



# Safe Speeds Programme

Public feedback on proposed speed limit changes October/November 2021

Feedback related to Waitākere Ranges Local Board area



# Contents

- Part A – Number of submitters from within the local board area..... 1
- Part B – Feedback on roads within the local board area proposed for speed limit changes ..... 2
- Part C – Feedback on roads within the local board area NOT proposed for speed limit changes ..... 23
- Part D – General themes from people who live within the local board area ..... 30



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

During October and November 2021, 171 people from within the Waitākere Ranges 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 Waitākere Ranges 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 Waitākere Ranges Local Board area ('Why do you feel this way?').

<b>Road name</b>	Annison Avenue
<b>Part of road</b>	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	3
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
Other	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>The 30kph limit could possibly be of benefit for the Annison/Coey streets as this is a cul-de-sac area with a large grass area and playground, makes sense to slow traffic in general as there are lots of families who use these facilities.</li> <li>This road has poor safety conditions for children walking to school and other users, with some steep sections. When I use this road for walking and cycling I have had dangerous experiences with drivers who easily go too fast, particularly on the downhill sections.</li> </ul>
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>This road has poor safety conditions for children walking to school and other users, with some steep sections. When I use this road for walking and cycling I have had dangerous experiences with drivers who easily go too fast, particularly on the downhill sections.</li> </ul>
Only support the reduced speed limit for a certain period of the day <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>40kph during pick up and drop off (school) times would be more appropriate.</li> <li>The measure of pre-school &amp; post-school time speed limit change should be used instead of all day all time.</li> </ul>

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



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

<b>What do you think of the proposed speed limit change for this road?</b>	<b>No. of mentions</b>
I agree with the proposed speed limit change on this road	1
Other	1

<b>Why do you feel this way?</b>	
<b>Feedback Theme</b>	<b>Main points</b>
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"><li>The 30kph limit could possibly be of benefit for the Annison/Coey streets as this is a cul-de-sac area with a large grass area and playground - makes sense to slow traffic in general as there are lots of families who use these facilities.</li></ul>
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"><li>The measure of pre-school &amp; post-school time speed limit change should be used instead of all day all time.</li></ul>

<b>AT recommended way forward</b>
Implement safe and appropriate road speed limit as proposed



<b>Road name</b>	Kashmir Road
<b>Part of road</b>	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	4
I think the current speed limit should be kept the same	1
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>This road has poor safety conditions for children walking to school and other users, with some steep sections. When I use this road for walking and cycling I have had dangerous experiences with drivers who easily go too fast, particularly on the downhill sections.</li> </ul>
Only support the reduced speed limit for a certain period of the day <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>Should be 40kph for only an hour each side of school.</li> <li>The measure of pre-school and post-school time speed limit change should be used instead of all day all time.</li> </ul>
Driver behaviour is creating safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>This road has poor safety conditions for children walking to school and other users, with some steep sections. When I use this road for walking and cycling I have had dangerous experiences with drivers who easily go too fast, particularly on the downhill sections.</li> </ul>

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



<b>Road name</b>	Kaurimu Rise
<b>Part of road</b>	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit should be kept the same	2
Other	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>• Have never had any issue, do not see any reason for these changes to be made.</li> <li>• Is actually a dead-end street off Wirihana. No relevance to Konini Primary school location.</li> </ul>
The proposed speed limit reductions lack local knowledge <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• I've lived in Wirihana Road for 25 years and the current usual 50kph speed limit has never been a problem on any day of the week.</li> </ul>
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Why will it operate 24/7 and cover non-school day and non-school time? The measure of pre-school &amp; post-school time speed limit change should be used instead of all day all time.</li> </ul>

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





<b>Road name</b>	Longfellow Parade
<b>Part of road</b>	Full length

<b>What do you think of the proposed speed limit change for this road?</b>	<b>No. of mentions</b>
I agree with the proposed speed limit change on this road	1

<b>Why do you feel this way?</b>	
<b>Feedback Theme</b>	<b>Main points</b>
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"><li>This road has poor safety conditions for children walking to school and other users, with some steep sections. When I use this road for walking and cycling I have had dangerous experiences with drivers who easily go too fast, particularly on the downhill sections.</li></ul>
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"><li>The measure of pre-school &amp; post-school time speed limit change should be used instead of all day all time.</li></ul>

<b>AT recommended way forward</b>
Implement safe and appropriate road speed limit as proposed



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

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

Why do you feel this way?	
Feedback Theme	Main points
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"><li>The measure of pre-school &amp; post-school time speed limit change should be used instead of all day all time.</li></ul>

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

<b>Road name</b>	Matama Road
<b>Part of road</b>	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit should be kept the same	8
Other	1

Why do you feel this way?	
Feedback Theme	Main points
<p>The reduced speed limit is unnecessary</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> <li>• Not many pedestrians or much car traffic even in normal times - dead-end road and makes no sense to make cars go 30kph - people will go 50kph anyway.</li> <li>• Matama Rd is a cul-de-sac, starting off Glengarry Road, and for about 100m you turn left onto Nandana Road - the rest of Matama Road leads to a cul-de-sac which only residents access and this does not lead to school and school traffic. It is unreasonable for any speed limit change to occur on this small stretch of road.</li> <li>• There is rarely speeding in this area.</li> </ul>
<p>Only support the reduced speed limit for a certain period of the day</p> <p><i>Mentions: 7</i></p>	<ul style="list-style-type: none"> <li>• This road is a cul-de-sac, without much traffic or pedestrian activity outside of school times.</li> <li>• Only support 30kph on school days only during term.</li> <li>• I agree with reduced speed limits on school roads 1hr before and after school, but to have so many roads reduce their speed limit to 30km 24/7 doesn't make sense.</li> <li>• I don't agree with this being a 24/7 speed limit. I would be happy with 45 min prior and after school as an idea. Please show evidence of how many elderly, disabled and school children have been injured between the hours of 8pm to 7am.</li> <li>• The measure of pre-school and post-school time speed limit change should be used instead of all day all time.</li> </ul>
<p>Other suggestions for reduced vehicle speeds</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> <li>• Suggest speed humps and chicanes instead of lowering speed limit. 30kph is too slow when there are no children around.</li> <li>• 30km/h is far too slow.</li> </ul>

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

<b>Road name</b>	Nandana Drive
<b>Part of road</b>	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	4
I think the current speed limit should be kept the same	6

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"> <li>Some vehicles race down this road and the reduced speed limit should encourage people to go slower.</li> <li>The reduced speed limit should reduce crashes in the area.</li> <li>This road has poor safety conditions for children walking to school and other users, with some steep sections. When I use this road for walking and cycling I have had dangerous experiences with drivers who easily go too fast, particularly on the downhill sections.</li> </ul>
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> <li>Not much foot traffic or car use.</li> <li>Hardly any foot traffic, cyclists or children moving about here, 30kph is not warranted.</li> <li>Cars parked on this road make it impossible to speed here.</li> </ul>
Driver behaviour is creating safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>Sometimes people race down our road on either motorbikes or cars.</li> <li>Dangerous experiences with drivers who easily go too fast, particularly on the downhill sections. dangerous experiences with drivers who easily go too fast, particularly on the downhill sections.</li> </ul>
Only support the reduced speed limit for a certain period of the day <i>Mentions: 5</i>	<ul style="list-style-type: none"> <li>Not much traffic or many pedestrians outside of school times - 24/7 30kph is unreasonable.</li> <li>Unnecessary change. There is absolutely no reason for this speed to be changed 24/7.</li> <li>The measure of pre-school &amp; post-school time speed limit change should be used instead of all day all time.</li> </ul>

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

<b>Road name</b>	Paewai Road
<b>Part of road</b>	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	3
I think the current speed limit on this road should be kept the same	2
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	2
Other	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>Roads nearby are windy and undulating, and there are a lot of children and infill housing lots, so many cars parked on the street - 30kph makes sense, and the sooner the better.</li> <li>This road has poor safety conditions for children walking to school and other users, with some steep sections. When I use this road for walking and cycling I have had dangerous experiences with drivers who easily go too fast, particularly on the downhill sections.</li> </ul>
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>This road already has speed humps and a 25kph recommendation so see no need for this to be changed.</li> <li>This road already has speed bumps, and a limit so don't feel this needs to be changed.</li> </ul>
Driver behaviour is creating safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>This road has poor safety conditions for children walking to school and other users, with some steep sections. When I use this road for walking and cycling I have had dangerous experiences with drivers who easily go too fast, particularly on the downhill sections.</li> </ul>
Change the speed limit ASAP/sooner than planned <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Roads nearby are windy and undulating, and there are a lot of children and infill housing lots, so many cars parked on the street - 30kph makes sense, and the sooner the better.</li> </ul>
Only support the reduced speed limit for a certain period of the day <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>I think the speed limit should be at 25-30kph for school drop off and pick up periods but NOT 24/7 as proposed.</li> <li>The measure of pre-school &amp; post-school time speed limit change should be used instead of all day all time.</li> </ul>

Why do you feel this way?	
Feedback Theme	Main points
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Parked vehicles, especially during pick up/drop off times, block the road in a blind corner on a hill, obstructing visibility and you can't actually see traffic and if they are in your lane or not.</li> </ul>

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



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

What do you think of the proposed speed limit change for this road?	No. of mentions
I 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
Only support the proposed speed limit for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Doesn't make sense for a permanent reduced speed limit here, only during school hours, and only around the school - only from Glengarry till almost Konini Rd.</li> </ul>
Only support the reduced speed limit for a certain period of the day <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>Doesn't make sense for a permanent reduced speed limit here, only during school hours, and only around the school - only from Glengarry till almost Konini Rd.</li> <li>The measure of pre-school &amp; post-school time speed limit change should be used instead of all day all time.</li> </ul>
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Pedestrian crossings would help during pick up/drop off times to prevent people parking too close, like near the walk way by Annison Ave - it is clearly sign posted to not park here, but signs are too small, suggest 'no parking' for three metres both sides to help this.</li> </ul>

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



Road name	Shah 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	2

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"><li>• It's an unnecessarily wide area to change the speed for on roads that people already drive slow enough on. Making it 24/7 is completely unnecessary.</li><li>• The measure of pre-school and post-school time speed limit change should be used instead of all day all time.</li></ul>

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





<b>Road name</b>	Sonnenberg Way
<b>Part of road</b>	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	2

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>• Have never had any issue, do not see any reason for these changes to be made.</li> <li>• A dead-end street off Wirihana why would you change the speed, nowhere near Konini school.</li> </ul>
The proposed speed limit reductions lack local knowledge <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• I've lived in Wirihana Road for 25 years and the current usual 50kph speed limit has never been a problem on any day of the week.</li> </ul>

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



Road name	Surat 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
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"><li>The measure of pre-school and post-school time speed limit change should be used instead of all day all time.</li></ul>

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

<b>Road name</b>	Tagor Street
<b>Part of road</b>	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	5
Other	1

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"> <li>• Motorists drive slowly on this road already - the issue is that it is narrow with cars parked on both sides (suggest 'no parking' restrictions).</li> <li>• This is an inner road, quite steep and a short stretch connecting Nandana Rd to Kashmir Rd and is hard to achieve 50kph in any case.</li> <li>• Not much foot traffic, school children, two-wheelers, cycles etc. Totally unnecessary to make any changes to the speed limits.</li> <li>• With cars parked on the road, it is impossible to speed here.</li> </ul>
Only support the reduced speed limit for a certain period of the day <i>Mentions: 4</i>	<ul style="list-style-type: none"> <li>• Not much traffic or many pedestrians outside of school times - a 24/7 30kph speed limit is unreasonable.</li> <li>• The measure of pre-school and post-school time speed limit change should be used instead of all day all time.</li> </ul>
Other physical improvement suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>• Suggest 'no parking' restrictions, as this road is quite narrow with cars parked on both sides - speed not an issue.</li> <li>• There should be no street parking on this road as it is so narrow and windy.</li> </ul>

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

<b>Road name</b>	Wirihana Road
<b>Part of road</b>	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	3
I think the current speed limit on this road should be kept the same	6
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
Other	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>I have children at Konini Primary School. This road has poor safety conditions for children walking to school and other users - corners, lots of hills/valleys. When I use this road for walking and cycling I have had dangerous experiences with drivers who easily go too fast, particularly on the downhill sections.</li> </ul>
The reduced speed limit is unnecessary <i>Mentions: 6</i>	<ul style="list-style-type: none"> <li>Have never had any issue, do not see any reason for these changes to be made.</li> <li>Have lived in this street for many years and my children have grown up here. Never had any issues with the speed of vehicles on it.</li> <li>* Lived here for most of my life and have gone to the local schools around and have never felt the speed limits were an issue. I think they should be kept at 50kms.</li> <li>No school near or on this street.</li> <li>Konini primary is quite some distance away.</li> <li>People generally drive slowly/carefully around the times kids are going to or returning from school already. Anyone that doesn't is not going to change their ways due to a speed sign changing. Kids are generally only out walking by themselves for two 30 min periods on weekdays.</li> </ul>
The proposed speed limit reductions lack local knowledge <i>Mentions: 3</i>	<ul style="list-style-type: none"> <li>Have never had any issue, do not see any reason for these changes to be made.</li> <li>Have lived in this street for many years and my children have grown up here. Never had any issues with the speed of vehicles on it.</li> <li>Lived here for most of my life and have gone to the local schools around and have never felt the speed limits were an issue. I think they should be kept at 50kms.</li> </ul>

Why do you feel this way?	
Feedback Theme	Main points
<p>Only support the reduced speed limit for a certain period of the day</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> <li>• Suggest proposed speed limit only apply 8am to 4pm Monday to Friday - no value in a 30kph speed limit at 9pm at night or weekends.</li> <li>• Seems over the top to change a speed limit 24/7 for such a specific situation that applies for only one hour in total over a 24 hour period. I have kids that walk to school and the only road I worry about is Konini which isn't even proposed anyway.</li> <li>• Why will it operate 24/7 and cover non-school day and non-school time? The measure of pre-school &amp; post-school time speed limit change should be used instead of all day all time.</li> </ul>
<p>Other suggestions for reduced vehicle speeds</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> <li>• Judder bars/speed bumps would be a good thing.</li> <li>• 30km/h is too low. 40km/h is more reasonable.</li> </ul>

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

<b>Road name</b>	Withers Road
<b>Part of road</b>	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	13
I think the current speed limit on this road should be kept the same	10
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	3
Other	5

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 8</i>	<ul style="list-style-type: none"> <li>• The reduced speed limits will make it safer to walk and/or cycle to school.</li> <li>• The reduced speed limit should reduce crashes in the area.</li> <li>• Safer for children of Kononi School.</li> <li>• Due to the intersection just before the school, the 30kph limit will be safer for children.</li> <li>• Young children crossing this road regularly, and for kids cycling up to the pump track (lower limit will be safer).</li> <li>• This road has poor safety conditions for children walking to school and other users, with some steep sections. When I use this road for walking and cycling I have had dangerous experiences with drivers who easily go too fast, particularly on the downhill sections.</li> </ul>
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>• It is unnecessarily slow and will lead to a lot of driver frustration if it is implemented 24/7 as proposed.</li> <li>• Lower speed limit will cause major traffic problems especially around pick up and drop off time at the many schools in this area.</li> </ul>
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> <li>• There are already lower 40kph speed limits in place around schools, and the proposed 30kph is lower than that - there are crossings to assist kids crossing the road: no reason to be 30kph 24/7 around Kononi School.</li> <li>• There is rarely speeding around this area.</li> <li>• I think the current limit is an appropriate speed.</li> </ul>

Why do you feel this way?	
Feedback Theme	Main points
<p>The reduced speed limit is not good as it will increase journey times</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> <li>• Travel times are bad enough in Auckland and proposal will make it worse.</li> <li>• It will cause major traffic problems.</li> </ul>
<p>The proposed speed limit reductions lack local knowledge</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> <li>• There are other issues in Glen Eden such as speed humps that have killed the town centre</li> </ul>
<p>Too many changes in speed limits along the road (or in area) will be confusing</p> <p><i>Mentions: 11</i></p>	<ul style="list-style-type: none"> <li>• Keep the speed limit all the same. keep it simple. 50kph in town. Then we all know the Maximum how fast you can go. When driving you need to keep your eyes on the road and what's around you not all the time on your speedo.</li> </ul>
<p>Only support the reduced speed limit for a certain period of the day</p> <p><i>Mentions: 11</i></p>	<ul style="list-style-type: none"> <li>• Shouldn't reduce the speed 24/7 when children only use the road for 2hrs a day.</li> <li>• Only agree with restrictions during school pick up/drop off times - It's not that busy most of the time, there are wide footpaths and berms on both sides of the road for pedestrians.</li> <li>• Should only be one hour each side of school hours.</li> <li>• For the short time before and after school when there is safety concerns, a speed limit of 40km/hr is slow enough for pedestrians to be seen.</li> <li>• Should only apply within approximately 500 metres of schools before school starts and after school ends to provide adequate safety for our children to and from school.</li> <li>• The measure of pre-school &amp; post-school time speed limit change should be used instead of all day all time. The 24/7 speed limit change instead of a focused time is illogical and irrelevant to the objective.</li> <li>• 40kph school zone speed limit with signs posted up should be introduced to slow cars on Withers Road during the before and after school times on school days so it is in line with the other schools in the area e.g., Kaurilands and Glen Eden Intermediate, Green Bay, Prospect etc.</li> <li>• The speed limits should respond to the needs at particular times of day. The system of having 40km/hr around schools when kids will be out and about is a good one.</li> <li>• I think the speed limit should be at 25 or 30 for school drop off and pick up periods but NOT 24/7 as proposed.</li> <li>• Whilst I can understand the purpose and the reason for the change, I don't agree with this being a 24/7 speed limit. Please show evidence of how many elderly, disabled and school children have been injured between the hours of 8pm to 7am if at all. The proposed changes make no sense to be a 24/7 limit. I would be happy with 45 min prior and after school as an idea. Also, during school drop off and collect times the traffic is very slow any way especially due to the raised crossings around the area installed.</li> </ul>

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>The measure of pre-school &amp; post-school time speed limit change should be used instead of all day all time.</li> </ul>
Only support the proposed speed limit for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Proposed area is too wide - the current restrictions for speed reduction within approximately 500 metres of schools before school starts and after school ends provides adequate safety for our children to and from school.</li> </ul>
Other physical improvements suggested <i>Mentions: 4</i>	<ul style="list-style-type: none"> <li>'No parking' restrictions needed, as cars parked on blind corners are dangerous. You can't see oncoming traffic, especially the section between Kashmir and Kaurilands roads .</li> <li>If there are issues regarding the road being narrow due to cars parking on both sides, suggest yellow lines ('no parking') where there are bends in the road.</li> <li>More speed cameras or police patrols around school areas.</li> <li>The buses that use these narrow roads are more of concern. As more concern also is the hedges that have overgrown onto the footpaths, so walkers have to walk on verges or roads and difficult for the elderly</li> </ul>

### AT recommended way forward

Implement safe and appropriate road speed limit as proposed





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

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

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

<b>Suburb</b>	Glen Eden
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Feedback Theme	Main points
<p>Other roads/suggestions for reduced vehicle speeds</p> <p><i>Mentions: 7</i></p>	<ul style="list-style-type: none"> <li>• Glengarry Rd should be considered - lots of speeding and reckless driving on straight flats.</li> <li>• If school safety is an issue, reducing speed on Rosier Rd or Glenview Rd would have a better effect (than Matama Rd).</li> <li>• West Coast Rd - lower speed limit to 30kph: Glen Eden town centre needs a 30kph speed limit, as identified in AT risk assessments and as proposed in previous consultations by AT. You now do not need to spend more on engineering features - you have just done that - and should proceed with speed reductions as originally proposed. There is a primary school, and two Early Childhood Education centres close to West Coast Road with two busy intersections adjacent (WCR-Glenview and Glenview-Clayburn-Waikumete) which should have led to consideration of this a school-based reduction. It is negligent to not include this road. Driver convenience is not a defence when safety is at risk and people have died due to the unsafe road environment.</li> <li>• Roads near Prospect Primary School - Lower speed limit: Should be considered in proposal due to narrow, winding roads with rat-running traffic avoiding traffic lights and congestion through Glen Eden.</li> </ul>
<p>Other physical improvements suggested</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> <li>• Captain Scott Rd - Existing speed hump improvements are dangerous to vehicles, pedestrians, and cyclists.</li> <li>• Approaches to speed humps in Glen Eden town centre are too steep.</li> </ul>
<p>Other comments</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> <li>• Glendale Rd - either do not lower speed or allow access on Captain Scott Road again - now route Titirangi to Henderson must negotiate traffic lights, speed humps and detours, as well as more traffic. Kaurilands Rd should not be a through road.</li> <li>• Glendale Rd: Traffic from Titirangi to Henderson has lately been made a lot harder as the main route for us, since Captain Scott route has been closed. Now we have to negotiate traffic lights and speed humps and detours. Either don't make the speed lower here or give us the Captain Scott road back. Kaurilands should not be the through road as there are many schools there and there aren't any on Captain Scott. This route is the best bicycle route between Titirangi and Glen Eden as it is flat for half of the way so we would suggest you make this route along the schools the main through cycle route and open the Captain Scott road again for cars.</li> <li>• Captain Scott Rd: There are now too few and too limited routes from Titirangi to Henderson. People from Titirangi are upset that the main route through Glen Eden has been closed without consultation that I have seen. The other route, Kaurilands and Glendale, has a lot of schools on it and now gets very congested around school in and out times. It is getting impossible/very hard to live in Titirangi and work in Henderson now - need to take through traffic from Titirangi to the further West into account.</li> <li>• Woodvale Rd: It is quite unethical to have all these speed bumps here as they are very hurtful for disabled people with back or head injuries or permanent damage or trauma.</li> </ul>



<b>Suburb</b>	Oratia
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<b>Feedback Theme</b>	<b>Main points</b>
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"><li>• Include more West Auckland Roads in proposal, including Shaw Rd.</li></ul>



<b>Suburb</b>	Piha
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<b>Feedback Theme</b>	<b>Main points</b>
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"><li>• Include more West Auckland Roads, including Piha Rd.</li></ul>

<b>Suburb</b>	Swanson
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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"> <li>Kay Rd - Lower speed limit: Speed was reduced on Birdwood Rd nearby, but Kay is narrower, windier and has similar volumes of traffic, and the top section of the road is less than one lane wide (several near misses due to speed) and is steep and popular with cyclists. The intersection with Waitakere Rd is excessively wide and encourages high speed onto Kay Rd - should have lowered limit to match surrounding streets.</li> <li>Swanson Rd - Lower speed limit from 80kph to 50kph: From Parkfield Ave to Scenic Dr North should have lower speed limit.</li> <li>Mettam Dr - Lower speed limit to 30kph: This road and the whole of the new Fletcher Living subdivision in Swanson (bounded by Mettam Dr, Forbes McCammon Dr, William Wallbank Cres, and O'Meara Sts) should have lower limit due to many young families and older people who cycle, walk, and take the train. Drivers regularly drive in excess of speed limit regardless of traffic calming.</li> </ul>

<b>Suburb</b>	Titirangi
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Feedback Theme	Main points
<p>Other roads/suggestions for reduced vehicle speeds</p> <p><i>Mentions: 10</i></p>	<ul style="list-style-type: none"> <li>• Lower speed limit - Huia Rd; Scenic Dr; Piha Rd; Lone Kauri Road: to make them safer for pedestrians and cyclists.</li> <li>• Grendon Rd - Lower speed limit to 20kph: so everyone can safely walk/cycle/play here. We don't need to go fast here as we are very close to our destination.</li> <li>• South Titirangi Rd - Lower speed limit to 40kph: A lot of traffic comes out of the close as well as pedestrians to and from the bus stop, on a bend with limited visibility, and cyclists crossing or entering this road. Suggest lower limit and a pedestrian crossing and a warning.</li> <li>• Titirangi Rd - lower speed limit to 30kph: In the Titirangi Village Centre there are many roads merging, pedestrians, cars turning off into side streets, shops.</li> <li>• Titirangi Rd - Lower speed limit: Traffic generally exceeds speed limit here, and is unsafe for pedestrians on the narrow pavements, especially when you have to step onto the road to maintain social distance. Traffic speeds around this blind corner, and any pedestrian stepping out or crossing here is in real danger.</li> <li>• Konini Rd - Lower speed limit: Concern about children walking to school on this road.</li> <li>• Kaurilands Rd - Lower speed limit to 30kph: large numbers of children walk it (to the intermediate and to Kaurilands Primary), large traffic volumes, and increased risks from traffic due to road geometry (gradients, corners) and side intersections. It has zebra crossings and raised tables so will not require further investment in safety, but speed limit at 30kph will be far safer for thousands of students.</li> <li>• Include more West Auckland Roads in proposal, including Scenic Dr.</li> </ul>
<p>Other roads/suggestions for reduced vehicle speeds</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> <li>• South Titirangi Rd - Pedestrian facilities: A lot of traffic comes out of the close as well as pedestrians to and from the bus stop, on a bend with limited visibility, and cyclists crossing or entering this road. Suggest lower limit and a pedestrian crossing and a warning.</li> <li>• Kononi Rd between Kaurilands and Daffodil - 'no parking' restrictions: that way pedestrians can be seen when crossing and oncoming traffic don't have to negotiate between each other and parked cars.</li> </ul>
<p>Other comments</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> <li>• Kaurilands Rd/Captain Scott Rd - Do not lower speed limit - Traffic from Titirangi to Henderson has lately been made a lot harder since the main route for us, Captain Scott route, has been closed. Now we have to negotiate traffic lights and speed humps and detours. Don't make the speed lower here or give us the Captain Scott Road back. Kaurilands Rd should not be a through road as there are many schools there and there aren't any on Captain Scott. This route is the best bicycle route between Titirangi and Glen Eden as it is flat for half of the way so we would suggest you make this route along the schools the main through cycle route and open the Captain Scott Rd again for cars.</li> </ul>

<b>Suburb</b>	Waitakere
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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"> <li>Wairere Rd - Lower speed limit from (80kph to 60kph): Current is unsafe with many accidents. Road is hilly and winding with reduced sight lines, and residential properties.</li> <li>Clark Rd - Lower vehicle speeds: Main route residents use to access Northern motorway - high vehicle speeds day and night, with only one speed bump, and is dangerous for children crossing the road (Scott Point Primary).</li> <li>Waitakere Rd - Lower speed limit from 80kph to 60kph: Current speed limit is ignored, with vehicles speeding between Swanson end and Waitakere Village and school, with blind driveways that it is difficult to exit from.</li> </ul>

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

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

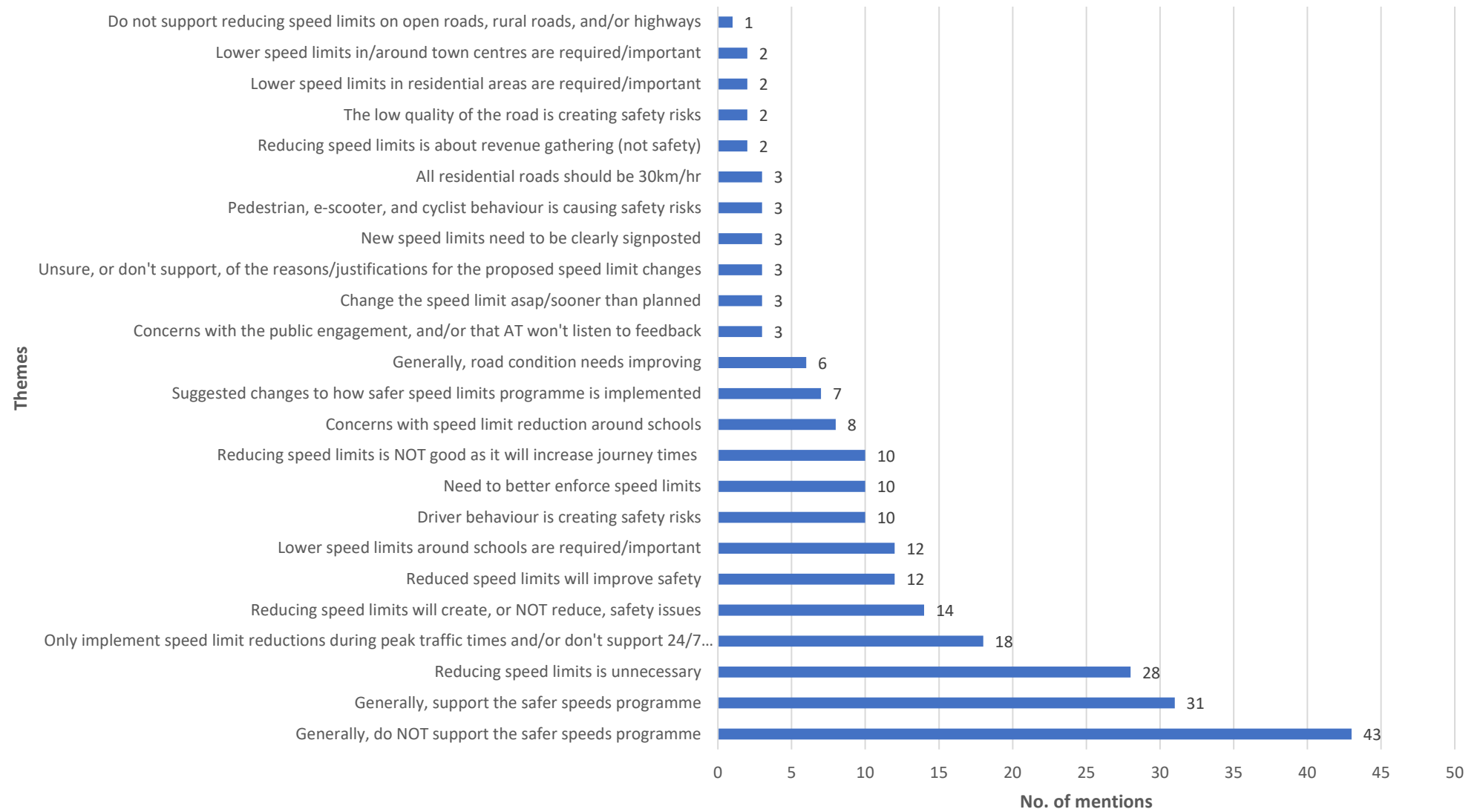
This general feedback has been sorted into themes, and similar themes have been grouped together in topic areas. The feedback themes from respondents that said they live within the Waitākere Ranges Local Board area are outlined below.

### Please note:

- The “*Mentions*” in the themes column of the tables indicates the number of times that theme was mentioned by people from the Waitākere Ranges 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 Waitākere Ranges Local Board area, just themes.



### All Themes: Waitākere Ranges Local Board Residents



## Overall sentiment towards the Safer Speeds Programme

Feedback Theme	Main points
<p>Generally, support the safer speeds programme</p> <p><i>Mentions: 31</i></p>	<ul style="list-style-type: none"> <li>• Support reduced speed limits as they will reduce crashes.</li> <li>• Making streets safer for pedestrians and cyclists can only be a good thing.</li> <li>• Support changes in high incident areas.</li> <li>• Support for speed limit changes around schools.</li> <li>• Support for speed limit changes around schools but only during school hours not 24/7.</li> <li>• Support for changes in inner city suburbs.</li> <li>• Believe other roads should also have a speed reduction.</li> <li>• Support speed reductions but don't agree with proposed speeds:               <ul style="list-style-type: none"> <li>○ There should be less speed levels e.g. 30km/h residential, 60km/h rural and 80km/h motorway.</li> <li>○ Support speed limit reduction to 40km/h not 30km/h.</li> <li>○ 100km/h to 40km/h is too large of a change.</li> </ul> </li> <li>• Support speed limit changes but they should be targeted to the road and researched.</li> </ul>
<p>Generally, do NOT support the safer speeds programme</p> <p><i>Mentions: 43</i></p>	<ul style="list-style-type: none"> <li>• Don't think speed is the issue, road maintenance is.</li> <li>• Don't think speed is the issue, poor driving is.</li> <li>• Don't think speed is the issue, poor enforcement is.</li> <li>• Drivers who decide to speed now will speed anyway.</li> <li>• Will make traffic congestion worse.</li> <li>• Previous programme to lower speed has not had an effect on accidents or deaths.</li> <li>• Current 30km/h hour speed limits are not working and will not work.</li> <li>• Speed limits below 40km/h are unrealistic.</li> <li>• Think speed limits should be raised.</li> <li>• Cars cannot travel faster than the speed limit in Metro Auckland anyway.</li> <li>• Do not support speed reductions on entire roads, rather just the stretch affected by accidents.</li> <li>• Do not support speed limit reductions, except around schools.</li> </ul>

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

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

Feedback Theme	Main points
<p>Unsure, or don't support, of the reasons/justifications for the proposed speed limit changes</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> <li>• Need to show why they justify the speed limit reductions.</li> <li>• AT need to show how many fatal crashes on the roads proposed justify the speed limit changes.</li> <li>• AT need to show the number of fatal crashes on Queen Street, Quay Street, Tangihua Street, and Anzac Avenue.</li> <li>• Show how many crashes were caused by speed and not due to other factors.</li> <li>• Franklin roads do not have the accident statistics that are being claimed, would like to see the actual statistics.</li> <li>• Using reports of accidents to make decisions is flawed as not all accidents are reported.</li> <li>• Accidents caused by texting and alcohol should not impact speed decisions.</li> <li>• Using speed around school to justify these changes is wrong as there are already speed limits around schools and most of the proposed changes are not near schools.</li> <li>• Seems driven by ideology not practicality.             <ul style="list-style-type: none"> <li>○ Proposed changes are unrealistic.</li> <li>○ Model is flawed/decision is based on incomplete or incorrect data.</li> </ul> </li> <li>• People are capable of driving to the conditions.</li> <li>• Congestions means speed self-limits where necessary.</li> <li>• Speed limit reductions are a guise to force people out of using private cars.</li> <li>• The increase in injuries is probably in correlation to Auckland's growth.</li> <li>• Reducing rural roads to 80km/h is an attempt to ensure roads last longer, not for safety.</li> <li>• Proposal is based not on reducing speed reducing harm, but on cost being a limiting factor in providing safe roads.</li> <li>• These changes are being made to hide how bad AT has made Auckland's traffic congestion.</li> <li>• What are the reasons for these changes?</li> <li>• The roads mentioned for speed changes are inconsistent.</li> <li>• Too many roads have been selected.</li> </ul>
<p>Reducing speed limits is unnecessary</p> <p><i>Mentions: 28</i></p>	<ul style="list-style-type: none"> <li>• There is no need to lower speed limits/existing speed limits are safe.             <ul style="list-style-type: none"> <li>○ Roads are safe for the current speed limits (flat, straight, visibility is good, very few hazards on the side of the road, no side roads).</li> </ul> </li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>○ Suggested roads already have speed calming measures (speed bumps, chicanes).</li> <li>● Proposed speed limits are slower than necessary.               <ul style="list-style-type: none"> <li>○ 50km/h is a safe speed limit, no need to reduce below that.</li> <li>○ 30km/h speed limits are ridiculous / too slow / unnecessary.</li> </ul> </li> <li>● Speed limit reviews are a waste of time and money.</li> <li>● Many roads require maintenance/upgrading to improve safety, not speed limit reductions.</li> <li>● Due to congestion people already travel around the city at less than 50km/h.</li> <li>● Auckland speed limits are much lower than other parts of New Zealand.</li> <li>● Many of the proposed speed limit reductions don't make sense.</li> <li>● Enough roads have had speed lowered already.</li> <li>● Vehicles do not speed on this road(s).</li> <li>● There have been no, or very few, crashes on this road(s).</li> <li>● Cars are safer than ever.</li> <li>● Vehicles are of better quality now and can travel at faster speeds safely.</li> <li>● Of the 206 rural roads in Franklin only 33 are high risk (serious injury or death), it unnecessary to reduce speeds on many of these roads.</li> <li>● There are no proposed developments in this area that would make this road significantly busier.</li> <li>● The justification that this limit should be reduced to be in keeping with surrounding roads isn't a satisfactory justification.</li> <li>● There is already a variable speed limit for the dangerous part of the road.</li> <li>● Road will still be unsafe for walking at the reduced speed limit.</li> <li>● The changes are being made to slow journeys to get people to ride bikes.</li> <li>● Just use LSZ signs.</li> </ul>
<p>Reducing speed limits will create, or NOT reduce, safety issues</p> <p><i>Mentions: 14</i></p>	<ul style="list-style-type: none"> <li>● AT's speed limit reductions have so far caused increased crashes and deaths.</li> <li>● Reduced speed limits have increased incidences of dangerous driving.</li> <li>● Reduced speed limits have increased accidents.</li> <li>● There is no evidence that reducing speeds will reduce deaths, in fact, the opposite has occurred. Following a non-relevant Scottish example is senseless.</li> <li>● Reinstate the speed limits that were recently reduced by AT.</li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• Driver behaviour is the problem, not the speed limits.</li> <li>• People who speed will still speed.</li> <li>• Lower speed limits (and slow drivers) create driver frustration and dangerous behaviour, such as risky overtaking.</li> <li>• 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.</li> <li>• Reduced speed limits will not reduce crashes in South Auckland, most people do not obey the current speed limits.</li> <li>• Reduced speed limit (to 30) will cause constant watching of speedometer instead of watching the road.</li> <li>• Slow traffic encourages phones use.</li> <li>• Variable speeds along same stretch of road causes driver distraction.</li> <li>• Need to also change the design speed of the road, or changes will be ineffective.</li> <li>• Proposal is about politicians being seen to do something, rather than actually improving safety.</li> <li>• AT need to research and focus on changes that will actually improve safety.</li> <li>• Why is AT not doing cost benefit analysis to justify these proposals?</li> <li>• 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.</li> <li>• I work for insurance and monitor claims. 98% of our crash report claims are due to poor driver behaviour. 85% of faults causing death and serious injury are elderly. What is your strategy doing about the real cause for these areas?</li> </ul>
<p>Reduced speed limits will improve safety</p> <p><i>Mentions: 12</i></p>	<ul style="list-style-type: none"> <li>• Lower speed limits will make people less likely to crash.</li> <li>• Lower speed limits improve pedestrian safety.</li> <li>• Lower speed limits will make our streets safer for children, elderly, and those with mobility issues.</li> <li>• Limiting speed will make cycling safer.</li> <li>• Lower speed limits in areas with speed related incidents.</li> <li>• Lowering speed limit is the only option on some roads that cannot be improved in other ways.</li> <li>• Road conditions are not suitable for the current speed limits, lowering them will improve safety.</li> </ul>
<p>Reducing speed limits is NOT good as it will increase journey times</p> <p><i>Mentions: 10</i></p>	<ul style="list-style-type: none"> <li>• Reducing speed limits will increase journey times.</li> <li>• Reduced speed limits increases pollution.</li> <li>• Reduced speed will impact traffic flow.</li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• Reduced speed will increase congestion.</li> <li>• Reduced speed limits will increase journey times for emergency services - they cannot exceed 30km/h over the limit.</li> <li>• Reduced driving speeds is increasing journey times from Pukekohe to Auckland.</li> <li>• Driving around rural roads in Franklin will take too long at lower speeds.</li> <li>• Slower speeds, slows the economy.</li> <li>• Longer journey times mean increased risk of accidents.</li> <li>• Increased journey times will create risky, impatient drivers.</li> <li>• Reduced speed limits will negatively affect the public transport network.</li> <li>• Want to be compensated for wasted time.</li> <li>• Want to be compensated for wasted fuel.</li> </ul>
<p>Reducing speed limits is about revenue gathering (not safety) <i>Mentions: 2</i></p>	<ul style="list-style-type: none"> <li>• Reducing speed limits is about revenue gathering.</li> <li>• Manurewa is being unfairly targeted to be fined and generate income.</li> <li>• South Auckland, and therefore Māori and Pacific communities, are being unfairly targeted.</li> <li>• Reduced speeds will lead to more petrol consumption and therefore are purely profit generation.</li> </ul>
<p>New speed limits need to be clearly signposted <i>Mentions: 3</i></p>	<ul style="list-style-type: none"> <li>• New speed limits need to be clearly signposted.</li> <li>• New speed limits should be painted on the road as well as signposted.</li> </ul>
<p>Need to better enforce speed limits <i>Mentions: 10</i></p>	<ul style="list-style-type: none"> <li>• Proposed changes will have minimal impact if not enforced.</li> <li>• General concerns about how speed limits will be enforced.</li> <li>• Better police roads with 50km/h speed limits.</li> <li>• Need more traffic cops.</li> <li>• Install speed cameras around schools.</li> <li>• Need more speed cameras can increase safety.</li> <li>• Need more random license and WOF checks.</li> <li>• Ensure courts enforce the law.</li> <li>• Need stronger penalties for breaking the road rules (one submitter suggested vehicles seized and if a repeat offender, crushed).</li> <li>• Need harsher penalties for those that speed past schools.</li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• Make those caught speeding attend a course.</li> <li>• Need to police those driving too slow.</li> <li>• Great South Road between Drury and Papakura is never policed.</li> </ul>
<p>Driver behaviour is creating safety risks <i>Mentions: 10</i></p>	<ul style="list-style-type: none"> <li>• Improve driver education to reduce crashes.</li> <li>• Drivers that should not have been given licenses is the issue.</li> <li>• Driver education should focus on more than speed, e.g. how to identify when it is safe to pull out, how to accelerate up to speed of other traffic.</li> <li>• Drivers should have to do a practical test every 10 years when they renew their licenses.</li> <li>• Better driver training/refresher courses. Use a hydraulic synaptic feedback chair to learn better risk assessment and understanding of poor driving decisions.</li> <li>• Require driver refresher courses that provide driver trainer in a hydraulic synaptic feedback chair.</li> <li>• Dangerous drivers are ruining it for the majority who drive within the current limits.</li> <li>• Driver education for teenagers in rural areas is required.</li> <li>• Bus drivers need more training as they create a risk.</li> <li>• Good driving should be rewarded to encourage better drivers.</li> <li>• Not fair to reduce speed limits and punish the vast majority of drivers who drive safely, for the minority that drive dangerously (who will drive dangerously anyway).</li> <li>• Drivers using mobile phones is causing crashes.</li> <li>• Cars that are poorly maintained or in poor condition are the cause of crashes, more than speed.</li> <li>• People are regularly running red lights which is dangerous. Install more red-light cameras.</li> <li>• Slow speed limits (and slow drivers) cause driver frustration and dangerous driving, such as risky overtaking.</li> <li>• Reduced speed limits have increased incidences of dangerous driving.</li> <li>• Removing passing lanes is resulting in risky overtaking.</li> <li>• Unless there is frequent signage drivers won't know what speed to go and will be distracted looking for signs.</li> <li>• Any motorist obeying a 50kmph limit who crashes and causes a fatality or serious injury is either elderly, pathic, or on drugs/intoxicated. 30kmph won't change the cause.</li> <li>• I work for insurance and monitor claims. 98% of our crash report claims are due to poor driver behaviour. 85% of faults causing death and serious injury are elderly. What is your strategy doing about the real cause for these areas?</li> </ul>



Feedback Theme	Main points
<p>Pedestrian, e-scooter, and cyclist behaviour is causing safety risks</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> <li>• Improve pedestrian education/road safety.</li> <li>• Children need to be taught road safety.</li> <li>• Pedestrians are distracted on their phones.</li> <li>• Pedestrians should be made responsible for their own actions.</li> <li>• Speed limits are fine; money would be better spent on teaching pedestrians/children to cross the road safely.</li> <li>• Children around schools running out on the road are unsafe.</li> <li>• Speed limits are fine, cyclists making risky decisions is the safety issue.</li> <li>• Cyclists should have registration numbers, some are dangerous.</li> <li>• Cyclists should be legally required to use cycle lanes where available and ride single file.</li> <li>• E-scooters on the road are a safety issue.</li> </ul>
<p>The low quality of the road is creating safety risks</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> <li>• Roads are dangerous due to lack of road maintenance.</li> <li>• Improve road quality with more crossings, stop signs, give ways etc.</li> <li>• Improve road signage and markings.</li> <li>• Various maintenance issues of concern, such as potholes, uneven surfaces, road slope, road surface, narrow roads, and subsidence.</li> <li>• Poor repairs and maintenance work that don't last or are in poor/uneven condition from the time of the repair are a problem.</li> <li>• More and more development is being permitted without improving road quality</li> <li>• Lack of passing zones encourages dangerous overtaking.</li> <li>• On street parking is causing safety issues - obscures vision on residential streets, and on major roads parked cars reduce lane widths leading to congestion.</li> </ul>
<p>Generally, road condition needs improving</p> <p><i>Mentions: 6</i></p>	<ul style="list-style-type: none"> <li>• Need to improve road maintenance and design.</li> <li>• Improving road condition/maintenance is more important than reducing speed limits.</li> <li>• Proposed speed limit reductions are to avoid necessary road maintenance.</li> <li>• Infrastructure suggestions to make the roads safer. <ul style="list-style-type: none"> <li>○ Speed tables.</li> <li>○ Better quality maintenance.</li> <li>○ Improve road signage, road markings, and lighting.</li> <li>○ Speed limits should be painted on roads at regular intervals.</li> </ul> </li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>○ Need to make roads flow better.</li> <li>○ Road calming suggestions.</li> <li>○ More pedestrian crossings.</li> <li>● Improve road signage, road markings and lighting.</li> <li>● Need to make roads flow better.</li> <li>● Poor repairs and maintenance work that don't last or are in poor/uneven condition from the time of the repair are a problem.</li> <li>● Poor road condition is causing regular damage to vehicles.</li> <li>● Need to improve motorways and invest more time in them.</li> <li>● More and more development is being permitted without improving road quality.</li> </ul>
<p>Change the speed limit asap/sooner than planned</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> <li>● Implement speed limit reductions sooner.</li> <li>● Trial temporary speed limit reductions until new limits come into effect.</li> <li>● AT should take a bolder approach, introduce wider speed zones at a faster pace.</li> </ul>
<p>Suggested changes to how safer speed limits programme is implemented</p> <p><i>Mentions: 7</i></p>	<ul style="list-style-type: none"> <li>● Define a low-speed limit across the area (e.g. 30 km/h in urban areas and 60 km/h in rural areas and 80 km/h on motorways) and only allow roads to be faster by exception.</li> <li>● Consider 10km/h speed reduction rather than 20km/h.</li> <li>● Rural roads should be 80km/h maximum.</li> <li>● 30km/h is too slow, should only consider implementing 40km/h limits.</li> <li>● Having 10km/hr speed increments is confusing. Stick with just odd numbers (i.e. 10, 30, 50, 70, 90, 110km/h).</li> <li>● Straight, long stretches of road should be 60km/h.</li> <li>● All South Auckland roads should be 50km/h.</li> <li>● In areas that have various speeds, stick with just 30km/h and 50km/h.</li> <li>● Reduce speed limits on all urban roads to reduce confusion.</li> <li>● The idea that speed limits should follow from design speeds is completely backwards. Lower the limit now and then design the street around that whenever it next comes to be rebuilt.</li> <li>● Ensure roads are designed/changed to reflect the speed limit for the road, so that people naturally travel the speed limit and feel uncomfortable travelling faster e.g. narrower roads, trees on alternating sides of the road, plant trees between the road and the footpath.</li> <li>● Low-cost, tactical changes need to be rolled out to support the reduced speed limits.</li> <li>● In urban/residential areas reduced speed areas ought to take the form of low traffic neighbourhoods.</li> </ul>

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

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

Feedback Theme	Main points
<p>Only implement speed limit reductions during peak traffic times and/or don't support 24/7 implementation</p> <p><i>Mentions: 18</i></p>	<ul style="list-style-type: none"> <li>• Do not support 24/7 implementation of speed limits.</li> <li>• Only implement during peak traffic times.</li> <li>• Only implement during school hours, school pick-up and drop-off times, and/or during school terms.</li> <li>• Speed reductions should only be between 8am and 7pm.</li> <li>• Speed reductions should only be between 8am and 4pm.</li> <li>• Reducing speeds all day for a problem that only exists for a short period of time each day doesn't make sense.</li> <li>• Reducing speeds for 24 hours is impractical and impossible to police.</li> <li>• Speed limit signage around schools should be electronic so limits can be changed when necessary (increased in evenings and weekends).</li> </ul>
<p>Do not support reducing speed limits on open roads, rural roads, and/or highways</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> <li>• Do not support reducing speed limits on open roads and/or highways.</li> <li>• Rural roads should have an open road speed limit so people can decide how fast they travel.</li> </ul>
<p>Concerns with speed limit reduction around schools</p> <p><i>Mentions: 8</i></p>	<ul style="list-style-type: none"> <li>• Schools are already speed limit zones, why add extra.</li> <li>• Limit should be 40km/h.</li> <li>• Should not be 24/7, and should be notified by illuminated, variable signs.</li> <li>• Different schools have different start times, so speed limits should be tailored to those times.</li> <li>• School zones should have more monitoring at peak times, not speed limit reductions.</li> <li>• Too many side roads around schools are included in low-speed limit.</li> <li>• Should only be 30km/h for a distance of 400m from each school.</li> <li>• Speed limits should be around primary schools only.</li> <li>• Only apply 30km/h speed limits to on schools that are not on main arterial roads.</li> <li>• It is not speed around schools that is the problem, it is parents dropping off and picking up dangerously, and buses.</li> <li>• People ignore low speed zones around schools anyway.</li> <li>• Is there a strategy to address school related traffic volume?</li> </ul>

**General locations where speed limit reductions are supported**

Feedback Theme	Main points
<p>Lower speed limits around schools are required/important <i>Mentions: 12</i></p>	<ul style="list-style-type: none"> <li>• All schools should be included.</li> <li>• Makes it safer for children going to/from school.</li> <li>• Change speed limit around schools 40km/h.</li> <li>• Speed limits around schools need to be standard, not 40kph at some and 30kph at others.</li> <li>• Reduced speed limits should be restricted to school zones. Leave other roads 50km.</li> <li>• Don't support the speed reductions, except around schools.</li> <li>• There should be traffic calming measures and safety improvements (pedestrian islands) as well as lower speed limits.</li> <li>• All schools should have flashing 30kmh signs at their boundary.</li> </ul>
<p>Lower speed limits in residential areas are required/important <i>Mentions: 2</i></p>	<ul style="list-style-type: none"> <li>• All residential roads should be 30km/h.</li> <li>• Lower speed limit is important, but it should be 35km/h or 40km/h.</li> <li>• High density town roads should be 40km/h maximum.</li> <li>• In a cul-de-sac or tight, narrow residential road, the limit should be lower than 30km/h.</li> <li>• All minor side streets should be 30km/h.</li> <li>• Need lower speed limits around parks, where children play.</li> <li>• Residential roads have more potential for conflict (people turning out of driveways, pedestrians crossing the road, parked cars) and often have worse visibility.</li> <li>• Modern cars are large and dangerous, lower speed limits in suburban roads would be safer for pedestrians.</li> </ul>
<p>All residential roads should be 30km/hr <i>Mentions: 3</i></p>	<ul style="list-style-type: none"> <li>• All residential roads should be 30km/h.</li> <li>• Will enable vehicles and bikes to share the road.</li> <li>• Should be supported by physical measures to reduce speeds.</li> </ul>
<p>Lower speed limits in/around town centres are required/important <i>Mentions: 2</i></p>	<ul style="list-style-type: none"> <li>• Town centres are high pedestrian areas so should have lower speed limits.</li> <li>• Agree with speed reductions but speed limits should be 40km/h.</li> <li>• The city should be 30km/h everywhere, with wider footpaths and narrower streets to encourage slow speeds.</li> </ul>

## Other comments and concerns

Feedback Theme	Main points
<p>Concerns with the public engagement, and/or that AT won't listen to feedback</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> <li>• AT will not listen to public feedback.</li> <li>• AT did not listen to feedback regarding last speed limit review in Franklin, it is now more dangerous.</li> <li>• AT needs to communicate their responses to feedback better.</li> <li>• There is very limited opportunity to provide feedback.</li> <li>• The outcomes have already been decided as you state, "no change is not an option".</li> <li>• AT only listens to vocal minority groups.</li> <li>• Sick of the government deciding things without consulting the ratepayers.</li> <li>• AT never propose increased speed limits.</li> <li>• AT need to release statistics to show proof of speed limit reduction requirements on each road.</li> <li>• Consultation website was poorly designed and difficult to navigate, meaning that an informed assessment cannot be made.</li> <li>• Concerns the map in the brochure drop is deceptive - the dots are incorrectly placed.</li> <li>• Had technical issues with the online survey and/or interactive map tool.</li> <li>• Concerns the leaflet is propaganda and doesn't contain accurate statistics.</li> <li>• Concern that there is a discrepancy between the online information when giving feedback and the leaflet drop:- D'Oyly Drive included in the leaflet but not the online 'Have your say'.</li> <li>• Stop using Facebook groups for feedback.</li> <li>• Need an option for people to be added to the mailing list once feedback is gathered that doesn't require giving feedback.</li> <li>• Future proposals should be posted on local community boards.</li> <li>• AT should communicate directly with locals and drive the roads to better understand the problems.</li> </ul>
<p>Other comments</p>	<ul style="list-style-type: none"> <li>• People parking in unsuitable places causes congestion and is unsafe.</li> <li>• Slows down emergency response vehicles who are only allowed to travel 20km/h above limit.</li> <li>• Rules around the use of E-scooters and bikes need to be formalised. e.g. giving way, signalling, where to ride, interactions with pedestrians.</li> <li>• Speed reductions of 50% or more will not be tolerated by the community.</li> <li>• Bicycles and buses now have more road than cars.</li> </ul>

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