



Safe Speeds Programme

Public feedback on proposed speed limit changes October/November 2021

Feedback related to Rodney Local Board area



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

During October and November 2021, 192 people from within the Rodney 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 Rodney 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 Rodney Local Board area ('Why do you feel this way?').



Road name	Aporo 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	1
I think the current speed limit on this road should be kept the same	3

Why do you feel this way?	
Feedback Theme	Main points
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none">Agree with proposed speed limits, but not 24/7 implementation.
Other suggestions for lower vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none">All new suburban streets in the new developments in Kumeu/Huapai should be 30kph zones to encourage walking and cycling in the new neighbourhoods.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Cutfield Lane
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	Eric Farley Drive
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
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none">Proposed speed limit should only apply during school pick up/drop off times.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Fred White 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	1
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: 1</i>	<ul style="list-style-type: none"> Great to see lower speed limits around schools and parks for children’s safety.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> Agree with proposed speed limits, but not 24/7 implementation. The nearby school is a primary school not a college: children arrive and depart at set times, and adults are usually present for after-school activities, so long hours of reduced speed shouldn’t be necessary.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Speed limit is fine as it is currently.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Gilbransen Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	4
I think the current speed limit on this road should be kept the same	4
Other	5

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"> Speed limit reduction supported for all streets surrounding Matua Ngaru School. High density area with lots of children walking to and from local school: we need to do all we can to keep the safe. On weekdays students use these streets to access the school, and on weekends and evenings children and others accessing Huapai Domain. There is no 'through' access element to these streets to justify needing to travel at 50kph.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 4</i>	<ul style="list-style-type: none"> Proposed speed limit should only apply during school pick up/drop off times.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Suggest one road in, one road out, to the main entrance of the school. Gilbransen Road needs safe crossings and pathway connections to make a safe school route to school are needed, including electric speed signs at peak times.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> Need to ensure the speed limits are adhered to.

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



Road name	Korako Drive
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
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 is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none">No serious injuries or deaths, and road has good visibility and in good condition.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none">Consider lowering speed limit even further than proposed, as this road is very dangerous.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Kuawa 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	1
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none">The road is for more than just cars.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Lewis Younie Road
Part of road	Full length

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

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



Road name	Lockyer Road
Part of road	Full length

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

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



Road name	Madden 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	McIndoe Road
Part of road	Full length

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

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



Road name	Quarry 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
I think the current speed limit on this road should be kept the same	2
Other	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 road is used by a lot of heavy vehicles.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> The change here is unnecessary.
The low quality of the road is creating safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Accidents are caused by the poor conditions of the roads, not speed limit: maintain the road to a better standard instead of lowering the speed limit.
Generally, road condition needs upgrading <i>Mentions: 1</i>	<ul style="list-style-type: none"> Fix the roads, not change the speed limit.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Rapson Access Road
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
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none">• The change here is unnecessary.
Generally, road condition needs upgrading <i>Mentions: 1</i>	<ul style="list-style-type: none">• Fix the roads, not change the speed limit.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Rapson 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"> Lower speed limit: It is unsealed and full of potholes.
Generally, road condition needs upgrading <i>Mentions: 1</i>	<ul style="list-style-type: none"> It is unsealed and full of potholes.
Suggestions for speed limit increases <i>Mentions: 1</i>	<ul style="list-style-type: none"> Raise speed limit to 100kph: Should not have been reduced to 80kph - impatient drivers and dangerous overtaking.

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



Road name	Van Rixel 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	1
I think the current speed limit on this road should be kept the same	2
Other	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 reduced speed limit like proposed is suitable due to Saturday sports.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none">There also needs to be consideration to installing a crossing here for children to safely access the school as there is currently no safe path for children to cross the road.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Walter Ruddock Avenue
Part of road	Full length

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	
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 Rodney Local Board area. It saved a significant amount of time reporting in this way.



Suburb	Helensville
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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">• Roads around Woodhill School and Marae need lower speed limits.

Suburb	Coatesville
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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"> Glenmore Road - Lower speed limit: Current 80kph is too fast for residential street with walking, biking locals, and many children. Many already go slower than posted limit due to this, but it is dangerous if they don't.
Suggestions for speed limit increases <i>Mentions: 1</i>	<ul style="list-style-type: none"> Coatesville Riverhead Highway - Increase speed limit from 60kph to 80kph: Recent reduction to 60kph was a negative change, was safer at 80kph.

Suburb	Dairy Flat
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Feedback Theme	Main points
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none">Selman Road - Suggest centreline: Feels unsafe without an official centreline - no official road markings, and people cut the blind corner. Current resident-painted unofficial line is working, please make it official.

Suburb

Huapai

Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 5</i>	<ul style="list-style-type: none"> • Matua Road - Lower speed limit to 40-30kph: History of accidents and damage to parked cars, and pets being hit. Straight road with cars speeding at 60-70kph, and children walk to school in this area. • Matua Road: Lower vehicle speeds - due to the development in this area a significant number of children need to cross Matua Road to access Matua Ngaru School. There is also a playground proposed to be built nearby. • If Matua Road has a reduced speed limit, it needs to be all of it, not a portion (in school times), but expect it will be impossible to manage as people speed over 50kph currently. • Matua Rd - Lower vehicle speeds: Cars and trucks regularly exceed the speed limit in both directions on this stretch of Matua Rd. The Western end of Matua is still an 80kph zone and don't slow down until well past Gilbransen Road. Likewise, vehicles travelling down the hill from the Tapu Road end of Matua regularly exceed the speed limit. Children need to cross this road and it makes more sense to include this stretch of road, or at least install speed limitation (bumps etc). • The roads around Matua Ngaru school (and only these roads) should be 30kph (during school times only).
Other suggested physical improvements <i>Mentions: 6</i>	<ul style="list-style-type: none"> • Tapu Road; Matua Road - Install pedestrian crossing: Need safe crossing point on the two collector roads, Matua and Tapu which are now residential, not rural. The Matua Ngaru School catchment extends east past Tapu Road and there is no safe space to cross. Huarahi Pai Road links to the reserve, but no safe crossing point. Suggest a raised table on this intersection to slow the traffic and enable people to safely cross with kids. • Matua Road: Suggest safe pedestrian crossing on Matua to assist children crossing the road - there currently isn't one. • Matua Road - Traffic calming, crossings: the most dangerous Rd surrounding the school. Many near misses witnessed. Desperately needs (multiple) raised crossings to keep kids safe and slow down the traffic. • Matua Road - Pedestrian crossing: Need a crossing across Matua from Larmer Drive with the proposed playground coming. The speed of cars going down Matua is dangerous particularly with the number of kids on bikes and scooters. • Matua Road - Pedestrian crossing: When the playground is added, there should be a safe crossing point added here. Even if Matua is not reduced below 50kph this will at least slow traffic near the crossing point and the open space. This will tie in well to the southern end of the reserve with a proposed 30kph speed limit.



Suburb	Kaukapakapa
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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">Henley Road - Lower speed limit from 100kph to 40kph: Should have lower limit like Ardmore Quarry Rd (40kph) - non-sealed road with no footpath, is a no-exit, and has pony club at end (club days has horse floats the length of the road), residential homes with young children who must walk home from the bus. 100kph here is dangerous.

Suburb	Kumeu
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Feedback Theme	Main points
<p>Other roads/suggestions for reduced vehicle speeds</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> Farrand Road – Lower speed limit: Please add Farrand to the list of changes. Boord Crescent - Lower speed limit: Quiet loop road with walkers, cyclists, horse riders, but is one of the only roads left in the area at 100kph, so is used as a drag strip. Old North Road: The present speed limit is 80kph but from the second roundabout, going up the hill and reaching Otaha Road - speed limit should be reduced to 60kph as is the speed designated for Otaha Road. Traffic far exceeds the existing 80kph speed limit; the road surface is constantly damaged with heavy traffic and the noise of the traffic is horrendous.

Suburb	Matakana
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> Anderson Road - Lower speed limit to 40kph from intersection of Matakana Rd to the end of Anderson Rd. Anderson Road - Lower speed limit to 40kph past the property number 91.
Suggestions for speed limit increases <i>Mentions: 1</i>	<ul style="list-style-type: none"> The speed limit for Anderson Road and Rosemount Road should be rescinded, to be in line with similar roads (i. e: do away with any speed signs), except for Anderson Road past the property number 91 (which should be 40kph).
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> Remove speed limit sign posting on Anderson Road - drivers should take care when driving on rural roads and assess conditions, not drive to a target set by speed limit signs. Add concealed exit signs on Anderson Road.

Suburb	Muriwai
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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"> Muriwai Road - Lower speed limit to 80kph.
Suggestions for speed limit increases <i>Mentions: 1</i>	<ul style="list-style-type: none"> Bradly Road - Increase speed limit to 100kph: The beach, away from entrances, should have an open speed limit.

Suburb	Point Wells
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Feedback Theme	Main points
<p>Other roads/suggestions for reduced vehicle speeds</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> Point Wells Road - Lower speed limit from 50kph to 30kph: Section between Sandpiper Avenue and Harbour View Road has areas with no footpath on either side, and pedestrians and cyclists must share the road with cars, including children. Poor visibility as the road bends, and the road narrows after Riverside Drive with no centreline markings - cars at 50kph is too fast, and many travel faster. Point Wells Road - Lower speed limit: The speed limit should be lower than what's proposed.



Suburb	Puhoi
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Feedback Theme	Main points
Suggestions for speed limit increases <i>Mentions: 1</i>	<ul style="list-style-type: none">• Increase speed limits on SH1 Puhoi-Warkworth back to 100kph.

Suburb	Riverhead
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Feedback Theme	Main points
<p>Other roads/suggestions for reduced vehicle speeds</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • Coatesville Riverhead Highway - Lower speed limit to 80kph. • Coatesville Riverhead Highway - Lower speed limit: Safer speed limits should be considered due to the higher density development and shops nearing completion here and resulting increase in pedestrian numbers.
<p>Suggestions for speed limit increases</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • Coatesville Riverhead Highway - Increase speed limit from 60kph to 80kph: Current 60kph is unrealistically slow for the entire Coatesville-Riverhead Hwy - 80kph is more acceptable and reasonable. 60kph should remain for the stretch of road within Riverhead town centre and Coatesville town centre. • Coatesville Riverhead Highway - Increase speed limit to 70kph. • Coatesville Riverhead Highway - Increase speed limit to 80kph - Raised pedestrian crossing limits the speed anyway, and speed limit should be the same as Old North Road (80kph), as little difference in the roads in terms of safety or difficulty to drive. The corners where you must slow down a little are well signposted with advised speed, and that is quite sufficient.

Suburb	Taupaki
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Feedback Theme	Main points
<p>Other roads/suggestions for reduced vehicle speeds <i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • Nelson Road - Lower speed limit from 80kph to 60kph: Leaving Nelson Rd at 80kph means traffic doesn't necessarily slow before going through Taupaki village, and the two 45kph corners also indicate the current speed limit is too high. • Taupaki Road - Speed limit should stay 80kph. • Taupaki Road - Lower speed limit to 40kph: This corner is one of the most dangerous and should be 40kph. • Nixon Road - Lower speed limit: The quality of the road is dangerous and cannot be safely travelled at current 80kph in this state - blind rises, too thin, blind corners, cracked slash non-existent surfaces, no shoulders.
<p>Suggestions for speed limit increases <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Taupaki Road - Increase speed limit from 60kph to 70kph+: All 60kph limit is doing is frustrating drivers, and they make dangerous choices, so reduction will cause accidents, defeating the purpose of lowering speed.
<p>Low quality of road is creating safety risks <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Nixon Road - Lower speed limit: The quality of the road is dangerous and cannot be safely travelled at current 80kph in this state - blind rises, too thin, blind corners, cracked slash non-existent surfaces, no shoulders.



Suburb	Tomarata
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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">• Ryan Road - Lower speed limit from 100kph to 60kph: This is an unsealed road with a one-way bridge 500 metres from Mangawhai Road, and it has no footpath - 60kph would be more appropriate.

Suburb	Wainui
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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"> Wainui Road - Lower speed limit: This road is dangerous, and the 50kph zone should be shifted further along Wainui Road. Wainui Road - Lower speed limit to 60kph: The section from Waitoki Road to Windmill Drive should be 60kph - multiple accidents every year (not reported ad 'non-injury'), 50-tonne trucks exceeding speed limit and causing road damage - It is unsafe to walk or cycle on this section of the road. Wainui Road - Lower speed limit to 80kph: has high density traffic at 100kph. Wainui Road - Lower speed limit: Trucks excessively speed here coming from the quarry on Haruru Road, and a large crash recently - very dangerous right by Wainui School. Inadequate 'school zone' signage, and speed limit should be reduced during school hours. Upper Orewa Road - Lower speed limit from 100kph to 60kph: Bends and steep drop-offs, with no shoulder, widely used as a cycle route, and 100kph is seen as a target, or exceeded. Many accidents - limit should be 60kph from the bridge near Wainui Road to the end and be enforced with speed cameras.

Suburb	Waitoki
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Feedback Theme	Main points
<p>Other roads/suggestions for reduced vehicle speeds</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> Waitoki Road - Lower speed limit to 80kph: Wainui Primary School is here and the road is currently 100kph - extremely unsafe for turning traffic. Kahikatea Flat Road - If speed limits are dropped on side roads just outside township of Waitoki (ie Quarry Road, Rapson Road and Rapson Access Road) then 50kph limit signs for township should be moved to include these roads within permanent 50kph limit area. Kahikatea Flat Rd temporary 50kph speed zone near Pine Valley Road end should be removed and road fixed properly – this is a main alternative access route to redirect traffic to SH16 when SH1 is blocked or closed. Bodhisattva Road - Lower speed limit: Unsealed and very narrow and windy, with several blind corners, and now higher traffic volumes due to subdivided properties - several near misses due to vehicles exceeding 50kph.

Suburb	Warkworth
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Feedback Theme	Main points
<p>Other roads/suggestions for reduced vehicle speeds</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Hill Road - Lower speed limit to 40kph: Vehicle speed (over 65kph) regularly just up from Warkworth Primary School, including loaded heavy vehicles. Lower speed limit would make drivers aware of the risks of speeding here. Early childhood facilities nearby and consented for future. • Hill Road - Suggest another pedestrian crossing at top of Hill Road (currently many near misses with cars/small children) or lower vehicle speeds. Traffic volume and speed has increased, and a major development is about to start in Falls Rd so it will get worse. • Falls Road - Lower speed limit to 40kph: Many vehicles exceed speed limit, and volumes set to increase with new housing being built.
<p>Other physical improvements suggested</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Hill Road - Suggest another pedestrian crossing at top of Hill Road (currently many near misses with cars/small children) or lower vehicle speeds.



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

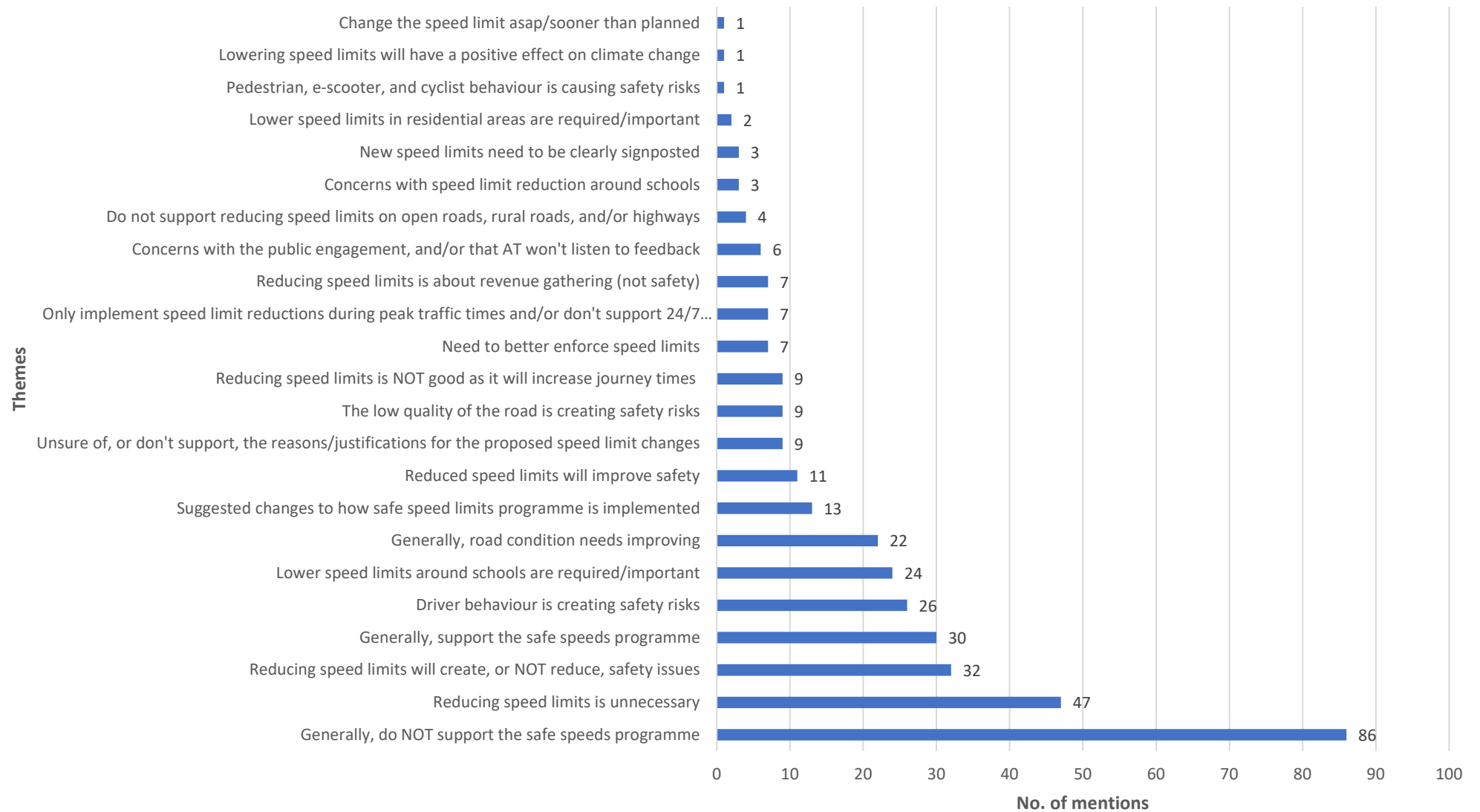
The feedback form also provided the opportunity for respondents to provide general comments on the Safe Speed Programme. Most this feedback was general in nature and could not be attributed to a particular road.

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 Rodney 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 Rodney 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 Rodney Local Board area, just themes.

All Themes: Rodney 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: 30</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: 86</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.• Rodney 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 Mentions: 9</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. • Rodney 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 Mentions: 47</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).

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Proposed speed limits are slower than necessary. <ul style="list-style-type: none"> ○ 50km/h is a safe speed limit, no need to reduce below that. ○ 30km/h speed limits are ridiculous / too slow / unnecessary. • Speed limit reviews are a waste of time and money. • Many roads require maintenance/upgrading to improve safety, not speed limit reductions. • Due to congestion people already travel around the city at less than 50km/h. • Auckland speed limits are much lower than other parts of New Zealand. • Many of the proposed speed limit reductions don't make sense. • Enough roads have had speed lowered already. • Vehicles do not speed on this road(s). • There have been no, or very few, crashes on this road(s). • Cars are safer than ever. • Vehicles are of better quality now and can travel at faster speeds safely. • There are no proposed developments in this area that would make this road significantly busier. • The justification that this limit should be reduced to be in keeping with surrounding roads isn't a satisfactory justification. • There is already a variable speed limit for the dangerous part of the road. • Road will still be unsafe for walking at the reduced speed limit. • The changes are being made to slow journeys to get people to ride bikes. • Just use LSZ signs.
<p>Reducing speed limits will create, or NOT reduce, safety issues</p> <p><i>Mentions: 32</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.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • 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 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: 11</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: 9</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 Rodney 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: 7</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. • Reduced speeds will lead to more petrol consumption and therefore are purely profit generation.
New speed limits need to be clearly signposted <i>Mentions: 3</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: 7</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 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>Pedestrian, e-scooter, and cyclist behaviour is causing safety risks <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Improve pedestrian education/road safety. • Children need to be taught road safety. • Pedestrians are distracted on their phones. • Pedestrians should be made responsible for their own actions.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Speed limits are fine; money would be better spent on teaching pedestrians/children to cross the road safely. • Children around schools running out on the road are unsafe. • Speed limits are fine, cyclists making risky decisions is the safety issue. • Cyclists should have registration numbers, some are dangerous. • Cyclists should be legally required to use cycle lanes where available and ride single file. • E-scooters on the road are a safety issue.
<p>The low quality of the road is creating safety risks</p> <p><i>Mentions: 9</i></p>	<ul style="list-style-type: none"> • Roads are dangerous due to lack of road maintenance. • Improve road quality with more crossings, stop signs, give ways etc. • Improve road signage and markings. • Various maintenance issues of concern, such as potholes, uneven surfaces, road slope, road surface, narrow roads, and subsidence. • Poor repairs and maintenance work that don't last or are in poor/uneven condition from the time of the repair are a problem. • More and more development is being permitted without improving road quality • Lack of passing zones encourages dangerous overtaking. • On street parking is causing safety issues - obscures vision on residential streets, and on major roads parked cars reduce lane widths leading to congestion.
<p>Generally, road condition needs improving</p> <p><i>Mentions: 22</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.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • 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.
Change the speed limit asap/sooner than planned <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Implement speed limit reductions sooner. • Trial temporary speed limit reductions until new limits come into effect. • AT should take a bolder approach, introduce wider speed zones at a faster pace.
Lowering speed limits will have a positive effect on climate change <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Reducing speed limits will reduce emissions. • Reducing speed limits will help to meet climate change goals. • Reducing speed limits encourages non-vehicle travel and therefore reduces emissions. • Reducing speed limits will reduce pollution.
Suggested changes to how safer speed limits programme is implemented <i>Mentions: 13</i>	<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. • 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.

Feedback Theme	Main points
	<ul style="list-style-type: none">• 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: 7</i></p>	<ul style="list-style-type: none"> • Do not support 24/7 implementation of speed limits. • Only implement during peak traffic times. • Only implement during school hours, school pick-up and drop-off times, and/or during school terms. • Speed reductions should only be between 8am and 7pm. • Speed reductions should only be between 8am and 4pm. • Reducing speeds all day for a problem that only exists for a short period of time each day doesn't make sense. • Reducing speeds for 24 hours is impractical and impossible to police. • Speed limit signage around schools should be electronic so limits can be changed when necessary (increased in evenings and weekends).
<p>Do not support reducing speed limits on open roads, rural roads, and/or highways</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • Do not support reducing speed limits on open roads and/or highways. • Rural roads should have an open road speed limit so people can decide how fast they travel.
<p>Concerns with speed limit reduction around schools</p> <p><i>Mentions: 3</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: 24</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 Rodney, it is now more dangerous. • AT needs to communicate their responses to feedback better. • There is very limited opportunity to provide feedback. • The outcomes have already been decided as you state, "no change is not an option". • AT only listens to vocal minority groups. • Sick of the government deciding things without consulting the ratepayers. • AT never propose increased speed limits. • AT need to release statistics to show proof of speed limit reduction requirements on each road. • Consultation website was poorly designed and difficult to navigate, meaning that an informed assessment cannot be made. • Concerns the map in the brochure drop is deceptive - the dots are incorrectly placed. • Had technical issues with the online survey and/or interactive map tool. • Concerns the leaflet is propaganda and doesn't contain accurate statistics. • Stop using Facebook groups for feedback. • Need an option for people to be added to the mailing list once feedback is gathered that doesn't require giving feedback. • Future proposals should be posted on local community boards. • AT should communicate directly with locals and drive the roads to better understand the problems.
<p>Other comments</p>	<ul style="list-style-type: none"> • People parking in unsuitable places causes congestion and is unsafe. • Slows down emergency response vehicles who are only allowed to travel 20km/h above limit. • Rules around the use of E-scooters and bikes need to be formalised. e.g. giving way, signalling, where to ride, interactions with pedestrians. • Speed reductions of 50% or more will not be tolerated by the community. • Bicycles and buses now have more road than cars. • Once implemented, will there be a grace period to allow motorists to adjust to new limits? • Bus drivers need bus monitors to assist with managing order on school buses as the drivers are distracted and this is a safety issue.

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