



Safe Speeds Programme

Public feedback on proposed speed limit changes October/November 2021

Feedback related to Papakura Local Board area



Contents

- Part A – Number of submitters from within the local board area1**
- Part B – Feedback on roads within the local board area proposed for speed limit changes2**
- Part C – Feedback on roads within the local board area NOT proposed for speed limit changes21**
- Part D – General themes from people who live within the local board area.....27**



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

During October and November 2021, 246 people from within the Papakura 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 Papakura 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 Papakura Local Board area ('Why do you feel this way?').



Road name	Argyle 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	Clark 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: 4</i>	<ul style="list-style-type: none"> • Agree with the 30kph speed reduction on Clark and Manse roads. • Many townhouses are being built and the area will become more congested and narrow with parked vehicles. • Many pedestrians, a school, and children. • Safety is the priority.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Speed humps or speed cameras to enforce the new lowered speed limits will be required.
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"> • I agree with the 30kph speed reduction on Clark and Manse roads - ideally these reductions should be made onto South, Nelson, and the other streets/roads in this neighbourhood for consistency and to avoid confusion.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Speed humps or speed cameras to enforce the new lowered speed limits will be required.

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

Road name	Cosgrave Road
Part of road	Between 200m north of Old Wairoa Road and Walters 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	4
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 create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Reducing speed limit to 60kph is going to create more problems - lowering speeds isn't going to stop crashes.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> The rural parts of Cosgrave Road is perfectly fine to drive at current speeds with no issues.
Generally, the road condition needs improving <i>Mentions: 1</i>	<ul style="list-style-type: none"> What it needs is a full upgrade and better safety barriers, lowering speed limits isn't going to reduce crashes.
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> Should be lower than proposed: Speed limit should be 50kph or less - current speed unsafe for children walking to/from school. Should be lower than proposed: 50kph to address all the subdivisions leading onto it.
Extend the reduced speed limit to cover more of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Speed limit change point 200m north of Old Wairoa Road does not comply with clause 3.3(3) - recommend 50kmph speed limit extended and change point immediately north of Parahau Road.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Cotton 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	Greenhaven 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	Hanover 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	Joyce 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	Manse 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
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Agree with the 30kph speed reduction on Clark and Manse roads.
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"> I agree with the 30kph speed reduction on Clark and Manse roads - ideally these reductions should be made onto South, Nelson, and the other streets/roads in this neighbourhood for consistency and to avoid confusion.

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

Road name	Mill Road
Part of road	Between Ranfurly Road and Hamlin 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*	13
I think the speed limit should be lower than what is proposed	2

*Note that 4 respondents recorded as “I think the current speed limit on this road should be kept the same” did not specify which section of Mill Road they were referring to.

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"> • New subdivision, lots of traffic and children, road is narrow and in poor condition. • Suggest 50kph - heavy traffic at rush hour at roundabout intersection with the school on the corner • At dark, there is limited light which creates visibility issues at this dangerous roundabout. • Very busy arterial route with multiple feeder roads, in poor condition. • Many new houses/higher traffic volumes, with people already exceeding current speed limit - suggest lower limit than proposed.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Reducing speed limit to 60kph is going to create more problems - lowering speeds isn't going to stop crashes. • To have a speed limit of 60km here 24/7 is only going to frustrate drivers and encourage the council to have speed cameras collecting money.
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Road is perfectly fine to drive at current speeds with no issues. • No pedestrian footpath along this road so 60kph is not justified. • Current speed limit is appropriate. As with all roads there will be corners etc that require a reduction in speed, without applying that limit to the entire stretch of road. Speed limit should not change. • The speed is appropriate to the road.
The reduced speed limit is unsuitable for this road <i>Mentions: 2</i>	<ul style="list-style-type: none"> • This is a major road. Unless the bypass is built, it should remain at 80kph to cope with the traffic volume. • This should be left at its current speed levels of 80kph and 100kph. This is a main arterial road for commuters and to make this 60kph and 80kph is not common sense.
Reduced speed is not good as it will increase journey times	<ul style="list-style-type: none"> • Main road for a lot of people in the area, providing a fast way to get around - normal routes will take a lot longer with reduced speed limits. • Road is already frustratingly slow at times - speed limit should stay as current.

Why do you feel this way?	
Feedback Theme	Main points
Mentions: 2	
Driver behaviour is causing safety risks Mentions: 1	<ul style="list-style-type: none"> Many new houses/higher traffic volumes, with people already exceeding current speed limit - suggest lower limit than proposed.
The low quality of the road is creating safety risks Mentions: 1	<ul style="list-style-type: none"> Road is in extremely poor condition which makes current speed limit dangerous to drive at.
Generally, the road condition needs improving Mentions: 3	<ul style="list-style-type: none"> Improve infrastructure instead to allow for more cars than reduce speed limits. Especially with all the new developments in the area, we need better roads. Road is in dire need of upgrading and repairs. What it needs is a full upgrade and better safety barriers, lowering speed limits isn't going to reduce crashes.
Reduce the speed limit further than proposed for a section of the road Mentions: 1	<ul style="list-style-type: none"> The speed limit on Mill Road between Airfield Road and Old Wairoa Road should be 50kph - there are more houses, residents and traffic, and people drive at 100kph even with the current speed at 80kph.
Other suggestions for reduced vehicle speeds Mentions: 1	<ul style="list-style-type: none"> Many new houses/higher traffic volumes, with people already exceeding current speed limit - suggest lower limit than proposed.
Other physical improvements suggested Mentions: 1	<ul style="list-style-type: none"> Put a roundabout or a merging lane at the intersection between Mills Rd and Ranfurly Rd - lower speed limit not required.

AT recommended way forward

- The short section of Mill Road between 210m south of Alfriston Road and 260m south of Alfriston Road was added to complement a proposed school zone. The school zone proposal was removed prior to consultation; however this 60km/h section was retained in error. The speed limit recommendation has been updated to retain the current 80km/h limit for this 50m section of road.
- Other changes to Mill Road are recommended to have safe and appropriate road speed limits implemented as detailed in the proposal.

Road name	Papakura-Clevedon Road
Part of road	Between 140m east of Dominion Road and urban traffic area boundary (Auckland Isthmus)

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	13
I think the speed limit should be lower than what is proposed	4
Other	2

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"> Turning a blind turn on Papakura-Clevedon Road into Heard Road or Hamlin Road creates a lot of braking at high speed. Travelling between Papakura and Clevedon would be safer if the maximum speed was 80 kph. This road is well marked and is designed for a significant volume of traffic. It becomes less safe when there are events such as cars and trucks passing cyclists or vehicles entering or leaving the road.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Will increase aggression of drivers and cause more reckless driving.
The reduced speed limit is unnecessary <i>Mentions: 6</i>	<ul style="list-style-type: none"> Wide road with clear visibility allowing easy navigation, with long straight sections. Road has ample line of sight and field of view for 100kph. No need to be reduced to 80kph - should remain at 100kph. It is 80kph around Ardmore School (entrance should not be from an arterial road).
Reduced speed is not good as it will increase journey times <i>Mentions: 2</i>	<ul style="list-style-type: none"> Will extend journey times from Clevedon and Kawakawa Bay 5-15min.
Driver behaviour is causing safety risks	<ul style="list-style-type: none"> Aggressive and reckless driving behaviour already an issue (reducing speed limits will make it worse).

Why do you feel this way?	
Feedback Theme	Main points
<i>Mentions: 1</i>	
Extend the reduced speed limit to cover more of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Encourage more cycling, walking and horse riding within the Clevedon precinct - both via trails and on-road. Significant number of heavy vehicles and trailers utilise these rural roads - strongly support reducing speeds along parts of Papakura-Clevedon Road that are currently excluded (specifically, 40kph within the village itself, between Hyde Road or Monument Road and North Road and preferably beyond the School on North Road).
Reduce the speed limit further than proposed for a section of the road <i>Mentions: 5</i>	<ul style="list-style-type: none"> Reduced speed limit outside Ardmere school should be reduced to a maximum of 50kph. This area is a high traffic area during school hours and there have been multiple near misses due to speed and poor visibility. Agree with lower limit for whole road but would like to see speed limit at 50kph around the school - parents fear for their lives and that of their children during drop off/pick up, especially with more trucks using the road. This section of road is very close to the school, which is extremely dangerous at drop off and pick up times. It is a very narrow road, with a lot of commuter traffic, tradespeople, quarry truck traffic, boy racers and there is poor visibility. We need to protect the school and the students in this area by reducing the speed lower than 80.
Only support the proposed speed limit for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Road has ample line of sight and field of view for 100kph - only support slowing down for Ardmere School.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Previous attempts to have a pedestrian crossing installed in the village have failed due to concerns about noise from raised table crossings - a 30-40kph limit would enable at-grade crossings, or reduce noise pollution from raised crossings. Also suggest/request stronger gateway markers to better indicate the location of the speed change. We have called these 'Gateways', as per the Clevedon Village Design Framework. These would encompass signage, road narrowing, frangible vertical elements (including art), planting and threshold treatment. Papakura-Clevedon Road would be a suitable location for such a gateway.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed

Road name	Popes 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	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: 7</i>	<ul style="list-style-type: none"> For safety, too many speeding cars, it's not safe. There are many night-time street racers threatening road safety and disturbing residents. Suggest installing speed cameras.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Current speed limit is appropriate. As with all roads there will be corners etc that require a reduction in speed, without applying that limit to the entire stretch of road. Speed limit should not change.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> More speed means better traffic flow.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> There are many night-time street racers threatening road safety and disturbing residents. Suggest installing speed cameras.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> There are many night-time street racers threatening road safety and disturbing residents. Suggest installing speed cameras.

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

Road name	Ranfurly Road
Part of road	Between Alfriston Road and eastern end of Ranfurly Road

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	4

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Current speed limit is appropriate. As with all roads there will be corners etc that require a reduction in speed, without applying that limit to the entire stretch of road. Speed limit should not change. • The current limit of 80km is safe and acceptable for the road, its condition, and is current volume of traffic: straight road with great visibility and low if any crashes and is currently a rural environment (lifestyle/farmland). • The speed limit on this road is appropriate
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Road already has a speed bump, and submitter is currently used to avoid congestion - don't want reduced speed limit.

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



Road name	Rembrandt 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	Short 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">• Speed limit reviews for these streets are well overdue.• Speeds really need to be reduced here, happy with proposal - cars drive very fast here.

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

Road name	Sutton Road
Part of road	Between 300m east of Great South Road and Ponga 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	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"> The speed of vehicles is too fast and there are schools and businesses on this road.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Existing speed limit is more than safe enough for the level of road and foot traffic Sutton Road has.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> Even if you changed the speed limit lower, vehicles would ignore it. Putting a speed bump wouldn't work as there are many trucks going past but you'd catch many fast vehicles with a speed camera.
The low quality of the road is creating safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Fix the roads instead of lowering the speed limit.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> Speed limit change point 300m east of Great South Rd does not comply with clause 3.3(3).

AT recommended way forward



Road name	Tasman 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	

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none">There are NO cyclists using this area, and only children around at school start/finish times, and minimal – if any – who ride bikes to school. Traffic is so busy at the end of school, it limits traffic speed naturally, so no need to change speed limit.

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



Suburb	Conifer Grove
---------------	---------------

Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none">Walter Stevens Drive/Brylee Drive - Lower speed limit: Temporary speed limits are directly outside school, but lower limits needed (permanently) in other areas where children walk and cross before/after school. Vehicles travel on the main roads at or above speed limits, but 50kph is unjustified for surrounding cul-de-sacs. Traffic will increase with new developments.

Suburb	Opaheke
---------------	---------

Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none">• Boundary Road: most kids go up to the Opaheke crossing from the school, so why is 50kph ok there but not 30 metres away in Tasman.



Suburb	Pahurehure
---------------	------------

Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none">• Agree with the 30kph speed reduction on Clark and Manse roads - ideally these reductions should be made onto South, Nelson, and the other streets/roads in this neighbourhood for consistency and to avoid confusion.• Ray Small Drive - Lower speed limit: This road is used as a rat run instead of Elliot St, and many vehicles speed along this road. This street provides access to Papakura Central School, Ray Small Park and the skate park. Children should not be put at risk by vehicles taking shortcuts.

Suburb	Papakura
---------------	----------

Feedback Theme	Main points
<p>Other roads/suggestions for reduced vehicle speeds <i>Mentions: 9</i></p>	<ul style="list-style-type: none"> Ray Small Drive - lower speed limit: Schools/pre-schools, pedestrians/children; Excessive speed as less narrow, used as a rat-run route, downhill encourages speed. Kelvin Road - lower speed limit: there is a primary school here, and people frequently drive at 80kph. Scott Road - lower speed limit: Used by heavy vehicles and speeding vehicles over 80kph to cut across to Papakura-Clevedon Road. Children regularly play on this street. Settlement Road - lower speed limit: Can be very busy at times, and heavy vehicles drive through here too fast. Old Wairoa/Cosgrave Road intersection - lower speed limit to 40kph: this intersection is very dangerous, with many accidents. Housing density is increasing, and the neighbourhood is getting busier - recommend at least the 40kph school zone be extended to this intersection. Residential streets off Clevedon Road: This section of Ingram Street (from Prictor to Shirley) is increasingly being used as a rat run to avoid the Prictor/Clevedon Road intersection, even by big quarry trucks. Consider reducing the speeds on View Rd, Renwick, Halberg, Shirley, Snell, Prictor, and the other residential streets off Clevedon Road to 30kph. Would be great to see all the streets in Opaheke reduced to 30kph for consistency. Especially all the cul-de-sac streets, there is zero need for vehicles to be accelerating to 50, sometimes 60kph before stopping at their house. Pakaraka Drive - traffic calming: suggest speed bumps to discourage being used as a through road between Mill Road/Old Wairoa and Papakura-Clevedon Rd - many young children, vehicles driving very fast, parked cars restricting visibility and narrowing road width (often one-way). Ancroft Street - traffic calming: suggest speed bumps to discourage rat-running between Old Wairoa and Clevedon Rd.
<p>Suggestions for speed limit increases <i>Mentions: 2</i></p>	<ul style="list-style-type: none"> Linwood Road/Blackbridge Road intersection - Do not lower speed limit: Intersection at Tehihi School and Karaka Sports Centre remain at 80kph. Linwood Road - Increase to 100kph.

Suburb	Rosehill
---------------	----------

Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none">• Park Estate Road - Suggest traffic calming: Currently 40kph but most traffic 50-60kph (some even 40kph over limit) due to no speed bumps, including heavy construction vehicles. Primary School, lots of young families, walkers using Park Estate.



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

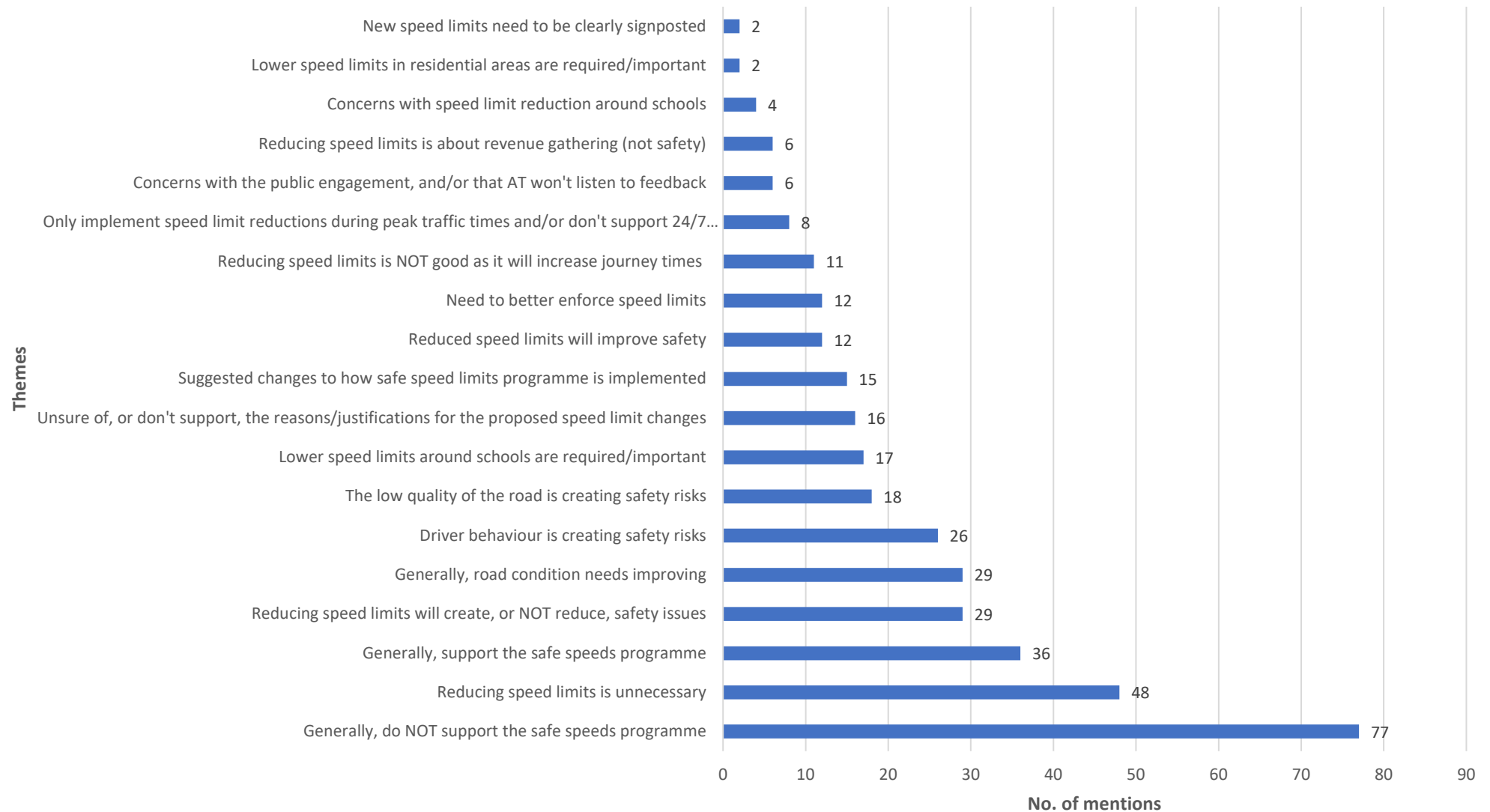
The feedback form also provided the opportunity for respondents to provide general comments on the Safe Speed Programme. Most this feedback was general in nature and could not be attributed to a particular road.

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 Papakura 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 Papakura 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 Papakura Local Board area, just themes.

All Themes: Papakura 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: 36</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: 77</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.• Papakura 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: 16</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. • Show how many crashes were caused by speed and not due to other factors. • 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: 48</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). ○ Suggested roads already have speed calming measures (speed bumps, chicanes). • Proposed speed limits are slower than necessary.

Feedback Theme	Main points
	<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: 29</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. ● People who speed will still speed. ● Lower speed limits (and slow drivers) create driver frustration and dangerous behaviour, such as risky overtaking.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • 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: 11</i></p>	<ul style="list-style-type: none"> • Reducing speed limits will increase journey times. • Reduced speed limits increase pollution. • Reduced speed will impact traffic flow. • 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.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Driving around rural roads in Papakura 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: 6</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: 2</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: 12</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. • Need to police those driving too slow. • Great South Road between Drury and Papakura is never policed.

Feedback Theme	Main points
<p>Driver behaviour is creating safety risks <i>Mentions: 26</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 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>The low quality of the road is creating safety risks <i>Mentions: 18</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.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • 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: 29</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. ○ 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: 15</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.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • 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. • 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: 8</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?

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: 17</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: 2</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.

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: 6</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 Papakura, 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. • 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.