>Mentions: 4</i>	<ul style="list-style-type: none"> • A main road for Otara, with many commuters and through-traffic. • A main road for traffic and needs to flow easily, not be congested with lower speed limits. • This is the main thoroughway for traffic to use. • Should remain the same this road is used as a thorough way from Preston Road to the main shopping centre in Otara.
Driver behaviour is causing safety risks <i>Mentions: 6</i>	<ul style="list-style-type: none"> • Have had near misses from impatient drivers (support reduced speed limit). • Many bikers (dirt bikes, 4-wheelers, BMX riders) drive dangerously, disobeying road rules, speeding and performing tricks, etc. • Many motorists speeding on this road currently (support proposal). • Issue of gangs of youths on dirt bikes speeding and driving dangerously. • Much bad driving in this area.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Need to police existing speed limits as many already speed and drive dangerously - the speed limit is not the problem; the lack of enforcement is.
Other comments <i>Mentions: 2</i>	<ul style="list-style-type: none"> • The issue on this road is the bikers. • Proposed speed limit change point 10m west of Cordobar Ct does not comply with clause 3.3(3).



AT recommended way forward

Implement safe and appropriate road speed limit as proposed



Road name	Celia Place
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	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 5</i>	<ul style="list-style-type: none">• Safer for the community around this area.• For the safety of the neighbourhood.• No need for high-speed limit.• Celia Place seems like a very short/small street. Having a speed limit of 30km/h is lawful and appropriate.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none">• The reduced speed limit is unnecessary

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



Road name	Chisholm Place
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">• There are a few schools around this area so reducing the speed would be safe for everyone around.• This street is a one way or no exit street. 30km/h road speed is right for the vehicles who drive by.

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



Road name	Cramond Drive
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: 3</i>	<ul style="list-style-type: none">• I support the law change by the government to reduce speed limit.• Good suggestion and plan so everyone who uses the road is safe.• It is a busy road.

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



Road name	Dunstan Place
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	7
I think the current speed limit on this road should be kept the same	1
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> • A dead-end road, but careless driving is a risk to children going to/from school. • Cul-de-sac road near 2 schools and 2 early childhood centres.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Haven't heard of any issues with the current speed limit.
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> • A dead-end road, but careless driving is a risk to children going to/from school. • Students from Tangaroa College will speed here, blasting music, regardless of speed limit.

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

Road name	Haumia Way
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	7
The speed limit should be lower than what's proposed	1
Other	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"> • Two schools and a kindergarten on this street. • Schools and children in this area. • Children constantly crossing the road to/from school. • Visibility issues due to windy road - hard to see children crossing.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Not reduce: Speed limit not the problem - school pickup/drop-off behaviours is (picking up/dropping off in middle of road, parking all down the road, with children crossing riskily to get to their parents' cars.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Current speed limit is ok.
Reduced speed limit is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> • 30kph is too slow, and it is likely to become the norm expectation if this goes ahead.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Speed limit not the problem - school pickup/drop-off behaviours is (picking up/dropping off in middle of road, parking all down the road, with children crossing riskily to get to their parents' cars.



AT recommended way forward

Implement safe and appropriate road speed limit as proposed



Road name	Hayman 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
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none">• A small street that is best travelled on at reduced speed.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none">• A small road, with roundabout already slowing speeds - no experience with speed here.

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



Road name	Hokianga 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

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 reduced speed limit is appropriate for the area of Hokianga.• This is a narrow street with a lot of family homes with young children, where the street at times is used as a court for ball games.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none">• Speed limit is safe and shouldn't be changed.

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



Road name	Kelpie Lane
Part of road	Full length

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

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



Road name	Kew Lane
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 the road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none">• These roads are parking areas which has a high foot traffic in the area, also potentially hazard at the current speed limit.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none">• It's fine the way it is now.

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

Road name	Lovegrove 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	2
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Visibility around corners can be difficult, and dangerous for crossing pedestrians. • Cars reversing from driveways with restricted visibility due to winding road and parked vehicles. • High pedestrian area. • Vehicles parked on both sides of the road restrict visibility and narrow the road. • This road has a lot of bends, and the current speed is not suitable for driving due to the tight bends.

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

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 7</i>	<ul style="list-style-type: none"> • Vehicles drive fast, and it is dangerous for children to cross (Community program for young children in the community centre). • Many pedestrians in this area will benefit. • The multipurpose buildings are on this lane; it is best to reduce speed lower than proposed due to the foot traffic. • These roads are parking areas which has a high foot traffic in the area, also potentially hazard at the current speed limit. • It is in the midst of a huge carpark, makes no sense to be at 50kms, and it should be lower than the proposed speed limit. • Public amenities are next to this street. • Markets, learning institutes and other public amenities are along this road, it's too dangerous to travel along this street at the current speed of 50kms. • There are health clinics along this street and the institute is alongside this same street, it is a narrow thorough way that be travelled at a lower speed.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Not reduce: Lowering Otara town centre speed limits won't solve the issue of gangs of youths on dirt bikes speeding and driving dangerously.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> • It is fine at current speed limit.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Lowering Otara town centre speed limits won't solve the issue of gangs of youths on dirt bikes speeding and driving dangerously.

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"> Lowering Otara town centre speed limits won't solve the issue of gangs of youths on dirt bikes speeding and driving dangerously - policing is the issue.
Reduce the speed limit further than proposed for a section of the road <i>Mentions: 3</i>	<ul style="list-style-type: none"> It is in the midst of a huge carpark, makes no sense to be at 50kms, and it should be lower than the proposed speed limit. Markets, learning institutes and other public amenities are alongside this road, it's too dangerous to travel along this street at the current speed of 50kms.
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> Suggest pedestrian lights next to crossings should be reinstalled to help drivers see the crossing. Visibility is needed on this street.

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



Road name	Thurso Lane
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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none">• For the safety of the community.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none">• Create: It is a short street and not busy - an increase or a decrease in speed limit would be unsafe.

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



Road name	Tomlin Place
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	2
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none">• This street is a no exit street, so it is only right to reduce it to 30kph.

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

Road name	Toso Way
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	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"> • Very short street with only businesses around - sometimes students hang in this street, with low visibility at night. • Street is narrow and short, and the nearby mechanics use it for their customer/business parking. It feels one-way and dangerous to walk on.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> • This is an industrial area and a very short street - changing speed limit will not change anything.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> • This is a narrow road; ideal speed would be 15-20kms as it has tight bends.

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



Road name	Walden Place
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	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">• Walden Place is a short distance street. This kind of street is appropriate to have a reduced speed limit for safe driving and no accidents.• Safety for kids walking home.

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



Road name	Watford 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	3
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	6

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"> • Lower speed limits will reduce vehicle accidents. • Is very busy area every day of the week, both with vehicles and pedestrians. • Lots happening on this road currently - slowing traffic down will be safer for everyone.
Reduced speed limit is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> • This road is in the middle of town centre and always busy with cars and people - a speed limit reduction will be an inconvenience.

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

Road name	Woburn 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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 6</i>	<ul style="list-style-type: none"> • Too many speeding vehicles especially young people and their modified cars, often hear burnouts. • I agree as it is a short street, if you don't live around the area most cars use these streets to short cut through. • Children walk through or transported to a number of early childhood centres, 3 primary schools, 1 high school and an intermediate. • There are so many children from various schools walking through. • The neighbourhood is family-oriented neighbourhood with different generations, especially for the young people who are at school. We are surrounded by many school communities and often there is a misjudgement by the child or an elderly person of the speed of the cars approaching them on the road - a potential accident waiting to happen. • Cars often speed through without consideration for cars trying to either back out or drive out safely from our own driveways.

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 Ōtara-Papatoetoe Local Board area. It saved a significant amount of time reporting in this way.



Suburb	Clover Park
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none">• Diorella Dr - Lower speed limit and reassess road design: High volume of turning and reversing vehicles because of the school and the dairy and takeaways - a frequent bus route and parking restrictions are not clear and/or not obeyed.

Suburb

Otara

Feedback Theme	Main points
Other roads/suggestions for lower vehicle speeds <i>Mentions: 6</i>	<ul style="list-style-type: none"> • Othello Rd - Lower speed limit and install traffic calming: busy areas for children and teens - four schools and daycare centres. Suggest lower limit and more judder bars to slow traffic and help children cross safely. • Sandbrook Ave - Lower speed limit during school times: suggest speed be lowered during school start/finish, closer to the school itself. • Dawson Rd - Lower speed limit and install traffic calming: Busy area for children and teens - four schools and daycare centres, and difficult for children to cross safely. Suggest lower limit and more judder bars to slow traffic and help children cross safely. • Dawson Rd - Lower speed limit: A busy road with schools for all ages nearby, churches and shopping centre. • Dawson Rd - Lower speed limit: As it is relatively straight, it is used as a racetrack by some cars and motorbikes. • Clyde Rd - Install traffic calming: always vehicles speeding, suggest speed humps. • Everitt Road - Install traffic calming: Countless people speeding up and down the street - very unsafe for children playing outside, suggest speed bumps.

Suburb	Papatoetoe
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Feedback Theme	Main points
<p>Other roads/suggestions for reduced vehicle speeds</p> <p><i>Mentions: 5</i></p>	<ul style="list-style-type: none"> • Hillcrest Rd - Lower vehicle speeds: Right next to a school with high vehicle speeds, in excess of speed limit. • Gray Ave - Lower speed limit: Vehicles drive in excess of speed limit, and there are schools nearby and is otherwise entirely residential. Road is busy, with on-street parking, and young families. • Tui Rd - Lower speed limit: Primary School here and should have lower limit. • Pembroke St - Lower speed limit: Used by Primary and High School students, and there is a kindergarten and schools nearby, infill housing, and more families and vehicles. It is used to rat-run at speed to/from Great South Road - suggest lower limit to discourage this. • Portage Rd - Lower speed limit to 30kph: Street that passes in front of school and should be included.

Suburb	Wiri
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Feedback Theme	Main points
Suggestions for speed limit increases <i>Mentions: 2</i>	<ul style="list-style-type: none"> Campana Rd - Increase speed limit from 50-60kph to 80kph: Straight road, no hazards, with traffic lights, and recently lowered speed limit has extended journey times and created congestion. 80kph will improve traffic flow and commute times, and is fine for this safe road. Orrs Rd - Increase speed limit from 60kph to 80kph: The current speed limit is way too slow for a State Highway - 80kph will keep the traffic flowing and still be safe as road is straight.



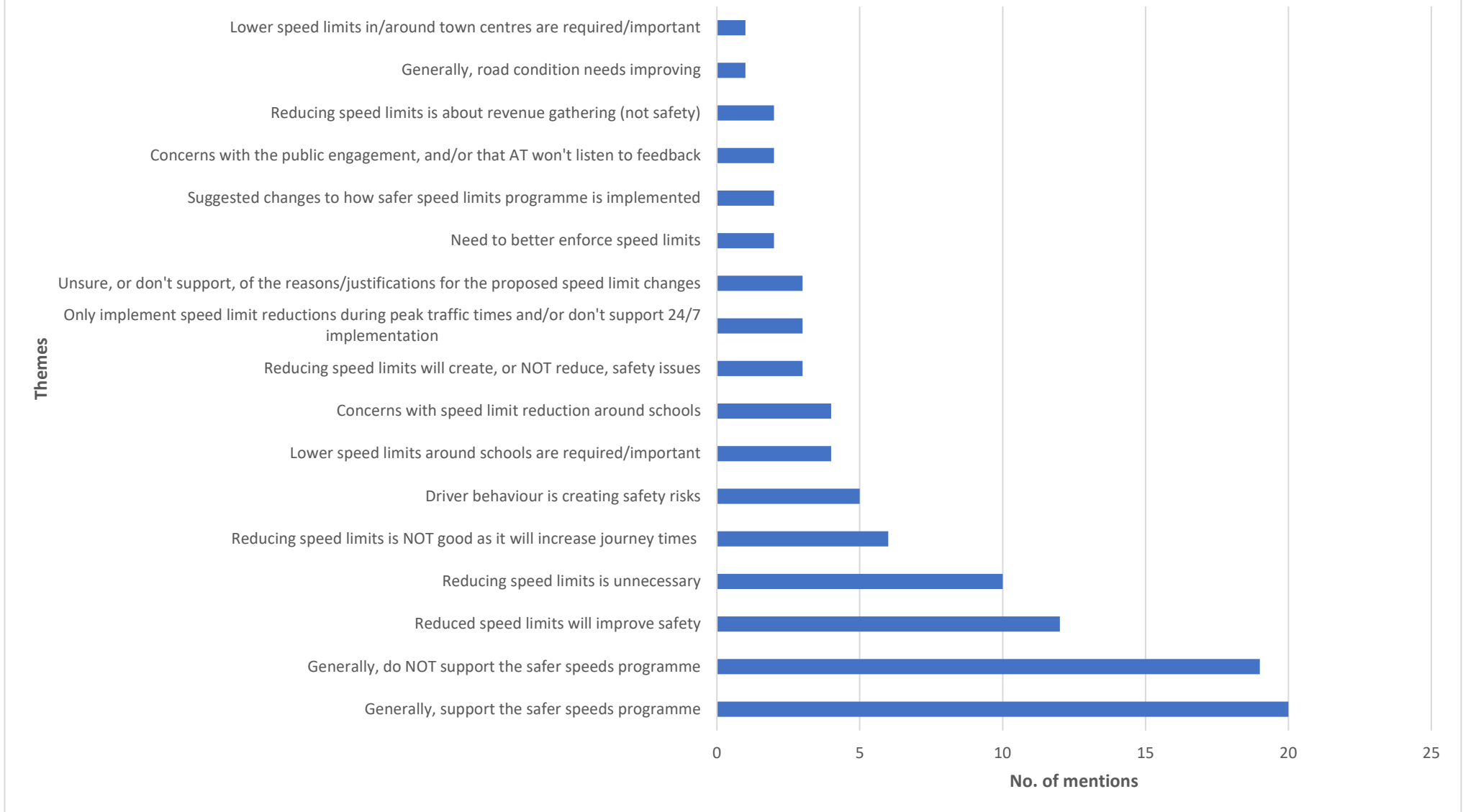
Part D – General themes from people who live within the local board area

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

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

Please note: 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 area, just themes.

All Themes: Ōtara-Papatoetoe Local Board Residents



Overall sentiment towards the Safer Speeds Programme

Feedback Theme	Main points
<p>Generally, support the safer speeds programme</p> <p><i>Mentions: 20</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 safer speeds programme</p> <p><i>Mentions: 19</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.• Franklin 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 Safer Speeds Programme and road safety

Feedback Theme	Main points
<p>Unsure, or don't support, of the reasons/justifications for the proposed speed limit changes</p> <p><i>Mentions: 3</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. • Franklin 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: 10</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).

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	<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. ● Of the 206 rural roads in Franklin only 33 are high risk (serious injury or death), it unnecessary to reduce speeds on many of these roads. ● 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: 3</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.

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	<ul style="list-style-type: none"> • Driver behaviour is the problem, not the speed limits. • 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: 12</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: 6</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.

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	<ul style="list-style-type: none"> • Reduced speed will increase congestion. • 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 Franklin 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.
<p>Reducing speed limits is about revenue gathering (not safety) <i>Mentions: 2</i></p>	<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.
<p>Need to better enforce speed limits <i>Mentions: 2</i></p>	<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. • Need to police those driving too slow. • Great South Road between Drury and Papakura is never policed.

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<p>Driver behaviour is creating safety risks <i>Mentions: 5</i></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?
<p>Generally, road condition needs improving <i>Mentions: 1</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.

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	<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. ○ 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>Suggested changes to how safer speed limits programme is implemented</p> <p><i>Mentions: 2</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. ● 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.

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	<ul style="list-style-type: none"> • 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

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<p>Only implement speed limit reductions during peak traffic times and/or don't support 24/7 implementation</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • 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>Concerns with speed limit reduction around schools</p> <p><i>Mentions: 4</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? • Council should not approve situating schools and ECE's on main routes.

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: 4</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/around town centres are required/important</p> <p><i>Mentions: 1</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

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<p>Concerns with the public engagement, and/or that AT won't listen to feedback</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • AT will not listen to public feedback. • AT did not listen to feedback regarding last speed limit review in Franklin, 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. • Concern that there is a discrepancy between the online information when giving feedback and the leaflet drop:- D'Oyly Drive included in the leaflet but not the online 'Have your say'. • 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.

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	<ul style="list-style-type: none"> • Once implemented, will there be a grace period to allow motorists to adjust to new limits? • Road and street section selection is confusing - some cul de sacs around Great North Road (Avondale) are 30km/h but not all. • Accidents around Mt Eden, Truro Road, caused not by speed but by poor traffic management on game days. • Bus drivers need bus monitors to assist with managing order on school buses as the drivers are distracted and this is a safety issue. • 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. • Proposed changes seem to unfairly target South Auckland • 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 (like Manurewa). • 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.