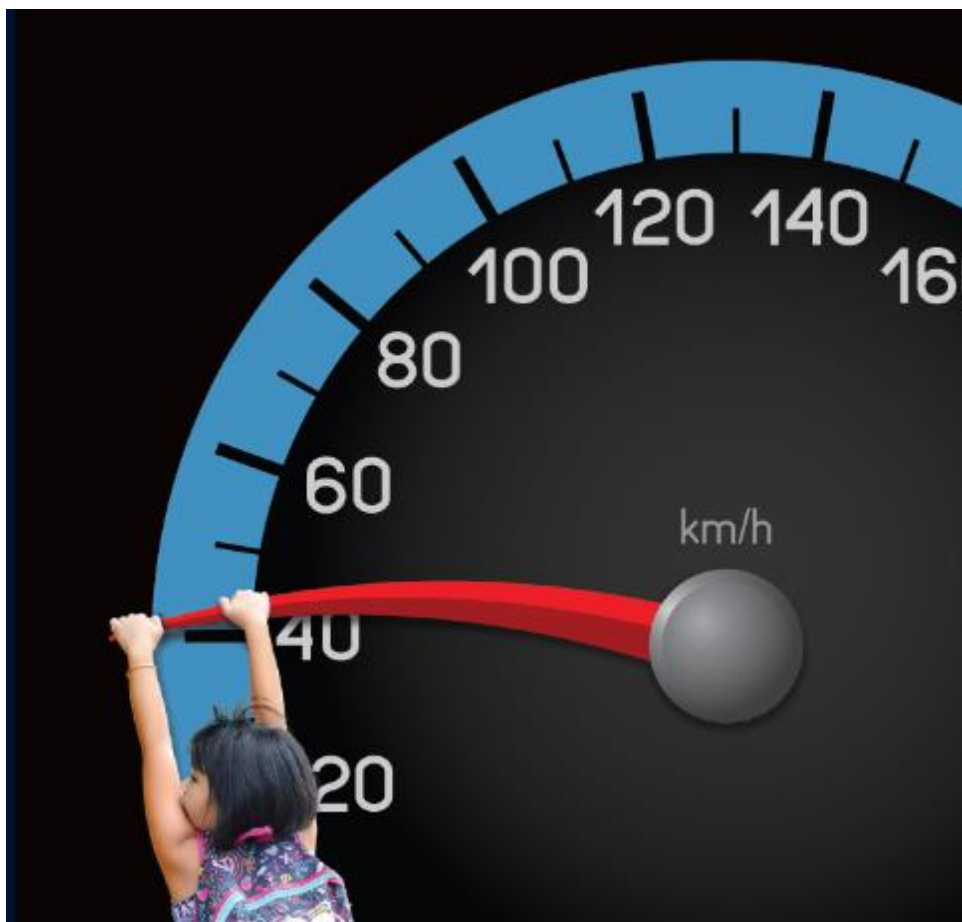


# Safe Speeds Programme

Proposed Speed Limit Changes  
Speed Limits Amendment Bylaw 2022 (No 2)

**DRAFT** Public feedback  
March/April 2022

Proposed new speed limits for approximately 1600  
roads around Auckland



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# Summary

## What did we seek feedback on?

From 28 February to 3 April 2022, Auckland Transport (AT) invited the public to provide feedback on a proposal to set new permanent speed limits on approximately 1600 roads around Auckland.

AT controls more than 7,500km of the road network and is responsible for ensuring all these roads have speed limits that are safe and appropriate for their function, design, and use.

**Under the [Land Transport Rule: Setting of Speed Limits 2017](#), AT is legally required to investigate road speed limits; where the current speed limit is found to be not safe and appropriate, AT must make changes.**

This ongoing programme to review road speed limits is called the Safe Speeds Programme. The 1600 roads proposed for changes under this consultation is phase three of this programme.

## Safe Speeds Programme – Vision Zero

The Safe Speeds Programme:

- Involves assessing speed limits across the region and, if required, proposing new safe and appropriate speed limits. Safe and appropriate speed limits are those that take into account the design, layout, use, risk, and safety factors of each road.
- Integrates with AT's Vision Zero goals to achieve zero deaths and serious injuries by 2050. Speed plays a factor in every crash, traveling at a safe speed has been proven to make most crashes survivable.
- Integrates with the Ministry of Transport's Road to Zero Action Plan, which aims to reduce deaths and serious injuries across New Zealand.
- Will create safe speed limits and associated benefits, such as less deaths and serious injuries on our roads. Safe speeds should also make it more appealing to walk and cycle (including children travelling to school, and people walking and cycling to public transport connections).

## About this report

This report outlines the feedback received during March and April 2022 on approximately 1600 roads that were proposed for new speed limits. This report, and the feedback analysis that form it, were completed independently by Viewpoints NZ.

Respondents could provide general feedback on the Safe Speeds Programme, or feedback on specific roads. In total **8,622 submissions** were received. The feedback has been analysed and presented in this report as follows:

- A summary of the general feedback on the Safe Speed Programme is outlined below in the [Overview of public feedback](#) section.
- A detailed analysis of the feedback received is outlined in the [Feedback received](#) section of this report.
- **Please note:** Feedback on each road proposed for speed limit changes has been reported by local board area. A report for each local board area can be found at <https://at.govt.nz/about-us/have-your-say/proposed-speed-limit-changes-phase-three>. An index table that shows which roads are in each local board area is provided in [Attachment 1](#) of this report.



## Activities to raise awareness

To let you know about the opportunity to provide feedback on the project, we:

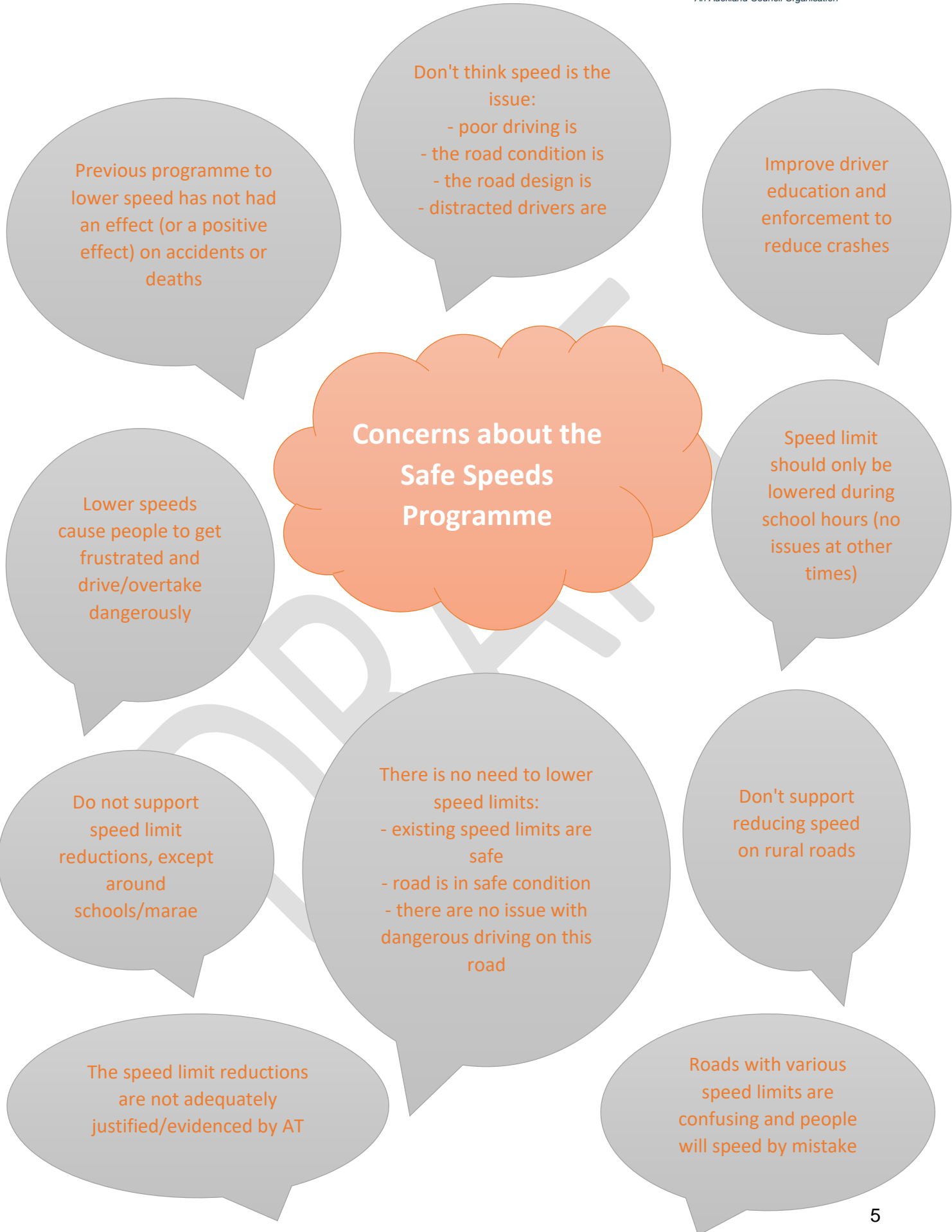
- Delivered a flyer to more than 340,000 properties and PO Boxes on/near the roads proposed for speed limit changes.
- Email of the project information to approximately 150 key stakeholders, including businesses in the area, Emergency Services, educational institutions.
- Project web pages on both AK Have Your Say page, which included the online feedback form, and Auckland Transport's website (linking to the AK Have Your Say page).
- Production and promotion of a project video along with several location specific videos.
- Translated consultation materials into Te Reo Māori
- Emails sent through Auckland Council and AT databases.
- Separate public, school and business-focused webinars, including one webinar in Mandarin.
- Advertising in the NZ Herald, community newspapers, specialist/ethnic media:
  - Central Leader, East & Bays Courier, Eastern Courier, Manukau Courier, North Harbour News, North Shore Times, Nor-West News, Papakura Courier, Rodney Times, Franklin County News, Western Leader, Hibiscus Matters, Pohutukawa Times, Chinese Herald, Mandarin Pages, Ponsonby News, Times, Kakalu O Tonga, Indian Weekender.
- Sent flyers, posters, and hardcopy Freepost feedback forms, in English and Te Reo Māori s to every library and service centre in Auckland.
- Social media campaign promoting the engagement, the video and registering to attend the public-focused webinar.
- Promotion via AT's Metro and AT HOP (bus, train, and ferry) e-newsletters.
- One-on-one briefings with key stakeholders.

## Top 10 feedback themes: 'general comments' on proposed speed limit changes

Results from all respondents – Note: the majority of submitters did not provide general comments

Feedback theme	No. of mentions
 Reduced speed limits will improve safety	775
 Reducing speed limits is unnecessary	629
 Driver behaviour is creating safety risks	607
 Reduced speed limit is NOT good as it will increase journey times	466
 Reducing speed limits will create safety issues	453
 The low quality of the road is creating safety risks/needs fixing	441
 Reducing speed limits will not reduce safety issues	401
 Driver training/education suggested/required	389
 Motorists exceeding speed limits are a safety concern	376
 Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes	284





# Project decisions and next steps

## Response to feedback themes

A number of common feedback themes arose from public consultation across multiple areas. Responses to key themes or queries is as follows:

### School speed limit zones

Feedback theme	AT Discussion / Response
<p>30km/h speed limit is unsuitable for this road</p> <p>30km/h speed limit is unnecessary as drivers are already driving slowly</p> <p>Only support the 30km/h speed limit for a certain period of the day</p>	<p>The streets with proposed 30km/h speed limits, such as those proposed within the consultation, are relatively low volume residential streets and are not considered main traffic routes.</p> <p>These are areas where 30km/h operating speeds are what most drivers are comfortable travelling at all the time.</p> <p>A 50km/h speed limit can often encourage drivers to speed up even when they are comfortable travelling at lower speeds.</p> <p>A reduced speed limit at all times also provides wider safety benefits for walking and cycling road users.</p>
<p>30km/h speed limit is not good as it will increase journey times</p>	<p>The areas with proposed 30km/h speed limits are relatively small residential areas where most drivers are already travelling around 30km/h on average.</p> <p>A reduced speed limit is not expected to have a significant impact on travel times through the area.</p>
<p>Driver behaviour is causing safety risks</p> <p>How will a 30km/h speed limit be enforced</p>	<p>Auckland Transport works closely with the NZ Police to identify issues raised by the public or where compliance of speed limits is a problem.</p> <p>Drivers are largely already driving at sensible speeds in the residential areas around schools where we have proposed lower speed limits and we don't expect that there will be a need for heavy enforcement.</p> <p>AT will undertake monitoring of vehicle speeds after the changes have been implemented to determine whether targeted enforcement is necessary in these areas.</p>
<p>Why is the 30km/h speed limit for such a large area and not just in front of the school</p>	<p>An area wide approach has been taken to reflect that walking and cycling activity in these residential areas is not limited to the school gate.</p> <p>Many of the residential areas included in the proposal have lots of walking and cycling activity throughout the entire area.</p> <p>For the residential areas included in this consultation, average driver speeds are already relatively low, and the reduced speed limit more accurately reflects the actual speed that most drivers are comfortable travelling at.</p> <p>The reduced speed limit in these areas is expected to help reduce the speed of the minority of drivers that are travelling at less sensible speeds for the area.</p>
<p>Request for speed calming measures such as speed bumps in these areas</p>	<p>For this phase of the programme the focus has been on streets that are already operating at relatively low speeds.</p> <p>For this reason we are not proposing further speed calming measures such as speed humps.</p> <p>However we will monitor vehicle speeds after the speed limit changes have been implemented to determine whether additional engineering measures are necessary to help support the lower speed limit.</p>



<p>More education for parents and children around schools</p>	<p>The AT Community Transport Team continues to work closely with schools across Auckland through the Travelwise programme to promote safe walking, cycling, and driver behaviour around the school gate. Safer speed limits around schools will help support this education and lead to safer journeys for all road users.</p>
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### Residential and Town Centre Speed Limit Zones

Feedback theme	AT Discussion / Response
<p>30km/h speed limit unnecessary as speed tables/humps are already slowing down vehicles</p>	<p>Speed table/hump installations are effective measures to introduce safe speeds and protect roads users on high operating speed roads by physically slowing traffic.</p> <p>Where physical speed calming is already installed, reviewing the speed limit to complement the already slower speeds creates a more cohesive speed environment compared to retaining a higher, unsafe speed limit.</p>
<p>Speed limit should be lower than the proposed</p>	<p>30km/h speed limit is the survivable speed for vulnerable road users if a crash occurs between vehicles and vulnerable road users.</p> <p>Where a 30km/h speed limit is proposed, this has been assessed as the safe and appropriate speed for the subject road.</p> <p>Should future development, road changes or community feedback highlight that a lower speed is more appropriate for a road then this change can be considered, subject to assessment, with a future stage of the Safe Speeds programme.</p>
<p>Driver behaviour is causing safety risks</p> <p>How will a 30km/h speed limit be enforced</p>	<p>Auckland Transport works closely with the NZ Police to identify issues raised by the public or where compliance of speed limits is a problem.</p> <p>Drivers are largely already driving at sensible speeds in the residential areas around schools where we have proposed lower speed limits and we don't expect that there will be a need for heavy enforcement.</p> <p>AT will undertake monitoring of vehicle speeds after the changes have been implemented to determine whether targeted enforcement is necessary in these areas.</p>
<p>30km/h speed limit is not good as it will increase journey times</p>	<p>The areas with proposed 30km/h speed limits are relatively small residential areas where most drivers are already travelling around 30km/h on average.</p> <p>A reduced speed limit is not expected to have a significant impact on travel times through the area.</p>
<p>Too many changes in speed limits along the road (or in area) will be confusing</p>	<p>One of the aims of the area-based approach of the Safe Speeds programme is to limit the number of speed limit signs and speed limit transitions (i.e. moving from one speed limit to another) on the Auckland Transport network.</p> <p>Due to the large size of the Auckland Transport road network, areas of the network are necessarily being reviewed in stages from 2019 onwards.</p> <p>Until the entire regional road network has been reviewed, there will be a transition period where speed limits moving from one area to another may be inconsistent. However, this will be resolved once the regional review completed.</p> <p>Public feedback during consultation and following road speed limit changes is useful to assist Auckland Transport in identifying where confusion may arise and look at resolving issues.</p>

<p>The point at which a speed limit changes must be at, or close to, a point of obvious change in the roadside development or the road environment</p>	<p>This is a requirement under clause 3.3 (3) from the Land Transport Rule: Setting of Speed Limits (2017).</p> <p>All changes proposed within this consultation comply with legislation, which seeks to make speed limit change transitions obvious to the driver.</p> <p>In some urban environments where a transition may be gradual or subtle, for example entering a town centre environment, supporting measures such as signage, road markings and kerb adjustments are planned to create a more obvious change in the road environment.</p>
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### Rural Speed Limit Zones

Feedback theme	AT Discussion / Response
<p>Fix the road instead of lowering the speed limit</p>	<p>Auckland has an extensive rural road network, with approximately 10% of the road network remaining unsealed.</p> <p>Auckland Transport has ongoing road maintenance, renewal and resealing programmes in addition to safety or development focused upgrades.</p> <p>Where poor road condition is identified, community feedback to Auckland Transport is invaluable to identify issues.</p> <p>The majority of this rural network still has historic, unsafe speed limits (predominantly 100km/h) which is not reflective of the safe and appropriate driving speed. These speed limits are being reviewed.</p> <p>The first group of rural roads where speed limits were changed in June 2020 have experienced a reduction in road fatalities of more than 70% in the 18-month period since the changes, indicating that unsafe speed limits are a significant factor in Auckland high rates of rural road trauma.</p>
<p>The reduced speed limit will mean significant increases in journey times for rural residents – not just a couple of minutes</p>	

## Project decisions

After considering all the feedback and completing further investigations, we have decided to progress the project through to implementation, subject to the following changes:

Road	Section	Currently	Consulted speed limit	New speed limit
	Table to be completed following AT board decision.			

### Next steps

- If these proposed changes go ahead, they will be made by amendment to the Speed Limits Bylaw 2022 and will start to come into effect in late 2022 / early 2023.
- AT will be seeking public feedback on Katoa Ka Ora, the next phase of the Speed Programme, in February 2023.
- Any roads suggested for speed limit changes during the phase three March/April 2022 public feedback round, if not already part of the phase four February/March 2023 proposal round, will be investigated and if suitable included in subsequent engagement rounds (i.e. 2024 onwards).

# Feedback received

## What we asked you

We asked people:

- Whether they supported the proposed speed limit reductions for each road, and why they felt this way.
- What their general sentiment was towards the Safe Speed Programme.
- Whether they had any general comments on the Safe Speed Programme.

People could provide feedback via:

- An online feedback form (please refer to [Attachment 4](#))
- A hardcopy feedback form (obtained from Open Days, by request, or by organisation)
- An online feedback map
- Email

## Feedback overview

People could provide general feedback on the Safe Speeds Programme, or feedback on specific roads. In total, **8,622 submissions** were received. The feedback has been analysed and presented in this report as follows:

- The feedback received on each road proposed for speed limit changes has been reported by local board area. A report for each local board area can be found at <https://at.govt.nz/about-us/have-your-say/proposed-speed-limit-changes-phase-three/>. An index table that shows which roads are in each local board area is provided in [Attachment 1](#) of this report.
- A brief summary of the ‘general feedback’ on the Safe Speed Programme is outlined above in the [Overview of public feedback](#) section above.
- The sub-section immediately below ([Key feedback topics and themes](#)), covers the ‘general feedback’ on the Safe Speed Programme in more detail. In this section the feedback has been grouped into themes, which have been grouped under five topic areas.
- The [Feedback from key interest groups](#) section outlines the feedback received from key interest groups, such as Emergency Services, AA, and schools.
- The feedback received from each local board (i.e. the elected local board members) is outlined in [Attachment 3](#).

## Key feedback topics and themes

This section outlines the feedback topics and related themes from all submitters that provided general feedback on the Safe Speeds Programme. A submission from one person or organisation can count towards multiple topics and themes.

### Feedback topics

Overall feedback on the Safe Speeds Programme and road safety

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

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

General locations where speed limit reductions are supported

Other comments and concerns

## Overall feedback on the Safe Speeds Programme and road safety

Feedback Theme	Main points
<p>Generally, support the safe speeds programme <i>Mentions: 1,471</i></p>	<ul style="list-style-type: none"> <li>• Lowering the speed limits will improve safety (715 mentions)</li> <li>• Lower speed limits around schools are required/important (100)</li> <li>• Motorists exceeding speed limits are a safety concern (84)</li> <li>• Lowering the speed limits will have other benefits (as well as/instead of safety) (77)</li> <li>• Driver behaviour is creating safety risks (62)</li> <li>• Lower speed limits around residential areas are required/important (54)</li> <li>• Need to better enforce speed limits (44)</li> <li>• Lower speed limits on rural/unsealed/winding/narrow roads are required/important (40)</li> <li>• Lowering speed limits will have a positive effect on climate change (35)</li> <li>• Lower speed limits in/around town/shopping centres are required/important (26)</li> <li>• Generally, road design needs upgrading/ improving (22)</li> <li>• Alternative speed limit suggested (instead of as proposed) (19)</li> <li>• Lower speed limits around marae/other high pedestrian areas are important (16)</li> <li>• Improve pedestrian infrastructure (general) (16)</li> <li>• Improve cycle infrastructure (general) (15)</li> <li>• Other physical improvements suggested (15)</li> <li>• Reducing speed limits is unnecessary (14)</li> <li>• Too many changes in speed limits along the road (or in area) are/will be confusing (11)</li> <li>• Driver training/education suggested/required (11)</li> <li>• Other suggestions for reduced vehicle speeds (general) (10)</li> <li>• Please implement the speed limit reductions sooner/ asap/ no need for consultation (9)</li> <li>• New speed limits need to be clearly signposted (9)</li> <li>• The low quality of the road is creating safety risks/needs fixing (9)</li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• Reduced speed limit is NOT good as it will increase journey times (8)</li> <li>• Only implement speed limit reductions during specific times and/or don't support 24/7 implementation (8)</li> <li>• Do not support reducing speed limits on arterial roads, main roads and/or highways (7)</li> <li>• Reducing speed limits will create safety issues (6)</li> <li>• The proposed speed limit reductions lack local knowledge (6)</li> <li>• Only implement speed limit reductions around schools/town centres (6)</li> <li>• Reducing speed limits will not reduce safety issues (5)</li> <li>• Concerns with the public engagement, and/or that AT won't listen to feedback (5)</li> <li>• Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes (4)</li> <li>• Pedestrian, e-scooter, and/or cyclist behaviour is causing safety risks (4)</li> <li>• Do not support reducing speed limits on open roads, rural/country roads and/or paper roads (4)</li> <li>• Improve public transport (general) (4)</li> <li>• Reducing speed limits is about revenue gathering (not safety) (3)</li> <li>• Motorists going SLOWER than the speed limit are a safety concern (3)</li> <li>• Zero deaths by 2050 is unrealistic/ impossible (3)</li> <li>• Lowering speed limits will have a negative effect on climate change/environment (2)</li> <li>• Concerns/disagree with speed limit reduction around schools (2)</li> <li>• Suggestions for licensing/ law changes (2)</li> <li>• General suggestions for speed limit increases (1)</li> <li>• Other comments (17)</li> </ul>
<p>I support some proposals and do NOT support other proposals in the Safe Speed Programme</p> <p><i>Mentions: 1,311</i></p>	<ul style="list-style-type: none"> <li>• Reducing speed limits is unnecessary (197 mentions)</li> <li>• Driver behaviour is creating safety risks (148)</li> <li>• Only implement speed limit reductions during specific times and/or don't support 24/7 implementation (148)</li> <li>• Reducing speed limits will create safety issues (138)</li> <li>• Lower speed limits around schools are required/important (138)</li> <li>• Reduced speed limit is NOT good as it will increase journey times (128)</li> </ul>

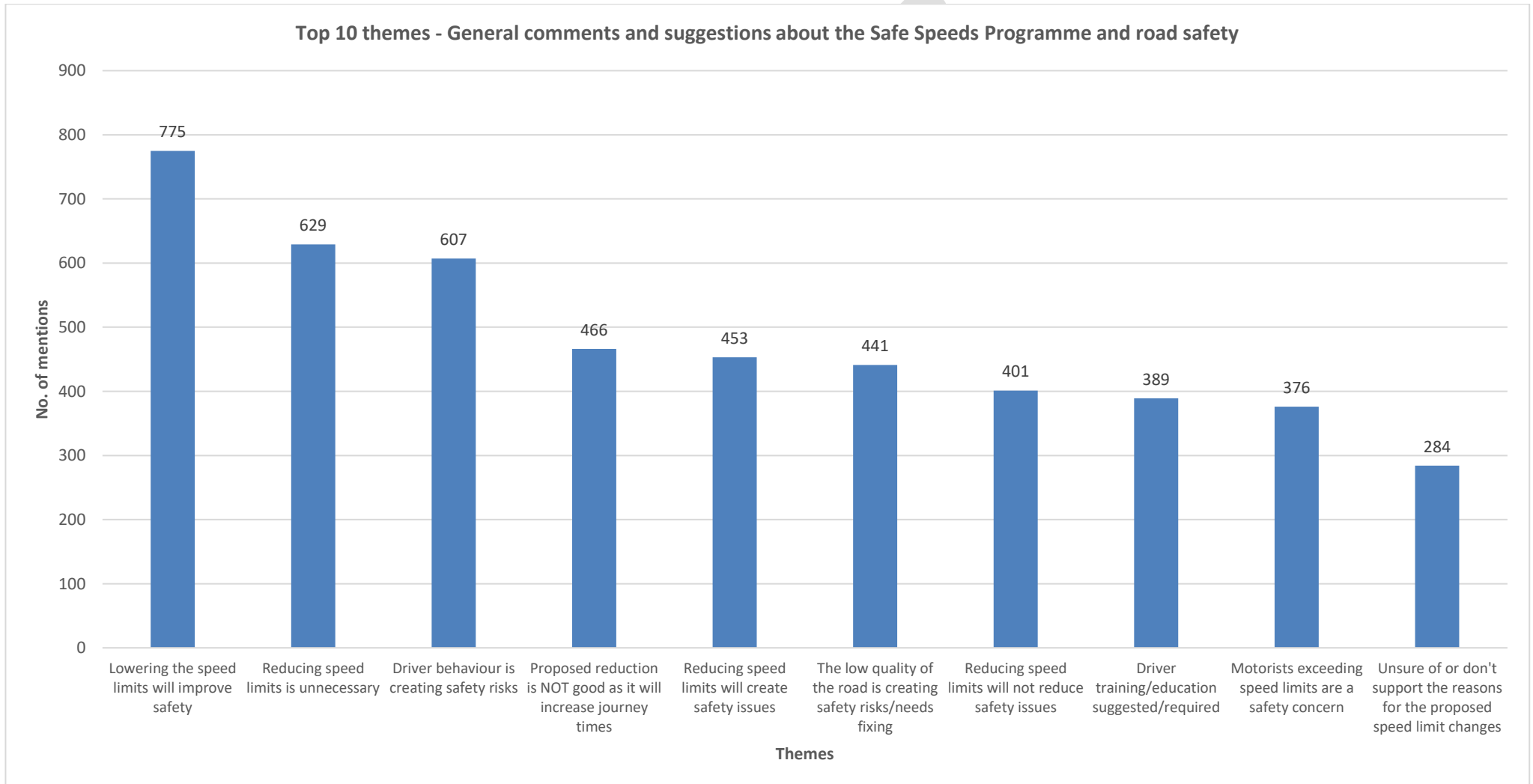
Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• Only implement speed limit reductions around schools/town centres (125)</li> <li>• Motorists exceeding speed limits are a safety concern (120)</li> <li>• The low quality of the road is creating safety risks/needs fixing (111)</li> <li>• Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes (99)</li> <li>• Do not support reducing speed limits on open roads, rural/country roads and/or paper roads (94)</li> <li>• Reducing speed limits will not reduce safety issues (93)</li> <li>• Driver training/education suggested/required (91)</li> <li>• Need to better enforce speed limits (72)</li> <li>• The proposed speed limit reductions lack local knowledge (72)</li> <li>• Generally, road design needs upgrading/ improving (56)</li> <li>• Lowering the speed limits will improve safety (53)</li> <li>• Do not support reducing speed limits on arterial roads, main roads and/or highways (49)</li> <li>• Alternative speed limit suggested (instead of as proposed) (45)</li> <li>• Too many changes in speed limits along the road (or in area) are/will be confusing (40)</li> <li>• Reducing speed limits is about revenue gathering (not safety) (36)</li> <li>• Suggestions for licensing/ law changes (33)</li> <li>• Pedestrian, e-scooter, and/or cyclist behaviour is causing safety risks (28)</li> <li>• Lower speed limits around residential areas are required/important (28)</li> <li>• Physical improvements suggested (26)</li> <li>• Concerns with the public engagement, and/or that AT won't listen to feedback (25)</li> <li>• Motorists going SLOWER than the speed limit are a safety concern (25)</li> <li>• Lower speed limits around marae/other high pedestrian areas are important (24)</li> <li>• Zero deaths by 2050 is unrealistic/ impossible (23)</li> <li>• Concerns/disagree with speed limit reduction around schools (23)</li> <li>• Improve pedestrian infrastructure (general) (23)</li> <li>• Lower speed limits in/around town/shopping centres are required/important (22)</li> </ul>



Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• Other suggestions for reduced vehicle speeds (general) (17)</li> <li>• Improve public transport (general) (15)</li> <li>• Lower speed limits on rural/unsealed/winding/narrow roads are required/important (13)</li> <li>• New speed limits need to be clearly signposted (12)</li> <li>• Lowering speed limits will have a negative effect on climate change/environment (11)</li> <li>• Improve cycle infrastructure (general) (9)</li> <li>• General suggestions for speed limit increases (7)</li> <li>• Lowering speed limits will have a positive effect on climate change (5)</li> <li>• Lowering the speed limits will have other benefits (as well as/instead of safety) (2)</li> <li>• Please implement the speed limit reductions sooner/ asap/ no need for consultation (2)</li> <li>• Other comments (16)</li> </ul>
<p>Generally, do NOT support the safe speeds programme <i>Mentions: 2,108</i></p>	<ul style="list-style-type: none"> <li>• Reducing speed limits is unnecessary (417 mentions)</li> <li>• Driver behaviour is creating safety risks (397)</li> <li>• Reduced speed limit is NOT good as it will increase journey times (328)</li> <li>• The low quality of the road is creating safety risks/needs fixing (320)</li> <li>• Reducing speed limits will create safety issues (307)</li> <li>• Reducing speed limits will not reduce safety issues (303)</li> <li>• Driver training/education suggested/required (287)</li> <li>• Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes (181)</li> <li>• Generally, road design needs upgrading/ improving (179)</li> <li>• Motorists exceeding speed limits are a safety concern (171)</li> <li>• Reducing speed limits is about revenue gathering (not safety) (135)</li> <li>• Only implement speed limit reductions during specific times and/or don't support 24/7 implementation (115)</li> <li>• Suggestions for licensing/ law changes (102)</li> <li>• Need to better enforce speed limits (96)</li> <li>• The proposed speed limit reductions lack local knowledge (84)</li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• Only implement speed limit reductions around schools/town centres (84)</li> <li>• Concerns with the public engagement, and/or that AT won't listen to feedback (83)</li> <li>• Zero deaths by 2050 is unrealistic/impossible (81)</li> <li>• Do not support reducing speed limits on open roads, rural/country roads and/or paper roads (67)</li> <li>• Pedestrian, e-scooter, and/or cyclist behaviour is causing safety risks (66)</li> <li>• Too many changes in speed limits along the road (or in area) are/will be confusing (63)</li> <li>• Concerns/disagree with speed limit reduction around schools (56)</li> <li>• Other physical improvements suggested (49)</li> <li>• Improve public transport (general) (49)</li> <li>• Motorists going SLOWER than the speed limit are a safety concern (47)</li> <li>• Lowering speed limits will have a negative effect on climate change/environment (41)</li> <li>• Lower speed limits around schools are required/important (38)</li> <li>• Improve pedestrian infrastructure (general) (33)</li> <li>• General suggestions for speed limit increases (32)</li> <li>• Alternative speed limit suggested (instead of as proposed) (26)</li> <li>• Do not support reducing speed limits on arterial roads, main roads and/or highways (25)</li> <li>• Improve cycle infrastructure (general) (16)</li> <li>• New speed limits need to be clearly signposted (16)</li> <li>• Other suggestions for reduced vehicle speeds (general) (13)</li> <li>• Lower speed limits in/around town/shopping centres are required/important (9)</li> <li>• Lowering the speed limits will improve safety (6)</li> <li>• Lower speed limits around marae/other high pedestrian areas are important (4)</li> <li>• Lower speed limits on rural/unsealed/winding/narrow roads are required/important (3)</li> <li>• Lower speed limits around residential areas are required/important (1)</li> <li>• Other comments (29)</li> </ul>

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



Feedback Theme	Main points
<p>Reduced speed limits will improve safety <i>Mentions: 775</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>• 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> <li>• Reduced limits will force those currently speeding to slow down, particularly those who see 100km/h as a target.</li> <li>• Current speed limits in residential areas are too high to be safe.</li> <li>• High speeds (above current limit) contribute to more injuries, and reducing speed can help.</li> <li>• New developments/ increased pedestrians/traffic volumes need lower speed limits for safety.</li> <li>• Auckland population is growing - lower speed limits are needed to be safer for everyone.</li> <li>• Lower speeds are very good at avoiding crashes as drivers are able to react more quickly and stop with less distance.</li> <li>• Some roads are narrow and have no shoulder - 80km/h (from 100km/h) makes sense.</li> <li>• We should make all roads 30km per hour and then increase speeds on the roads that have sufficient safety features.</li> <li>• I walk, cycle, and use my e-scooter on roads that are increasingly clogged with parked cars. It is dangerous for me to use the road between cars that are going 50k and parked cars whose doors may open at any time.</li> <li>• A drop of 10km/h is sufficient, this is enough to make people aware of a speed change.</li> <li>• The proposed 24/7 30km/h speed limits will help keep kids safe during normal school hours, before and after school care and the other times when school kids and the community are using the school grounds for sports and leisure, including weekends.</li> </ul>
<p>Lowering the speed limits will have other benefits (as well as/instead of safety) <i>Mentions: 79</i></p>	<ul style="list-style-type: none"> <li>• Lower speed limits will reduce vehicle noise/dust nuisance for residents, especially from trucks.</li> <li>• Lower speed limits will encourage walking, cycling and other forms of healthy transport.</li> <li>• Lower speeds will largely obviate the need to create more speed humps. This will be a cost saving.</li> <li>• Closer and more connected community.</li> <li>• Will reduce rat-running behaviour/ heavy vehicle usage.</li> <li>• More of a pleasant journey for pedestrians/cyclists.</li> <li>• Will reduce private vehicles and increase public transport usage.</li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• Lower speeds will make it less likely that drivers will cross the centreline when traversing right hand bends, which is currently very common.</li> <li>• 30km/h should be the speed limit in as many places as possible to discourage driving. Busses can have their own lane with faster speed limits along with scooters/bicycles.</li> <li>• Sends the message that the road is for more than just cars.</li> <li>• Finally gives some consideration to other road users, not just cars.</li> <li>• It will help bring a "village" feel and make it nicer to walk around which will only be good for encouraging people to shop local.</li> <li>• Higher speeds lead to increased congestion because drivers end up braking suddenly or moving with indicating.</li> <li>• Will improve bad habits people have of driving fast at unsafe speeds.</li> </ul>
<p>Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes</p> <p><i>Mentions: 284</i></p>	<ul style="list-style-type: none"> <li>• Need to show why they justify the speed limit reductions. <ul style="list-style-type: none"> <li>○ Is there any high crash data or evidence of pedestrians being hit to justify changes?</li> <li>○ Not aware of any serious (or any) accidents in some areas for roads proposed for 30km/h.</li> <li>○ The research does not support/there is insufficient data that reducing speed limits from 50km/h to 30km/h will significantly impact injury/death rates.</li> <li>○ 100km/h roads should not be considered for lower limits unless significant death toll justifies the change.</li> <li>○ If necessary, utilise cameras in areas that the accident injury rate confirms data to support the changes, don't negatively affect all road users without anything to warrant the changes.</li> </ul> </li> <li>• AT need to show how many fatal crashes on the roads proposed justify the speed limit changes.</li> <li>• Show how many crashes were caused by speed and not due to other factors.</li> <li>• Disagree with the accident statistics that are being claimed, would like to see the actual statistics.</li> <li>• Accidents caused by texting and alcohol should not impact speed decisions – these things need to be fixed in other ways.</li> <li>• AT is not focussing on the roads that have high crash rates - this is unacceptable and should be reviewed to reduce speed limits on roads that matter in terms of lives.</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>○ AT just wants to get rid of private cars so is making it as difficult as possible for drivers.</li> <li>○ Model is flawed/decision is based on incomplete or incorrect data.</li> </ul> </li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• Crash/death toll after previous round of lowered speed limits were higher than before reductions - negative outcomes do not justify more changes of the same.</li> <li>• Data needs to consider impact of Covid lockdowns – data from this period should not be compared.</li> <li>• Reducing rural roads to 80km/h is an attempt to ensure roads last longer, not for safety.</li> <li>• These changes are being made to hide how bad AT has made Auckland's traffic congestion.</li> <li>• Consultation materials state there are many factors besides speed, and traffic is already travelling slower than posted speeds but still have accidents - look at the other risk factors before changing speed limits.</li> <li>• Where a road is obviously unsafe (history) and natural quality/design then a lower posted limit has value communicating that. When you have so many roads with randomly different values and no obvious reason, the posted limits lose credibility.</li> <li>• Many of the current proposed changes are over-the-top and not based on real risks.</li> <li>• Are AT people going out and seeing if these reductions are working or is it all computer simulation, calculations, and reconfiguration?</li> <li>• Has the lowering of speed limits around the Auckland CBD been successful? How many road deaths have the lowering of speed limits saved? I'm interested to see the road toll statistics for the Auckland CBD in prior years to currently.</li> <li>• I do not trust AT have done the due diligence or have any substantial data to back up the speed limit reduction proposals for ALL the roads they are targeting. There are many roads which could be made safer which are not featured here.</li> <li>• How many of the 36 deaths on Auckland roads in 2020 occurred on roads you are proposing changes to?</li> <li>• A blanket approach is not correct – roads need to be independently assessed for suitable speed limits, considering accident data, geographical setting, road quality and camber, etc. If you do not have the data, then you need to study/assess the road until you have it to justify changes.</li> <li>• I don't believe "Current guidelines do not recommend speed limits of 70km/h or 90km/h because they have been proven to confuse drivers and lead to them driving faster than the speed limit" is a valid reason for a speed change. If people are confused with 70 or 90km/h then as a human race we have a big problem - these people should not be on the roads.</li> </ul>
<p>Reducing speed limits is unnecessary <i>Mentions: 629</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> <li>○ Suggested roads already have speed calming measures (speed bumps, chicanes, roundabouts, traffic lights).</li> <li>○ Pedestrian/cycling facilities are already in place to facilitate these activities safely with current speed limits.</li> </ul> </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> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• Many of these roads can be driven on safely at higher speeds provided drivers are competent and attentive.</li> <li>• Schools already have safe speed zones in the morning and closing time, and town centres have significant traffic lights and pedestrian crossing areas (30km/h zones are not required).</li> <li>• Speed limit reviews are a waste of time and money.</li> <li>• Due to congestion people already travel around the city at less than 50km/h.</li> <li>• Many of the proposed speed limit reductions don't make sense.</li> <li>• Enough roads have had speed lowered already.</li> <li>• The majority of the population drive sensibly within the speed limit. No need to lower speeds.</li> <li>• Vehicles are of better quality now and can travel at faster speeds safely (shorter stopping distances, and lots of safety features for occupants, other road users, and pedestrians).</li> <li>• When a road is built to accommodate large volumes/speeds of traffic, reducing speed limits is contradictory.</li> <li>• Use other methods to keep traffic within limits, chicanes, speed bumps, road design.</li> <li>• Instant fines and disqualifications will work best to reduce speed on roads.</li> </ul>
<p>Reducing speed limits will not reduce safety issues <i>Mentions: 401</i></p>	<ul style="list-style-type: none"> <li>• Reduced speed limits have not/will not make the roads safer.</li> <li>• Speed limits are not the issue (it is road condition/ driver behaviour/education/ distraction/ licencing/ pedestrian behaviour/ road design).</li> <li>• The drivers that cause accidents aren't mindful of speed limits anyway (and will not be with a lower limit).</li> <li>• Lower speed limits won't help if the issue is poor road layouts/design.</li> <li>• Poor driving skills/illegal behaviour is the issue, which will not be changed by lower speed limits.</li> <li>• Constantly reducing speed limits is just 'nannying' people, not solving the problem at all.</li> <li>• Lower speed limits are impractical/ will not work because people will not abide by them.</li> <li>• Logging trucks [on South Head Road] are making the road unsafe, not the speed limit.</li> <li>• Reduced speed limits need to be accompanied by engineering to make the road look like the limit is appropriate, or it will not work.</li> <li>• If you try to reduce speeds on arterials, you will likely end up with lower compliance and therefore higher actual speeds across the targeted area.</li> <li>• The safer speeds program is unlikely to achieve the intended outcome of zero deaths.</li> <li>• The sign company will be the only one who benefits from these decisions.</li> <li>• Blanket speed limit decreases will not solve all the death and injury issues.</li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• Speed limits on rural roads won't change regardless of any limit change as they are not monitored by police as often as main roads.</li> <li>• Speed is the symptom not the cause, focus on the cause and this will fix the problem. Fix the symptoms i.e. Speed and this will remain.</li> <li>• Without enforcement, reducing the speed limits will do little to nothing.</li> <li>• If drivers are already driving below the posted limits on some proposed roads because of road conditions what is the point in reducing the limit?</li> <li>• This will have a low return (i.e. harm reduction) for the investment compared to other safety initiatives e.g. changing dangerous intersections, improving pedestrian crossings etc.</li> <li>• Locals/ drivers in rural areas will not comply to the lowered speed limit because they know how to drive on their roads, and it is not enforced.</li> <li>• All that this proposal will do is punish people who drive well, and stick to speed limits, with a longer commute.</li> </ul>
<p>Reducing speed limits will create safety issues <i>Mentions: 453</i></p>	<ul style="list-style-type: none"> <li>• Reduced speed limits result in dangerous overtaking, using bus lanes, tailgating, hesitation, near misses, and congestion.</li> <li>• Will cause issues with speeds changing from one street to another.</li> <li>• Limits that are too slow (unnecessary or impractical) lead to distracted and frustrated drivers, more risky/overtaking behaviour, or poor decisions.</li> <li>• Bored/complacent drivers will play on their phones/not pay attention to the road (studies have found this happens at 10km/h below recommended engineering standards).</li> <li>• Crash/death toll has been higher since speed limits have been lowered - negative outcomes do not justify more changes of the same.</li> <li>• 30km/h (outside of city centre and schools) will do more harm than good because many will not comply.</li> <li>• Will increase number of accidents (some obeying, some not; frustration; distraction).</li> <li>• Reducing the speed limit will make it harder for emergency volunteers to get to the [Fire] station to attend an emergency when needed.</li> <li>• Lower speed limits will delay emergency services and potentially cost lives - ambulances are only allowed to travel 20-30km/h over the speed limit.</li> <li>• Number of signage/inconsistent speeds is leading to confusion, frustration, and accidental law breaking.</li> <li>• If you try to reduce speeds on arterials, you will likely end up with lower compliance and therefore higher actual speeds across the targeted area.</li> <li>• It's people driving under the speed limit that cause the accidents, and this proposal will make this worse. They cause people to make angry, irrational decisions/driving because of holding other drivers up.</li> <li>• This will be making drivers worse/unfamiliar with roads everywhere else (with higher speed limits that they would now be unused to).</li> <li>• Very difficult to drive heavy vehicles at 30km/h, and some cars (manuals) struggle to keep to 30km/h.</li> <li>• Reducing speed limits too far make people speed up in other areas to make up the time lost.</li> <li>• Almost all drivers adhere to the current speed limits. Lowering them further is only likely to test the patience of those already inclined to break the current speed limits.</li> </ul>



Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• The longer one takes to drive the more tired one gets - so lowering the speed limit will encourage sleepy /multitasking for the same distance and increase the time on the road proportionally increasing the time on the road (and therefore risk of incident).</li> <li>• I've seen people cross more in front of slower cars than in front of cars doing the speed limit. As have I seen a lot of cyclists pull out in front of cars going 40km/h or below.</li> <li>• Slowing modern cars down to less than 30km/h can result in the "A" pillar blind spot matching the pedestrians crossing walk in speed. The first time the driver sees the pedestrian is just before they come together. Vehicles approaching at about 40km/h often have better vision of pedestrians.</li> <li>• Will increase rat-running behaviours (often at speed) on streets that are even more dangerous for high traffic volumes and speed (like by playgrounds, residential, etc).</li> <li>• More attention on the speedometer means less attention on the road.</li> <li>• The proposed low speed limits are patronising and imply we cannot think for ourselves or drive to the conditions: people will rebel against them, and all road rules will lose credibility.</li> <li>• With a 30km/h limit, bicycles and scooters will be overtaking cars which will be incredibly unsafe.</li> <li>• Some changes will critically delay emergency responders - should exclude (or reduce severity of changes) on streets where fire stations are located, on primary response routes to optimise the efficiency of response, and on roads within 8-10 km radius of a volunteer fire station, to support volunteers to reach stations in a timely manner, to reduce impact on response times to emergencies in rural areas.</li> </ul>
<p>Reducing speed limits is NOT good as it will increase journey times <i>Mentions: 466</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/increase congestion.</li> <li>• Reduced speed limits will increase journey times for emergency services - they cannot exceed 20-30km/h over the limit.</li> <li>• Reduced driving speeds is increasing journey times from Pukekohe to Auckland.</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>• Traffic lights are still phased for the old 50km/h limits, so driving at reduced limits means you catch every red light.</li> <li>• Rural residents will have significantly increased journey times, not just a few minutes per trip – also fuel costs and engine wear.</li> <li>• Businesses and drivers should be compensated for additional time and fuel spent travelling.</li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• It needs to be balanced without compromising the network and creating congestion.</li> <li>• Overall travel time costs have not been truly accounted for - 20% increase per person adds up.</li> <li>• The inability to move around Auckland with ease will be detrimental to the long term attractiveness/ economic success of Auckland.</li> <li>• The proposal is going to increase/encourage rat-running behaviour to save time.</li> <li>• Don't have the time to waste going slow as an commercial driver. Get rid of the civilians then you can your low-speed zones during work day hours Monday to Friday.</li> <li>• Decreasing speed limits in so many areas will make daily life unbearable for the average person.</li> <li>• It will add to inflation as goods &amp; services will cost more with longer travel times.</li> <li>• Freight is significantly slowed, and with rising fuel costs coupled with an inefficient and high cost public transport system, the increased time spent in cars will increase the costs of the working class.</li> <li>• This will provide more delays for business which is unnecessary after we bounce back from COVID.</li> </ul>
<p>Reducing speed limits is about revenue gathering (not safety) <i>Mentions: 175</i></p>	<ul style="list-style-type: none"> <li>• Reducing speed limits is about revenue gathering.</li> <li>• Reduced speeds will lead to more petrol consumption and therefore are purely profit generation.</li> <li>• Poor attempt to address the issue - Speed limits are easier to enforce than other safety measures and are good revenue-gathering opportunities.</li> <li>• Are businesses/drivers going to be compensated for additional time/fuel spent travelling or is this more about revenue gathering?</li> <li>• Lower speed limits will just be exploited by mobile speed camera operators.</li> <li>• Reducing speeds on safe 100km/h country roads seems like financially based policing (e.g. straights between Pukekohe and Waiuku; Glenbrook Road).</li> <li>• Rather than having speed traps in locations and conditions that are perfectly safe for higher speeds, Police resources should be focused on locations and conditions that are dangerous. Currently the proposal feels like a revenue generation approach.</li> <li>• If you're lowering speed limits, lower the fines at the same time. It's about safe speed, not about the money. You already know fines are not working but yes, a penalty still needs to be incurred, and lower fines might get paid more often.</li> </ul>
<p>New speed limits need to be clearly signposted <i>Mentions: 37</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 (drivers are looking at the road, not in the trees on the side of the road).</li> <li>• Signposting of speed limits and enforcement around schools and suburban areas is crucial.</li> <li>• There needs to be more signage and particularly painted speed limits on the actual roads. Unless you live in an area and use certain roads you will not necessarily see signs due to obstruction of large vehicles.</li> </ul>

Feedback Theme	Main points
<p>Too many changes in speed limits along the road (or in area) are/will be confusing <i>Mentions: 116</i></p>	<ul style="list-style-type: none"> <li>• Frequent changes in speed limits mean drivers are watching for signs or watching their speedometer, rather than watching the road.</li> <li>• Will cause issues with speeds changing from one street to another.</li> <li>• Too confusing having inconsistent speeds for no clear reason.</li> <li>• By introducing too many variables or speed limits too slow you are causing confusion, frustration and interruptions to traffic flows.</li> <li>• Changes in speeds and traffic conditions are a bigger safety issue than higher speed limits.</li> <li>• Waiheke Island should have fewer changes in speed limit, e.g. be 30km/h throughout, or for example Donald Bruce Road should have fewer than the currently proposed three different speed limits along its length.</li> <li>• Better, cheaper, quicker, and less confusing for drivers to make a few simple rules and apply them everywhere: e.g. shopping strips and schools 30km/h; low building density roads 80km/h; bends and intersections and everything else 50km/h.</li> <li>• Lower the speed limit for the whole area, nice and simple, no confusion, tinkering, ongoing costs etc.</li> </ul>
<p>Need to better enforce speed limits <i>Mentions: 214</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>• Need stronger penalties for breaking the road rules (including distracted driving and speeding).</li> <li>• Need to police those driving too slow.</li> <li>• Is AT going to purchase several hundred more speed cameras or simply see what effects really are after a certain time frame?</li> <li>• There is zero need to make these areas a slow zone all the time. Instead, double-ticket fines to those not slowing down during school start/finish times.</li> <li>• Needs to be better/more policing and enforcement action - it's not speed limits, it's those that exceed them [that is the problem].</li> <li>• If the new speed limits are not enforced, this whole exercise will be a waste of resources.</li> <li>• Enforcement needs to be consistent, not occasional.</li> <li>• If the authorities cannot police the current speed limits, they will be unable to properly police the proposed changed speed limits.</li> <li>• How can enforcement happen when people have police-tracking gadgets?</li> <li>• I do not believe there are the resources to effectively police the many speed zones proposed.</li> <li>• If you really want to make the road safer, install more speed cameras.</li> <li>• Occasionally I see people speeding and a police car not doing anything about it.</li> <li>• Higher accident rate brings greater enforcement. Lower the speed limit in those areas, position fixed speed cameras and advertise their presence.</li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• We should be pushing for more capacity in the police force to ensure safety not punishing those following the rules.</li> <li>• Enforce speed at roadworks.</li> <li>• Harsher penalties for speed offences, e.g. instant 28 day roadside disqualification whenever an offender is caught over 20km/h (not 40km/h as current) above the limit.</li> <li>• Put extra speed cameras before even considering lowering the speed limits.</li> </ul>
<p>Driver behaviour is creating safety risks <i>Mentions: 607</i></p>	<ul style="list-style-type: none"> <li>• Investigate other aspects of road safety (e.g. people using phones while driving) to reduce accidents on these roads (not speed limit reduction).</li> <li>• There are a lot of bad drivers in New Zealand.</li> <li>• Lower speed limits do not make people drive safer.</li> <li>• Need to better enforce basic road rules rather than imposing a slower speed.</li> <li>• Issues are due to poor driving technique such as jumping lights; driving along pavements; illegal u- turns; not indicating, etc (not speed).</li> <li>• Should instead focus on preventing tired/distracted drivers, or alcohol-related crashes.</li> <li>• There are so many cars driving around illegally, no WOF or Rego, oversize tyres and lowered cars, illegal bikes and noisy bikes are also a concern. Get those off the road.</li> <li>• Putting speed bumps on main roads don't fix the problem, they cause people to avoid those roads and use other roads.</li> <li>• The most dangerous driving around schools tends to be red light runners or people driving through orange when could clearly stop. This behaviour seems exasperated by short or badly phased light changes and lack of clarity or education about not queuing through intersections.</li> <li>• People often fail to stop or even slow down for pedestrian crossings.</li> <li>• People don't tend to drive to conditions or the speed limit, tailgate, or have little consideration for other road users.</li> <li>• Reducing the speed limits panders to/'nannies' the incompetent drivers who then have no reason to learn to drive better.</li> <li>• Road deaths are mostly the cause of drunk or drugged driving.</li> <li>• Human error is what causes accidents - a lower speed limit will reduce these by giving drivers more time to react, or others to react to bad driving.</li> <li>• Advertise the evils of poor and anti-social driving rather than spending on promoting the virtues of reduced speed limits.</li> <li>• This proposal is punishing everyone instead of focusing on those who aren't using due care while on the roads (both pedestrians and drivers).</li> <li>• Slower speed limit would reduce rat-running behaviour.</li> <li>• Safety issues are less about speed and more about the people who drive with no licenses and drive people on restricted licenses.</li> <li>• Many drivers cross the centre line repeatedly even on blind corners. This is not speed dependent, even slow drivers do this.</li> <li>• Lower speeds will make it less likely that drivers will cross the centreline when traversing right hand bends which is currently very common.</li> </ul>

Feedback Theme	Main points
<p>Motorists exceeding speed limits are a safety concern <i>Mentions: 376</i></p>	<ul style="list-style-type: none"> <li>• Will increase number of accidents due to speed differences between those following and those ignoring new speed limits.</li> <li>• Lower speed limits are impractical/ will not work because people will not abide by them.</li> <li>• 30km/h (outside of city centre and schools) will do more harm than good because many will not comply.</li> <li>• People don't tend to drive to conditions or the speed limit.</li> <li>• People speeding won't comply with new speed limits, like they don't comply with current ones, and they are the problem not everyone else.</li> <li>• Reducing speeds by 20km/h on open roads is not beneficial as locals or regular drivers to the area will continue to drive 100km/h.</li> <li>• The introduced 30km/h limit along Karangahape Road is generally ignored as it is not enforced - specifically it is often AT buses that ignore the lower speed limit, and in an area with historical pedestrian deaths.</li> <li>• Most people drive at least 10km/h faster than the current limit – a 30km/h limit will mean they will be going 40km/h, which is still better than current.</li> <li>• Regardless of what happens, the speed limit needs to be reduced for public buses. Some of them travel way too fast and will make a much bigger mess in an accident compared to a normal car.</li> </ul>
<p>Motorists going SLOWER than the speed limit are a safety concern <i>Mentions: 75</i></p>	<ul style="list-style-type: none"> <li>• It's people driving under the speed limit that cause the accidents, and this proposal will make that worse. They cause people to make angry, irrational decisions/driving because of holding other drivers up.</li> <li>• Some drive less than the speed limit. They will be even more of a hazard on the road with people flying past them to overtake.</li> <li>• People drive too slowly (usually while looking at their phones) which cause frustration and overtaking in dangerous locations out of desperation.</li> <li>• At the moment, some tourists tend to drive a lot slower than the speed limit as is (sometimes 30-60km/h below the limit which is very dangerous).</li> </ul>
<p>Driver training/education suggested/required <i>Mentions: 389</i></p>	<ul style="list-style-type: none"> <li>• Money would be better spent on improving/subsidising driver training/teaching young learners to be courteous on our roads.</li> <li>• More/better driver training needs to be available/encouraged/required.</li> <li>• Driver education is the key: 'kept left, pass right' signs on motorways; more highway patrol cops; hefty fines for using phones while driving; two second following rule.</li> <li>• Learning to drive is NOT just about the road code. Drivers need to be TAUGHT how to drive, recognise hazards etc.</li> <li>• Foreign immigrants and visitors need to be taught how to drive on NZ roads, by taking the NZ driving test.</li> <li>• Skills/lessons lacking in NZ drivers: feel of speed, distance etc (overtaking when entering an opposite lane, not passing lane); recognition of other drivers' movements; headlights on during the day as well as at night; safe following distances; parking appropriately; driving on rural/unsealed roads.</li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• Make proper driving schools with instructors mandatory and include driver safety courses, how to merge and drive safely around corners/windy roads as a mandatory class as part of those.</li> <li>• Focus should be concentrated on improving driver training and regular competency tests rather than just slowing the speed.</li> <li>• If AT wants to save the most lives, they should focus on people wearing seatbelts.</li> <li>• Rural roads have some very dangerous curves and narrowing widths in places, some locals (not visitors) drive at speeds higher than 100km/h. An education programme for residents would be of value.</li> <li>• Cyclists licencing requirements will keep cyclists safer on roads.</li> <li>• Start funding driver schools etc, everyone should know fundamental differences between AWD RWD FWD etc and how to control them should they need to.</li> <li>• Drivers need to learn (and be assessed on) how to control a vehicle at speed, drive on gravel, open roads, in the dark, in all weather conditions, on hills/windy roads before they are allowed on the road.</li> <li>• Drivers need to be educated in the fact that the roads are not just for them. They are a lot of people now using the roads for other modes of transport and therefore the roads need to be safe for every person.</li> <li>• I propose a comprehensive driver training program that starts in high schools, does not involve parents, involves practice with trained instructors, includes two days of first aid training, takes longer to get a full licence, covers emergency manoeuvres, driver psychology, how to mitigate fatigue, how to mitigate peer pressure, defensive driving techniques, a program that's applicable to all areas of NZ.</li> </ul>
<p>Pedestrian, e-scooter, and cyclist behaviour is causing safety risks</p> <p><i>Mentions: 98</i></p>	<ul style="list-style-type: none"> <li>• Need better road safety education for children.</li> <li>• At the proposed speeds, cyclists/e-bikes will be overtaking traffic and breaking the speed limit - very dangerous. If this is rolled out, you should also restrict cycle/scooter speed to 20km/h.</li> <li>• What is making our roads and foot paths more dangerous is the number of young children under the age of 18 on electric scooters and the littering of these scooters all over the footpath.</li> <li>• Bicycles are allowed on most roads with no requirements to check brakes, tyres, or mechanical road worthiness. Unsafe for everyone.</li> <li>• Cyclists are allowed onto most roads without any check that they have any knowledge of road rules or that they can ride their bike competently - they should need a licence too, to prove they know the road rules and their responsibilities while sharing the road.</li> <li>• Cyclists who never follow any road rules and are the law onto themselves are also a big danger for motorists - reduced speed will help motorists avoid irresponsible cyclists.</li> <li>• More road safety classes in schools to teach children not to run across roads without stopping first and looking both ways then back again.</li> <li>• Children/teenagers/pedestrians step out in front of cars while they are texting, talking, or listening to music on their phones.</li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• This proposal is punishing everyone instead of focusing on those who aren't using due care while on the roads (both pedestrians and drivers).</li> <li>• It is a pedestrian's own responsibility to ensure they don't somehow walk in front of a car going 50km/h.</li> <li>• Need to teach people how to cross the road safely.</li> <li>• Cyclists should be legally required to wear more protection than a helmet.</li> <li>• Parents need to look after their kids better and supervise them more especially around schools and general roads. The public should not be responsible for their child.</li> <li>• I see bicyclists, scooters violating traffic laws all the time - this is what causes deaths. They think the rules don't apply because they aren't in a car, and often behave as if they own the road, sometimes even being actively rude to drivers. This makes it difficult, stressful, and unsafe for drivers and can lead to accidents.</li> <li>• School children on bikes/scooters are a hazard to pedestrians as they over-estimate their skills, cannot foresee potential hazards and it appears that they have not been taught basic etiquette in using shared footpaths.</li> <li>• The current trend to move to bikes (electric or not)/electric scooters and other powered transportation many of which can and easily exceed 30km/h - will they be policed in the same manner as a car?</li> <li>• Make jaywalking illegal with a hefty fine instead of lowering the speeds on roads that are already reasonable.</li> <li>• I've seen people cross more in front of slower cars, than cars doing the speed limit. As have I seen a lot of cyclists pull out in front of cars going 40km/h or below.</li> <li>• Cyclists should be allowed to use footpaths as they cannot reach the speed limits vehicles are travelling – on the road they are a danger to others and themselves.</li> </ul>
<p>The low quality of the road is creating safety risks/needs fixing <i>Mentions: 441</i></p>	<ul style="list-style-type: none"> <li>• Instead, spend money on better quality/more regular maintenance of the roads.</li> <li>• Roads are not kept to a realistic/safe standard, despite the fuel tax and registration fees collected every year.</li> <li>• The real danger on rural roads is lack of maintenance.</li> <li>• Some roads are in terrible condition and aren't safe at any speed.</li> <li>• Fix the roads to improve safety so there is no need to lower speed limits.</li> <li>• The road condition needs to be attended to first - fix potholes, bad/dangerous shoulders, cracks in the road, bad camber on corners, deep/crumbling culverts and drains.</li> <li>• Some roads are poorly maintained and poorly designed - these locations should have lower limits.</li> <li>• Lowering speed limits won't stop road deaths. Better roads, less potholes, wider roads, more passing lanes, better road flow and safer intersections would all help.</li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• If the roads were kept to a better standard, then there would be a lot less issues - smooth roads make them a lot more predictable.</li> <li>• The condition of roads in New Zealand is deteriorating every single day. The lack of funding and workmanship on the roads is poor at best and a major cause of our high road toll.</li> <li>• Fixing the roads themselves is a better start. The condition of the road is horrific the speed is not an issue.</li> <li>• Fix potholes properly in the first place, so you don't need to re-fix them three months later.</li> <li>• This proposal is just trying to replace/cover up/lower costs poor road quality/maintenance.</li> </ul>
<p>Generally, road design needs upgrading/improving <i>Mentions: 258</i></p>	<ul style="list-style-type: none"> <li>• Make safer roads as most fatalities involve two vehicles, not pedestrians.</li> <li>• Some roads are poorly maintained and poorly designed - these locations should have lower limits.</li> <li>• Need to improve quality of road markings (especially at night in rain), visibility, poor road naming for directions, centrelines.</li> <li>• Fix/invest in infrastructure to accommodate greater speeds instead of lowering limits.</li> <li>• Need to work on better road design and execute them.</li> <li>• Lowering speed limits won't stop road deaths. Better roads, wider roads, more passing lanes, better road flow, and safer intersections would all help.</li> <li>• Seal the unsealed roads.</li> <li>• The funds could have been better spent on properly sealing roads (using quality materials) and upgrading heavily congested major arterial routes.</li> <li>• The issue is the lack of motorways, and the growing presence of road haulage due to lack of investment in rail.</li> <li>• More should also be done to implement safer designs alongside safer speeds.</li> <li>• Prioritise sealing high-use and school bus routes, and detour routes when there is an accident on SH1 (e.g. Haruru Road and Kanohi Road).</li> <li>• Too many roads many have lanes merging from 2 to 1 or 3 to 2 to accommodate an adjoining lane: this just creates bottle necks and opportunity for poor behaviour.</li> <li>• Too many road junctions are on blind corners with traffic flow controls.</li> <li>• Too many bus stops are adjacent to the corner of a junction - why increase hazards in an already hazardous zone?</li> <li>• Infrastructure/roads should change to match the new speed limits - this means making roads narrower and corners tighter.</li> <li>• Shrubbery needs to be trimmed away from signs, crossings, and intersections.</li> <li>• Lower speeds should be part of a whole package which include road quality (median barriers, surface quality, camber etc) and control improvements (signage, crossing, rumble strips, lights etc).</li> </ul>

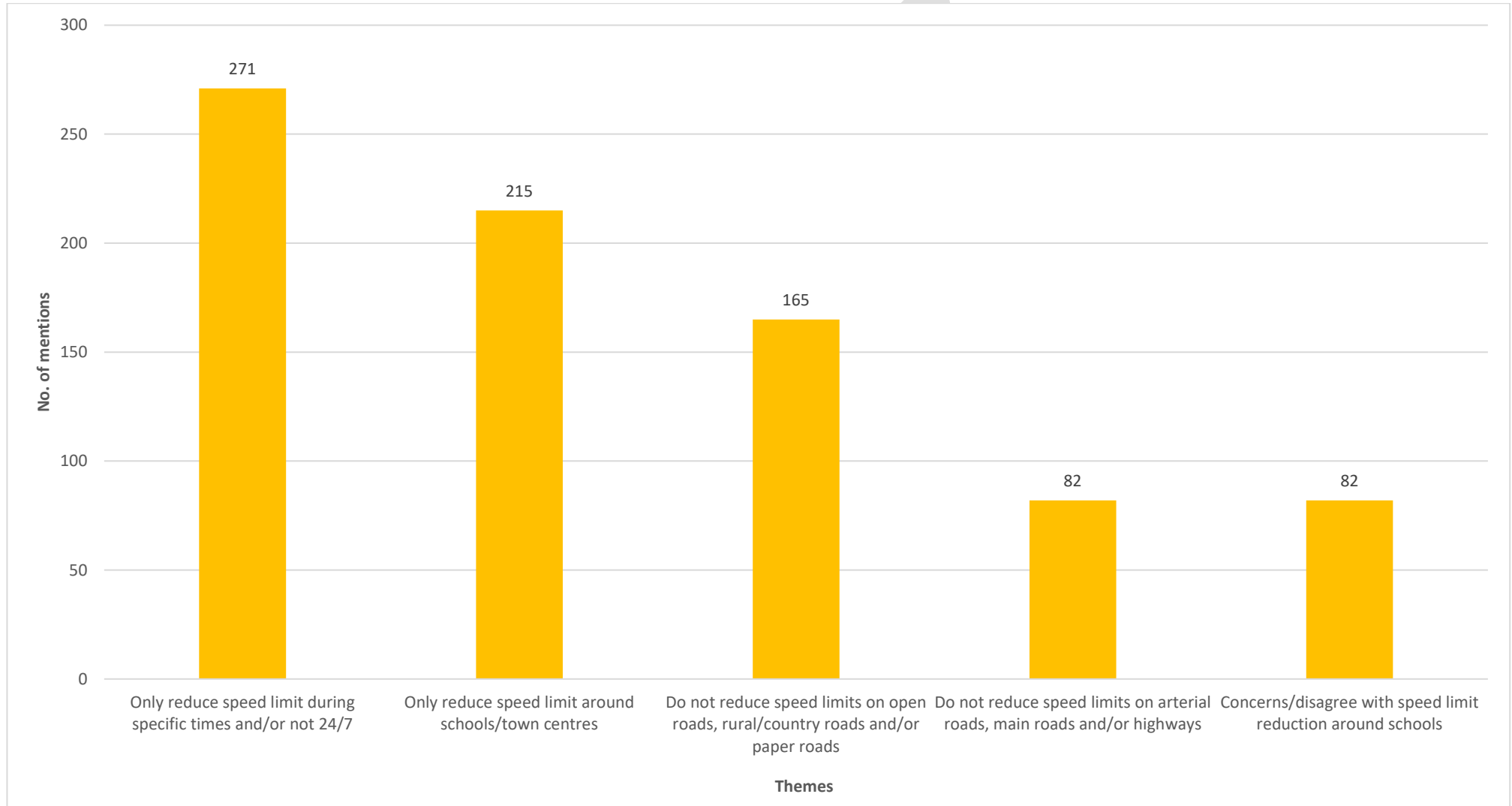


Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• You need to be upgrading roads (more lanes in arterial routes) in expanding residential areas not choking the traffic with speed limit reductions on neighbourhood streets.</li> <li>• To make the road safer, you should have at least two lanes if possible or a barrier for opposite lanes to avoid head-on collision.</li> <li>• Seals should be asphalt not chip seal - and maintained.</li> <li>• Why are roads resealed in the first place? Also are you determining this off previous core samples or are you taking any samples before touching a road that doesn't need to be touched?</li> <li>• High level roads that include bus/trucks should have asphalt over concrete.</li> <li>• Where are the upgrades or even the bypass for Kumeu?</li> <li>• Would rather money be spent on upgrading the Weiti bridge to 4 Lanes.</li> <li>• Focus instead on fixing road designs which offer no logic, the turning lane markers that appear too late at an intersection, the rail crossings that offer no real barriers, the poorly lit/maintained pedestrian crossings, or the roundabouts that not one kiwi understands the give way rule on when entering.</li> <li>• Need more passing lanes/ slow vehicle bays to encourage safe overtaking.</li> <li>• The roads need to be re-engineered to be self-explaining roads if drivers are expected to stick to 30km/h - the road needs to match the sign.</li> <li>• This proposal is just overcompensating for poor road design/planning/investment.</li> <li>• Invest in road upgrades and design BEFORE allowing housing and land development.</li> </ul>
<p>Lowering speed limits will have a positive effect on climate change <i>Mentions: 40</i></p>	<ul style="list-style-type: none"> <li>• Driving at lower speeds is more fuel-economical, which is better for the environment in the long run.</li> <li>• Encouraging more people to use active forms of travel will reduce carbon emissions.</li> <li>• Please lower the speed limit as much as possible on as many roads as possible and take cars off many roads altogether. This is the level of change required to meet carbon goals.</li> </ul>
<p>Lowering speed limits will have a negative effect on climate change/environment <i>Mentions: 54</i></p>	<ul style="list-style-type: none"> <li>• Making trips longer/more acceleration and deceleration will massively increase CO2 emissions.</li> <li>• This will lead to excessive fuel use and engine wear.</li> <li>• Judder bars in main thoroughfares are environmentally unfriendly.</li> <li>• You are trying to force people to use dirty and polluting diesel buses.</li> </ul>
<p>General suggestions for speed limit increases <i>Mentions: 40</i></p>	<ul style="list-style-type: none"> <li>• More 80km/h speed limits should be increased to 100km/h where safe to do so.</li> <li>• There is no need to change the speed limits on these roads. Most of them should be back at 100km/h.</li> <li>• Most expressways are safe to drive 100-110km/h and motorways should be around 110-120km/h.</li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• If anything, some roads should be increased.</li> <li>• The number of new cars that are safer at higher speeds are increasing, so we should be thinking about increasing speed limits like the Waikato Expressway, not lowering them.</li> <li>• The world is getting faster not slower, our speed limits are far too slow now, and we should be putting them up NOT down.</li> <li>• Our motorways should have much higher speed limits like in Germany.</li> <li>• Please change the speeds back to what they were before starting this road calming initiative. People should drive to the conditions.</li> <li>• Unless there is a direct safety issue, the benefits of a slightly higher speed limit need to be taken into consideration. These current slightly higher limits allow for traffic to move efficiently through onto and off the coast. Once Penlink is completed, suggest AT looks at changing the speed limits.</li> <li>• In general AT should always offset a speed decrease in one location with an increase in another. That way travel times can be maintained.</li> <li>• You might find a better solution would be to increase the speed limit on bigger roads, improving the flow throughout the city, while enforcing the ones that have to stay low.</li> <li>• There are so many examples in the world where increasing the speed limits on roads has resulted in steep decline in incidents.</li> <li>• Increase speeds on motorways to 120km/h with minimums of 90km/h. If driver and car cannot do these speeds, they are not fit for motorway purpose.</li> </ul>
<p>Alternative speed limit suggested (instead of as proposed) <i>Mentions: 90</i></p>	<ul style="list-style-type: none"> <li>• 30km/h in areas that are not shared spaces is dangerous as it causes frustration and poor decisions. Suggest 40km/h as happy compromise.</li> <li>• I agree people should slow down around schools, but 40km/h is sufficient.</li> <li>• 40km/h (rather than 30km/h) will have a better chance of compliance/more realistic/ better for both drivers and pedestrians creating safety while avoiding driver frustration.</li> <li>• Would make more sense to change the whole of Auckland's speed limit from 50 to 40-45km/h.</li> <li>• Motorways/highways/open roads should be 90km/h/100km/h/110km/h/120km/h.</li> <li>• Rural/country roads should be 80km/h with advisory signs of advised safe speeds around certain more hazardous spots.</li> <li>• Built up/urban/residential/town areas should be 30km/h/40km/h/50km/h/60km/h.</li> <li>• School/high pedestrian areas should be 20km/h/25km/h/30km/h/40km/h.</li> <li>• The programme should be revised to consider every Auckland road and seek to implement dynamic 30km/h limits during peak school times near schools, 40km/h limits on residential areas and around schools during non-peak times, and appropriate arterial road limits should be increased to 60km/h.</li> <li>• Better, cheaper, quicker, and less confusing for drivers to make a few simple rules and apply them everywhere: e.g. shopping strips and schools 30km/h; low building density roads 80km/h; bends and intersections and everything else 50km/h.</li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• Going from 50km/h down to 30km/h seems far over the top. There are some streets on Waiheke that are very narrow and have terrible visibility. Starting with 40km/h speed limit should be the first step instead of a reduction of 20km/h.</li> <li>• A drop of 10km/h is sufficient, this is enough to make people aware of a speed change.</li> <li>• I would be in favour of slower speeds rolling out everywhere especially in urban areas - 50km/h along arterials with separated cycle infrastructure and 30km/h on all other roads.</li> <li>• As intensification is increasing at a faster rate, general residential areas should all be 30km/h no exceptions, main roads/arterials 50km/h, and 80-100km/h should only be for motorways, end of story.</li> <li>• There is no need to have traffic crawling at 50km/h an hour: 60km/h in non-residential suburban areas would enable free traffic flow.</li> <li>• 50km/h is too slow - 60km/h is sufficient for most roads (excluding around schools, near shops and malls, and high pedestrian areas like parks).</li> </ul>
<p>The proposed speed limit reductions lack local knowledge <i>Mentions: 162</i></p>	<ul style="list-style-type: none"> <li>• These decisions (on speed limit reductions) should be made by those who live near and know the roads.</li> <li>• This proposal is created by people who don't live here or drive here and give no thought to moving safely around the suburb.</li> <li>• AT should talk to the Fire Brigade and Police who attend accidents on roads about which ones need changes, not deciding it themselves from a map.</li> <li>• I feel that whoever proposed these changes have made a broad-brush approach without knowing the geography.</li> <li>• Are AT people going out and seeing if these reductions are working or is it all computer simulation, calculations, and reconfiguration? AT need to live in the real world of commutes, country life and families.</li> <li>• Listen to the feedback from across the city on a regular basis on dangerous hotspots rather than blanket reductions in speeds without any analysis to see what the true cost of these impacts would be in terms of congestion to families and businesses.</li> <li>• Those proposing these changes should drive all these roads at the proposed speeds to see how practical it isn't.</li> <li>• If you want to build a public transport that really works, then every AT, Council, Parliament, and public service employee must use the public transport from now on; to work, to shop, to get kids to day care and school, to sports, to your nights out, for all of your holidays and outings, to movies and bars and theatres.</li> <li>• Why are Firefighters/ Station Officers not consulted about their views on causes of crashes? We have a wealth of information as we are usually the first on the scene and have a good understanding of contributing factors.</li> </ul>
<p>Please implement the speed limit reductions sooner/ asap/ no need for consultation <i>Mentions: 11</i></p>	<ul style="list-style-type: none"> <li>• I would like you to accelerate the application of safe and appropriate speeds across Tamaki Makaurau.</li> <li>• Please hurry up and do all streets in Auckland.</li> <li>• Hurry up and implement the changes already.</li> <li>• I feel that it should not need the level of consultation that it is being given. Just do it!</li> </ul>

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



Feedback Theme	Main points
<p>Only implement speed limit reductions at peak traffic times / don't support 24/7 implementation</p> <p><i>Mentions: 271</i></p>	<ul style="list-style-type: none"> <li>• 30km/h is too slow 24/7 – if this is only about safety around schools, only make it when children are entering/exit school.</li> <li>• Lower speeds around schools should only operate during school hours/not during school holidays.</li> <li>• There is no need to make these areas a slow zone all the time, just double fine those not slowing down during school start/finish times.</li> <li>• Proposed around school zones should be at times of operation, not a blanket area.</li> <li>• A blanket reduction doesn't recognise peak times - have a standard peak time of speed reduction instead.</li> <li>• Common sense is to have times ('windows') those reduced speed apply, e.g. between the hours of 8am to 6pm.</li> <li>• Having 40km/h speed limit around schools and school times is sufficient. No need to permanently decrease the limit.</li> <li>• I think 30km/h for a set time on each side of school hours would be more suitable (like the existing 40km but extended by about 15 minutes).</li> <li>• The programme should be revised to consider every Auckland road and seek to implement dynamic 30km/h limits during peak school times near schools, 40km/h limits on residential areas and around schools during non-peak times, and 60km/h for appropriate arterial roads.</li> <li>• Don't have the time to waste going slow as a commercial driver. Get rid of the civilians then you can your low-speed zones during workday hours Monday to Friday.</li> <li>• Brush stroke solution of reducing speed limits not appropriate in areas where risk increases only at certain times of the day.</li> <li>• Perhaps some of the main thoroughfares could be reduced around school hours to protect the little ones and still give Mt Eden residents their freedoms.</li> <li>• School speed zones should not apply out of school hours, anywhere.</li> <li>• 30km/h is way too low, I think 40km/h during school times is enough.</li> <li>• Limiting speed around schools is a great idea. However, it should not be limited 24 hours, 365 days a year. School is out for many weeks and obviously not busy in the weekends.</li> <li>• I think it should be 30km/h from 7am-9am and 2.30pm-4.00pm.</li> </ul>
<p>Do not support reducing speed limits on open roads, rural/country roads and/or paper roads</p> <p><i>Mentions: 165</i></p>	<ul style="list-style-type: none"> <li>• Rural roads are having lower speed limits applied for no reason - the road environment has not changed since original safe speed limit.</li> <li>• People should slow down around schools, but 40km/h is sufficient - reducing speeds on open roads risks dangerous driving.</li> <li>• Reducing speeds on safe 100km/h country roads seems like financially based policing.</li> <li>• Rural roads need a road-by-road assessment to address issues as they vary a lot: blanket speed reductions are the wrong approach.</li> <li>• Lowered speed limit should not apply to rural roads that are well maintained, well-marked, with good visibility, with plenty of signage warning of bends, etc, no areas with clusters of shops, no schools, no bus stops, no cars parked on side of roads, no animal crossings, no pedestrians, no high accident rates.</li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• Infrastructure on rural roads should be improved instead of lowering limits.</li> <li>• Drivers of rural roads know how to drive to the conditions and lowering these limits will add significant journey time (and thus frustration and dangerous overtaking) for these commuters.</li> <li>• Rural people are well-capable of driving these roads at speeds that they see fit - no need to drop the speed limits on rural side-roads below 80km/h.</li> <li>• Your notes say that most crashes are on urban roads, so why change the speeds on rural roads?</li> <li>• Roads with no road markings should have these in place instead of lowering speed limits.</li> <li>• If you must lower open road limits, make them 90km/h not 80km/h due to journey times and emergency services access.</li> <li>• The open roads should be fixed if needed rather than reducing the speed limit.</li> <li>• Only agree with lowering the limit on rural roads if they have no shoulders due to drainage ditches, the road edges are in poor condition, the road camber and undulations make visibility difficult, it has no streetlights and is frequented by rural machinery as well as cyclists, walkers and school children, there are no road markings, lots of farm vehicles that are difficult to pass, or a sensible combination of the above.</li> <li>• Rural roads should have higher speed limits than non-rural roads because they have very little pedestrian and vehicle traffic.</li> <li>• Speed limit reduction from 100km/h to 40km/h is too drastic.</li> <li>• Suggest 'derestricted' signage instead to indicate open road, but that much of it cannot be driven at speed.</li> <li>• I support an 80km/h limit for rural roads. A blanket speed of 60km/h is too slow, and 40km/h is way too low for any rural area.</li> </ul>
<p>Do not support reducing speed limits on arterial roads, main roads and/or highways</p> <p><i>Mentions: 82</i></p>	<ul style="list-style-type: none"> <li>• Look at parts of the Northwestern Motorway- 4+ lanes, good road condition, shoulder, separated from oncoming traffic, no side roads, well formed on and off ramps, and it is still only 80km/h - this could safely be 100km/h.</li> <li>• Lowering speeds on main arterial routes slows our economy down and causes frustration and more accidents. When road is built to accommodate large volumes/speeds of traffic, reducing speed limits is contradictory.</li> <li>• 50km/h is fine as a minimum speed limit on urban roads. 60 or 70km/h for main arterial roads. 100km/h on motorways, highways and rural roads. If you can't drive to the conditions under these speed limits, then you shouldn't be driving at all.</li> <li>• I support lowering speed limits throughout except on the arterial roads/motorways/highways. Most expressways are safe to drive 100-110km/h and motorways should be around 110-120km/h.</li> <li>• Do not support a 40% drop in the speed limit in any area - especially trunk lines and main roads.</li> <li>• Some smaller countryside roads do warrant speed reductions but all the main roads between main towns and routes to the motorways from rural towns should have been left at 100km/h.</li> </ul>

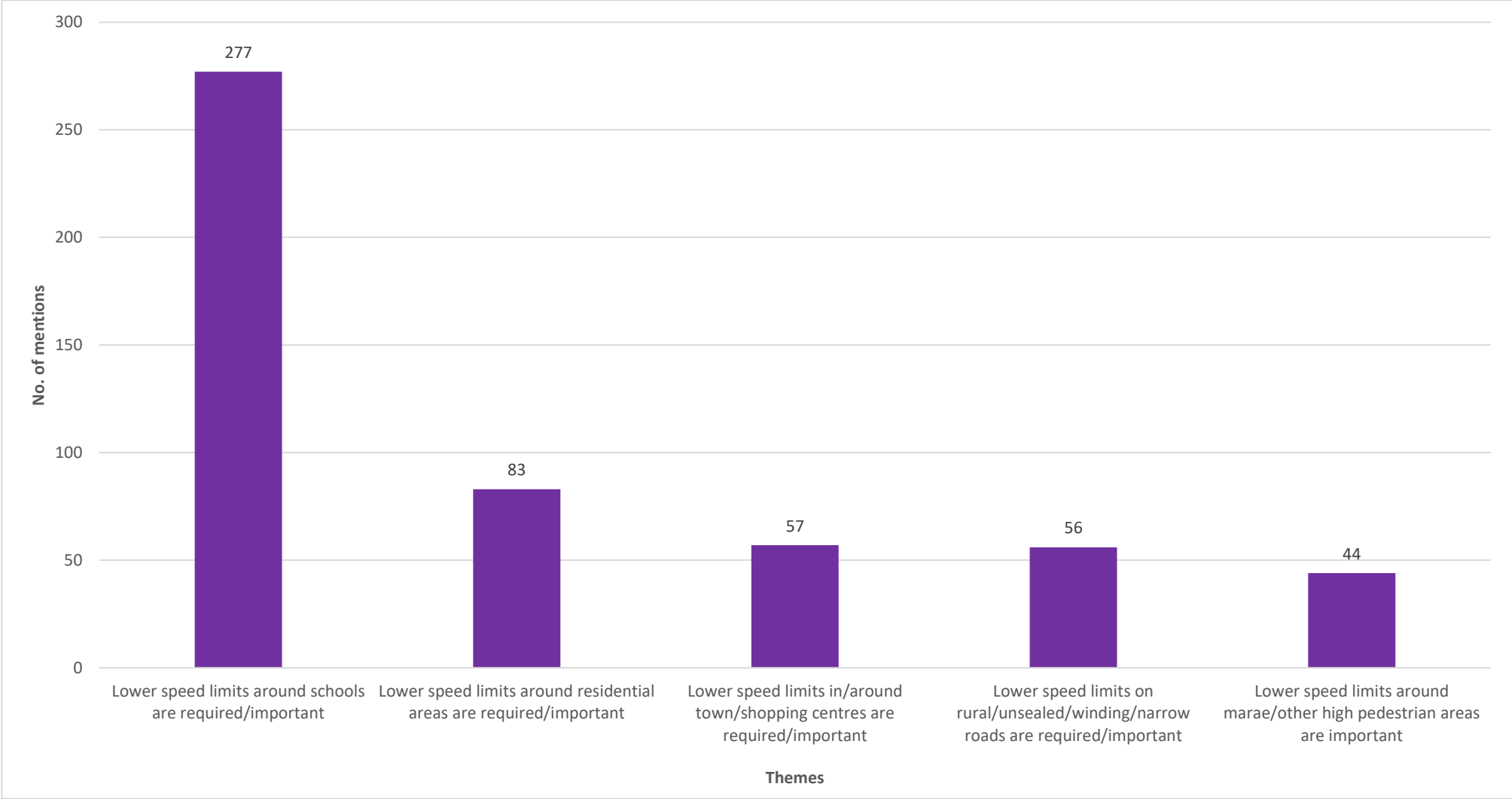
<p>ONLY implement speed limit reductions around schools/town centres <i>Mentions: 215</i></p>	<ul style="list-style-type: none"> <li>• Should be 40km/h blanket speed for residential streets, and only 30km/h in town centre and outside schools.</li> <li>• Lower limits should only apply to the streets directly around schools (nowhere else).</li> <li>• People should slow down around schools, but 40km/h is sufficient - reducing speeds on open roads risks dangerous driving.</li> <li>• Speeds around schools and other high care areas should be low.</li> <li>• I accept that schools should have reduced speed limits right around them (not miles away).</li> <li>• Having 40km/h speed limit around schools and school times is sufficient. No need to permanently decrease the limit.</li> <li>• Perhaps some of the main thoroughfares could be reduced around school hours to protect the little ones and still give residents their freedoms.</li> <li>• Keep suburbs at 50km/h (excepting schools).</li> <li>• Areas around schools within each slow zone are too large and have wider impacts on the suburb (should only apply to streets schools are on).</li> <li>• The only places where speed limits are needed are close to schools. Within 200 metres.</li> <li>• Change the roads directly surrounding the school, not whole suburbs.</li> <li>• Programme should be tailored for schools and hours and sections of roads as needed for the peak drop-off and pick-up hours.</li> </ul>
<p>Concerns/disagree with speed limit reduction around schools <i>Mentions: 182</i></p>	<ul style="list-style-type: none"> <li>• Roads in town centres and near schools already have traffic slowing measures.</li> <li>• 30km/h around schools cripples main roads: most modern cars don't naturally idle at that speed, and it adds to congestion in high pedestrian areas, adds to distractions i.e. watching speed not hazards. 40km/h is an accepted balance.</li> <li>• Use better techniques (than 30km/h speed limit): make some roads one way; close key roads during school drop off/pick up (if safety is the real reason, parents should deal with that).</li> <li>• Schools should have entry/exit designs so that cars aren't massed uncontrolled around them.</li> <li>• There are already sufficient safety measures around schools and other risk areas where there are children: traffic calming/variable speeds/lower speed limits/signage advising "reduce your speed" /pedestrian crossings/walking school bus/decent signage alerting drivers to the school zone.</li> <li>• Schools have the ability now to reduce speeds around their crossings in the 30 minutes in the morning and 30 minutes in the afternoon when this is useful. Does not need blanket speed limits.</li> <li>• Dropping speed limits around many of these schools outside school times is only going to lead to the deadly combination of aggressive driving and false sense of pedestrian security.</li> <li>• Vehicle drop offs to school by parents must be reduced to lessen the congestion impact around these schools though. Schools have a responsibility to police this effectively rather than the burden shifting onto the wider residential area.</li> <li>• Speed limit of 30km/h around schools is unreasonable. No one will obey the limit. We are just training drivers to ignore the rules.</li> <li>• Congestion around the school slows traffic due to high volumes - lowering the speed limit has little benefit, and no benefit outside school hours.</li> <li>• Including roads further out from the school will only frustrate drivers and they will be less likely to slow down around the school.</li> </ul>

- The general drag net put out around some schools and not others clearly point to this not legitimately being about safety: either the immediate streets around every school gets it, or this strategy is hypocritical and does not make sense.
- Other parking/traffic issues are not addressed in this proposal. These impact on car movement and travel in and around the schools. There are safe speeds around Hillsborough Primary but in my experience the biggest issue are the parents and their need to block and turn in dangerous places.
- My children feel safe, as do I under the current set of rules which govern traffic safety around schools.
- There should be blanket rule that all roads within a certain distance to a school and without separated cycleways should be limited to 30km/h. While this is a good improvement it is too piecemeal and will cause confusion.
- Due to the extremely high number of cars around schools while children are being dropped off and collected there is absolutely no possibility of anyone being able to speed in these areas during these times – changing speed limits around schools is purely academic.
- Don't agree with your obvious intention to scrap the variable speed limits around schools which has worked so well for the past 10 years.
- I love the light signs for school zones during school arrival and exit times and would support those all going to 30km/h during those times (arrival and exiting).

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

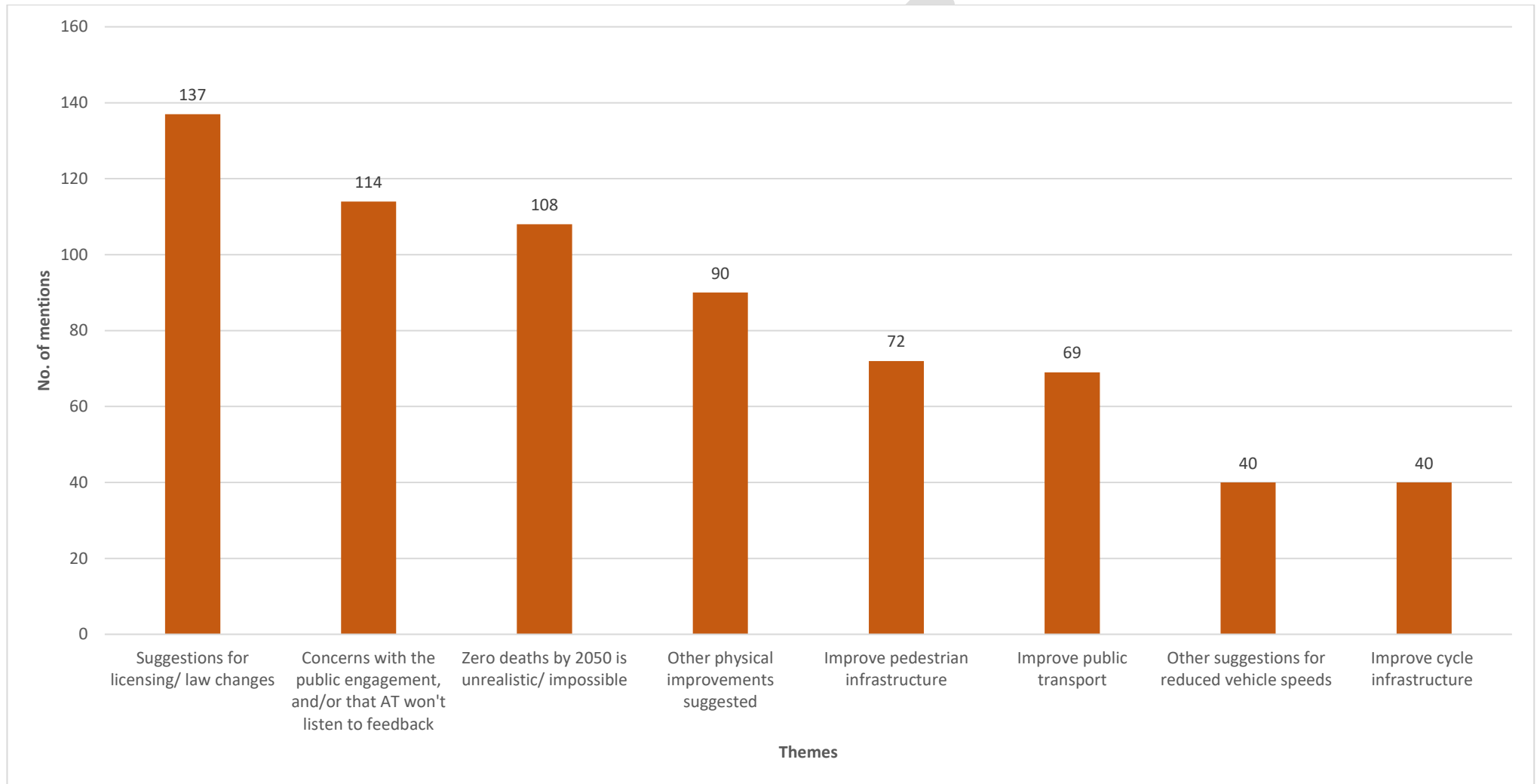


Feedback Theme	Main points
<p>Lower speed limits around schools are required/important <i>Mentions: 277</i></p>	<ul style="list-style-type: none"> <li>• People tend to exceed the speed limit at least a little, particularly around schools and school buses: a lower limit will help.</li> <li>• All streets around schools should be 30km/h/10km/h or under.</li> <li>• Agree people should slow down around schools but 40km/h is sufficient.</li> <li>• There need to be permanent speed reductions around ALL primary schools, irrespective of location.</li> <li>• Safe speeds and parking are a huge issue around schools and local kindergartens.</li> <li>• All Kindergartens should be included in the proposal as these age children don't have much road safety awareness.</li> <li>• Schools have been ignored in many areas.</li> </ul>
<p>Lower speed limits in residential areas are required/important <i>Mentions: 83</i></p>	<ul style="list-style-type: none"> <li>• Current speed limits in residential areas are too high.</li> <li>• All residential areas should be 40km/h and include some residential 'safe street' spaces.</li> <li>• Treat rural as rural (low traffic, driveways, pedestrians), and urban as urban (high volumes, low speeds).</li> <li>• Lowering speed limits in residential areas will ensure greater safety and accessibility for all: children, cyclists, pedestrians, disabled people, and elderly as well as motor vehicle users.</li> <li>• All residential streets/ suburban roads/ urban areas should have their speed limited to 30km/h.</li> <li>• New Zealanders drive far too fast on suburban streets that are not designed well enough to accommodate today's vehicles.</li> </ul>
<p>Lower speed limits on rural/unsealed/winding/narrow roads are required/important <i>Mentions: 56</i></p>	<ul style="list-style-type: none"> <li>• Our roads are too varied for just 100km/h or 50km/h - 80km/h is far safer for country/winding roads, due to increased traffic volumes.</li> <li>• 100km/h is too fast and dangerous for some rural roads - should reduce to 80km/h.</li> <li>• Lower speed limits have made a huge difference to rural communities in particular - it's becoming safe to drive / walk our roads</li> <li>• Some roads are narrow and have no shoulder - 80km/h (from 100km/h) makes sense.</li> <li>• It's required particularly on hilly, snaking roads in West Auckland, which are made ever more treacherous by rain.</li> <li>• Some rural roads are 100km/h, but you would never reach this speed due to the windy/narrow/hilly nature of the road: seems reasonable to change the speed to suit a normal speed.</li> <li>• It is absurd that some single-lane country roads have the same speed limit as a motorway.</li> <li>• Lowering some rural roads to 80km/h – and changing the open road limits to 80km/h too - is a good idea.</li> <li>• City drivers that leave the city are not prepared for country roads, and country roads within 100km of the city centre should be 80km/h.</li> </ul>

<p>Lower speed limits around marae/other high pedestrian areas are important <i>Mentions: 44</i></p>	<ul style="list-style-type: none"> <li>• Include rest homes too so elderly people can safely get out and about - suggest 20km/h drop.</li> <li>• Please also reduce speed limits on busy roads.</li> <li>• It's more appropriate to focus on the main ones around schools and heavy congested areas instead of trying to lower what feels like every road in Auckland.</li> <li>• Please consider lower speed limits for all roads off main arterial roads, as we have the same problem all over Auckland - the majority of drivers are not sticking to 50km/h.</li> <li>• Only support reduced speed limits around schools and high pedestrian areas.</li> <li>• We need to cut speed around schools, but this should also be extended to some of the bigger, busier roads around school times.</li> <li>• Need lower limits at marae's and gathering venues, hospitals, high impact areas.</li> <li>• It might be more realistic to take a more targeted approach to reducing speeds to 30km/h only on roads that are particularly narrow or have high pedestrian use with no footpaths.</li> <li>• Support lowering speed limits in newly developed housing and business areas.</li> </ul>
<p>Lower speed limits in/around town centres are required/important <i>Mentions: 57</i></p>	<ul style="list-style-type: none"> <li>• Should be 40km/h blanket speed for residential streets, and only 30km/h in town centre and outside schools.</li> <li>• All streets around town centres should be 30-40km/h.</li> <li>• Roads close to and through town centres and beaches should have speed limits reduced to at least 30km/h.</li> </ul>

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Other comments, concerns, and suggestions



Feedback Theme	Main points
<p>Improve pedestrian infrastructure <i>Mentions: 72</i></p>	<ul style="list-style-type: none"> <li>• Consider needs to pedestrians as road users.</li> <li>• Particularly consider pedestrian routes where there are no footpaths.</li> <li>• Consider poorly designed road junctions where pedestrians have no safe options to cross the road.</li> <li>• Wooden (and frequently sloping) footpaths that are slippery and dangerous especially when wet.</li> <li>• Stop people parking on verges and footpaths that greatly reduce visibility of pedestrians.</li> <li>• Rubbish bins totally blocking the footpath.</li> <li>• Cyclists and scooters using footpaths are a hazard for pedestrians.</li> <li>• Instead of making people drive slower, invest in better roads and developing under- and overpasses for pedestrians.</li> <li>• Need to instead focus on superior construction of safe zones/barriers for cycleways and footpaths.</li> <li>• Raised pedestrian crossings are more effective than lowered speed limits.</li> <li>• Improve visibility around crossings and bike lanes.</li> <li>• Need footpaths/more pedestrian access.</li> <li>• Zone areas to safely separate walkers, cyclists, and vehicles.</li> <li>• All main arterials with higher speed limits should have protected cycle lanes, pedestrian only footpaths and frequent pedestrian crossings.</li> <li>• What happened to the diamonds painted on the road before a pedestrian crossing?</li> <li>• Some places don't have any walkways at all - start there and consider speed limits when road condition/walkways are ample and safe.</li> <li>• There should be traffic lights for safe crossings (not reduced speeds).</li> <li>• HATE the raised platforms on otherwise perfectly safe roads – vehicles have to slow down and/or stop for pedestrian crossings anyway: Normal pedestrian crossings with the round flashing orange pedestrian crossing lights – NOT full traffic lights systems, are all that is needed.</li> <li>• Lower speeds should be part of a whole package which include road quality (median barriers, surface quality, camber etc) and control improvements (signage, crossing, rumble strips, lights etc).</li> <li>• A better option would be to include more pedestrian crossings near schools.</li> <li>• Where possible, pedestrian crossings should split into two halves with an effective steel safety cage in the middle. It must be pushchair, stroller, shopping trolley, wheelchair, scooter, bicycle, oversize load, etc friendly. The benefits include pedestrians not stopping cars in both directions, pedestrians being more likely to make eye contact with drivers on the half of the road they are crossing. The obvious strength of the barrier giving a clear sense of the dangers of crossing roads.</li> </ul>

Feedback Theme	Main points
<p>Improve cycle infrastructure <i>Mentions: 40</i></p>	<ul style="list-style-type: none"> <li>• Some of the cycle lanes are dangerous and endanger cyclists.</li> <li>• Lowering speed limits feels like a poor cop out for not building safe passage for cyclists, runners, and horses.</li> <li>• To make roads safer for cyclists, build roads with cycle ways.</li> <li>• Get rid of under-used cycleways.</li> <li>• The retrospective bus and bike lanes are a shambles, they take so long to construct, and sit there empty.</li> <li>• Need to instead focus on superior construction of safe zones/barriers for cycleways and footpaths.</li> <li>• Fix parking and bike lane access first.</li> <li>• Need safer bike lanes for kids leaving schools too.</li> <li>• Don't allow parking in painted cycleways.</li> <li>• Zone areas to safely separate walkers, cyclists and vehicles.</li> <li>• Invest in more cycle routes.</li> <li>• All main arterials with higher speed limits should have protected cycle lanes, pedestrian only footpaths and frequent pedestrian crossings.</li> <li>• Cycle paths should be added all around Lake Pupuke on Hurstmere, Kitchener, Killarney as well as Shakespeare and Taharoto Roads, which have inadequate and unsafe cycle infrastructure today.</li> <li>• The size (SUV) and power of vehicles used on Auckland roads adds to the danger to road users, particularly cyclists. AT should be focusing on the types of vehicles that people use, not just speed.</li> <li>• Bike lanes need to be regularly cleaned.</li> <li>• Connect parks and schools to create a green route for bikes: bikes don't want to be where cars are.</li> <li>• Cycleways are often put in the wrong locations and so are not used (Waiheke).</li> </ul>
<p>Improve public transport <i>Mentions: 69</i></p>	<ul style="list-style-type: none"> <li>• Reducing speed limits is not the answer - improve driving skills, roads, public transport options, and affordability of new/safe cars.</li> <li>• Public transport needs to be improved before it is an option (extend bus routes, more passenger capacity at peak times, better reliability).</li> <li>• Resources should go into improving public transport instead of speed limits.</li> <li>• Need more/better access to public transport.</li> <li>• Public transport is too slow/expensive/inconvenient/infrequent.</li> <li>• For public transport to catch on, the large, road-and-environment damaging diesel buses that spew fumes over pedestrians need to be replaced with smaller buses/shuttles/electric/trams/bullet trains/raised trams.</li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• Prefer to see work done to disincentivise people from bringing cars into the city (say tolls) and use that money to fund better public transport.</li> <li>• Build better public transport links with a reasonable frequency of buses/trains/trams (one bus an hour isn't enough).</li> <li>• Stop building developments/malls on the outskirts with big carparks, this promotes car use not public transport use.</li> <li>• AT needs to be concentrating more on developing public transport systems to get more people off the roads and reduce congestion.</li> <li>• A high-volume mass transit system is need in East/South Auckland. What ever happened to the Botany-Manukau Transit link planned for Ti Irirangi Drive?</li> <li>• Bus stops are often put in bad places that cause congestion and are dangerous.</li> </ul>
<p>Other physical improvements suggested <i>Mentions: 90</i></p>	<ul style="list-style-type: none"> <li>• More signage (not just for new speed limits) is needed to remind people what the speed limit is, especially with many different ones in an area.</li> <li>• Review traffic light phasing to improve traffic flow.</li> <li>• The issue isn't speed - it's poor road layouts which lower limits won't help (Transit Lanes turned into Bus lanes but buses are empty; poorly designed merging lanes). Design safer roads and improve existing infrastructure instead of lowering limits.</li> <li>• Residential roads with high crash rates should have reduced speeds or more yellow lines to prevent parked cars causing blind corners.</li> <li>• Fix parking and bike lane access/focus on superior construction of safe zones/barriers for cycleways and footpaths.</li> <li>• Roads need to be made wider to accommodate modern/bigger vehicles.</li> <li>• Need more centre barriers to separate traffic.</li> <li>• Feeder roads need to be widened to allow better traffic flow.</li> <li>• Install light-controlled crossings (instead of lowering speed limits) if the concern is pedestrian safety.</li> <li>• Change off-street parking regulations to clear cars from parking along streets, both sides, and therefore improve road safety through clearer roads.</li> <li>• The better way to reduce accidents is to improve the road and remove roadside obstructions (overgrown trees, narrow bridges, blind bends, potholes).</li> <li>• Rural roads need to be better maintained, and for passing lanes to be installed.</li> <li>• Improve visibility around crossings and bike lanes.</li> <li>• Stop people parking on verges and footpaths that greatly reduce visibility of pedestrians.</li> <li>• This will have a low return (i.e. harm reduction) for the investment compared to other safety initiatives e.g. changing dangerous intersections, improving pedestrian crossings etc.</li> <li>• Install slow vehicle bays on the roads you wish to slow down. That way people can pass safely and not put others at risk.</li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• Provide better places for people to park their cars. More generations are living under one roof due to the cost of housing: find a way to reduce the berms so that with cars parked on roads the road isn't narrow then you won't have as many issues as what you have.</li> <li>• Safe speeds and parking are a huge issue around schools and local kindergartens.</li> <li>• The most dangerous driving around schools tends to be red light runners or people driving through orange when could clearly stop, likely due to short or badly phased light changes and lack of clarity or education about not queuing through intersections. Red light cameras and more sensor-driven lights would help.</li> <li>• If you want to make the road safer, install road barriers (instead of lowering speed limits).</li> <li>• Traffic light phasing needs to be synched better for a 30km/h limit (see Auckland City where lights turn orange as a driver crosses the line and is red before the driver reaches the other side). This can be especially hazardous to pedestrians and bikers and results in risky stopping or speeding manoeuvres and much confusion.</li> <li>• Start adding street lights and more reflector posts, anything that make rural roads more visible at night. No matter what the speed limit is, there will be accidents if you can't see what's ahead of you.</li> <li>• Invest in rail to remove the growing volumes of road haulage in New Zealand.</li> <li>• Need safer/more pick up zones for parents around schools.</li> <li>• To achieve actual speed reductions on roads whose design encourages travel at higher speed, a lower speed limit needs to be paired with either design changes to slow cars down or enforcement.</li> <li>• Invest this money into red light camera and drunk driving checks.</li> <li>• Roads with no road markings should have these in place instead of lowering speed limits.</li> <li>• Remove more on-street car parking, add cycle lanes, and consider turning some roads into one way for cars. What has been done on part of Hurstmere Road should be done elsewhere.</li> <li>• Once safer (lower) speed limits are in place, existing physical traffic calming (speed humps, artificial street narrowing 'sticks, etc) should be reviewed and, where no longer necessary, removed. These can be distracting, impede traffic flow, damage vehicles, and makes driving in Auckland less pleasant in general. Safety comes first, but if they are not required, should be removed.</li> <li>• Use the correct roading materials, put centre lines in, stop narrowing roads, work with the Council to ensure new builds have car parks to remove parked cars from the roadside. Put flashing lights on pedestrian crossings when people are crossing.</li> <li>• AT needs to hurry up and put in the motorway bypass from West Gate to Waimauku.</li> <li>• Speed is only one factor. There is insufficient infrastructure in no footpaths, insufficient lighting, no passing bays or parking bays on narrow roads, high volumes of traffic on gravel roads.</li> </ul>



Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• Reduce berms to widen streets to allow for off street parking. As more infill housing is built it's safer to have cars further to the side of roads to allow any emergency vehicle down any street in AKL and increasing visibility to navigate all roads.</li> <li>• If road safety is problem the council needs to consider ensuring all houses have two off-street car parks to reduce the number of cars being parked on the road. The safety of drivers, pedestrians, and cyclists will be improved. Too many cars are parked on the road.</li> <li>• All main roads should have no parking on them if they do not have separate cycle lanes. Parking should be available on side roads only to allow more room for cyclists/scooters etc.</li> <li>• What if you had designated drop off and pick up areas for cars in high pedestrian areas (schools/marae/shopping malls) that were as far removed from main roads as possible. Make these drop off areas a mandatory part of designing carparks.</li> <li>• Expenditure should be focused on accident black spots such as the Royal Oak roundabout which should be converted to a traffic light-controlled system.</li> <li>• Any road in Auckland not wide enough for two cars to pass with parked vehicles on either side needs parking restrictions, with extensions to create a safety buffer when turning a corner.</li> <li>• Ban parking on the berms.</li> <li>• AT's approach using extensive applications of road furniture (speed humps, chicanes, etc) is flawed as it slows emergency service vehicles, thus the unintended consequences of a greater level of property/life loss will occur due to delayed attendance by emergency responders.</li> <li>• Spend these funds on alternative safety measures like improved signage, road markings and barriers. For example, many lane merges in Auckland are not marked by a sign. Consider the use of colour for merge markers.</li> <li>• Have pedestrian crossing lights synchronise with the traffic lights so that the green zone traffic will not be interrupted.</li> </ul>
<p>Other suggestions for reduced vehicle speeds <i>Mentions: 40</i></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> <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-desacs 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> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <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>
<p>Suggestions for licensing/ law changes</p> <p><i>Mentions: 137</i></p>	<ul style="list-style-type: none"> <li>• Licensing in NZ: all drivers should re-sit their licence every 5/10/15 years – there should be an ongoing review of driving ability.</li> <li>• Make licenses harder to get with a heavier focus on driver training.</li> <li>• The age of 16 is too low to expect a child to handle a vehicle: the driver age is too low and too easy.</li> <li>• Lower speed limits do not make people drive safer - introduce a Hazard Awareness course as part of the driving test (for example).</li> <li>• Make the defensive driving course compulsory (not rewarding with lessened Restricted time)</li> <li>• Drivers should need to log 'x' hours with an instructor before receiving your licence.</li> <li>• Foreigners should have to pass a comprehensive New Zealand driving test to drive in this country/immigrants should have to do defensive driving courses even if they have full licences.</li> <li>• I propose a licence class system where an endorsement is required for new motorists who wish to drive on open roads. This can be done at the time of sitting the licence. Similar to heavy traffic, or motorcycle licenses, but it specifically addresses hazards on open roads. Teaching people how a vehicle's handling changes at speed, braking distances increase, to slow before corners and accelerate out of them, keeping left, rest breaks.</li> <li>• Make getting a full driver license compulsory after certain amount of time.</li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• Make proper driving schools with instructors mandatory and include driver safety courses, how to merge and drive safely around corners/windy roads as a mandatory class as part of those.</li> <li>• Make road usage and driving mandatory in schools.</li> <li>• Traffic needs to speed up with better driving, not slow down: Make it illegal for heavy transport to be in the outside motorway lane, with harsh penalties for anyone caught under the posted speed limit on motorways.</li> <li>• Distracted drivers (texting, phone, etc) should have harsher penalties: lose license for 6 months/must do drivers' course/fine of \$1,000 and 35 demerit points/instant loss of licence for 3weeks (first offence), 6 months (2nd offence), and 12 months (3rd offence).</li> <li>• Double fines for those speeding in a school zone.</li> <li>• Increase fines/punishment/penalties for crossing the centreline/driving on the wrong side of the road/dangerous driving/.</li> <li>• Restrict the performance of cars for new drivers for at least the first year of holding a full driver's license.</li> <li>• Ban undertaking on all roads.</li> <li>• Fines for drivers sitting in outside/overtaking lane.</li> <li>• Make it compulsory that drivers can only use hands free and must not have physical access to their phones while driving/prevent phones from being able to send/receive texts in a moving car.</li> <li>• Car insurance/3rd party motor insurance should be mandatory in NZ for all drivers: Insurance companies identify the high risks and increase premiums accordingly which will remove higher risk drivers from our roads. Or if they are repeat offenders and do not care for the consequences of their actions, the police will have the power to prosecute and again remove them from our roads.</li> <li>• Speed limit changes won't change behaviour unless speed camera fines increase drastically to make people take them seriously.</li> <li>• Parking distance before and after speed humps must be increased and if they are not respected then the car owners need to be penalized.</li> <li>• All cyclists should need to have a license, so they know the dangers of riding on the roads and what precautionary actions they need to take.</li> <li>• Electric scooters should have a speed limit to avoid any accidents with pedestrians and other forms of transport and if they are for one person, if two are using it, they can get ticketed as it is unsafe use.</li> </ul>
<p>Concerns with the public engagement, and/or that AT won't listen to feedback</p> <p><i>Mentions: 114</i></p>	<ul style="list-style-type: none"> <li>• Expect Auckland Council/AT will not listen to or do what people want anyway.</li> <li>• AT acts arbitrarily and does not take taxpayers feedback into account.</li> <li>• I disagree with your strategy of sending out pamphlets asking for feedback with three days to respond and no direct link provided.</li> <li>• Have a look at the feedback you see on Facebook. It's frustrating to hear AT say that they will listen, but you do as they please anyway.</li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• I feel that whoever proposed these changes have made a broad-brush approach without knowing the geography. This is further exemplified by having Upper Harbour, Oteha Valley and Albany Schools classed as West Auckland in this plan.</li> <li>• This change is not backed by detailed research on the roads involved as evidenced by the incorrect listing of posted speed limits on some of the roads listed.</li> <li>• I can't see what changes you are making on the map in this website.</li> <li>• Re Takapuna Town Centre: The brochure refers wrongly to Devonport, but the map is correct.</li> <li>• Online form doesn't have the correct roads in Henderson suburb.</li> <li>• The research (AP-R560-18), the proposals and the delivery of them come across as predetermined. I don't believe that AT will be influenced by the public opinion. I would rather see a reduction in AT power and procedures than our road speeds.</li> <li>• Because there is not enough consultation on the changes. Ask the people instead of assuming you have got it right.</li> <li>• We are under no illusion that AT will listen or cancel the approach, despite the public feedback opposed to the city centre speed limit changes, AT went ahead with those anyway.</li> <li>• There are too many roads to review at one time to provide an opinion on the whole safe speeds programme.</li> <li>• AT has no accountability - previous concerns/requests to AT have been brushed off with no explanation.</li> <li>• Materials are inconsistent and contradict themselves - traffic lights vs roundabout for safety, for example.</li> <li>• What is there to consult on when you have a Vision Zero policy, just do it.</li> <li>• Don't put your junk mail pamphlets in a letter box marked 'No Junk Mail'.</li> <li>• What is the point of consulting on this? Are we supposed to make the streets less safe because it would upset a driver or something? Hurry up and implement the changes already.</li> <li>• It would be more informative if AT can also provide statistics on death/accidents by location. In that way we can better decide on a good speed for each of the areas specified.</li> <li>• Spend less money on reducing speeds and this consultation - invest in making the roads themselves safer instead (maintenance).</li> <li>• AT should not operate above the public; we deserve to make the decision on our roads. If consultation indicates a majority disagree with lowering speed limits, then DO NOT IGNORE THIS! This is a democracy and AT is in the public sector, majority rules.</li> <li>• You did not listen on phase 1 or 2 changes and were not prepared to publish feedback results as they obviously were against the changes in general.</li> <li>• It is patronizing to even suggest that you want feedback if you are blatantly ignoring the rights of law-abiding drivers.</li> <li>• Online survey is very hard to find.</li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• QR code links to a wrong URL.</li> <li>• Some sections of the roads mentioned don't appear to exist.</li> <li>• If reducing the speed limits does not work, will you put the speeds back up again? Will you actually listen to what the public want because you do not have a good reputation for doing that?</li> <li>• Concerned most people are not able to have their say due to their personal circumstances.</li> <li>• Take a survey of the public's opinion on this and you'll find the overwhelming majority is against it. Tell us the names of people in Council who come up with these ideas so we can vote them out next election - democracy matters.</li> <li>• Note your map shows Hibiscus Drive incorrectly named as Eaves Bush Parade.</li> <li>• Under 'benefits of the proposed changes' in the Safe Speeds Programme pamphlet, an icon showing a child kicking a ball could be seen as a dangerous invitation to this activity.</li> </ul>
<p>Zero deaths by 2050 is unrealistic/ impossible <i>Mentions: 108</i></p>	<ul style="list-style-type: none"> <li>• Zero deaths is a fantasy - there will always be deaths if there are cars and roads.</li> <li>• The goal of no deaths or serious injuries is unrealistic.</li> <li>• The only way to achieve zero vehicle incidents is by removing all vehicles, and that is just not acceptable.</li> <li>• You may as well ban cars buses and bikes completely if your aim is zero deaths.</li> <li>• The only way we will see zero crashes is if all cars are autonomous and communicating to each other.</li> <li>• So long as there are people, there will never be zero deaths.</li> <li>• The 'zero deaths' goal is pie-in-the-sky ideology that is underpinning extreme and impractical changes and proposals, like this one.</li> </ul>
<p>Other comments <i>Mentions: 62</i></p>	<ul style="list-style-type: none"> <li>• Roading network has not been improved despite petrol surcharge.</li> <li>• The state of the roads needs huge investment which our regional fuel tax should be going to.</li> <li>• Make new/near-new cars more affordable/available to raise the average safety of all cars on the road.</li> <li>• To maintain this programme would be to commit significant police resource that is instead needed to do real policing, and crime prevention.</li> <li>• Many of the proposed streets [Greenhithe] are near Upper Harbour Primary, but there is no road that connects Upper Harbour to Greenhithe - just a walkway.</li> <li>• I understand there is also a proposal to put 30cm cycle boundary on Upper Harbour Drive [Greenhithe]. Who has asked for this? Many cyclists are upset, as they will not be able to ride abreast or swerve to avoid walkers/runners.</li> <li>• I would like to know the update of the paper road from Traffic Road to Rahul Road: this was a well-used walkway that was planted over and was to be reinstated as a walkway with no progress.</li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• It would be better to focus on suicide prevention as an example if the overall outcome is genuinely to reduce the deaths of New Zealanders, especially with the current pressures we are facing with the current pandemic.</li> <li>• Pressure the NZTA to lift the standard of cars coming into NZ to a mandatory 5-star rating. Get old and unsafe cars off the road.</li> <li>• 3-yearly warrants on new cars leave too much time between inspections - increase mandatory inspections to bi-annually and better driver training will reduce incidents on roads with current speed limits.</li> <li>• Road users should be disincentivised from having such large vehicles (SUVs, Utes, etc) with congestion charges – they block the view of the road ahead, and when parked obstruct visibility from side roads.</li> <li>• Road safety is a combination of factors - not just speed limit, but also road quality, and vehicle quality. We're ignoring two out of three factors.</li> <li>• What is the cost of implementing this programme? At a time when the cost of living is skyrocketing, and rates are increasing.</li> <li>• Perhaps AT should focus on some of the dangerous driving of their bus drivers.</li> <li>• ALL schools should be covered with reduced speed limits. AT should lobby the NZ Government to make a nationwide change, that does not rely on immediate individual speed signs to be erected.</li> <li>• The current system around schools works well, with lights flashing when the speed limit changes, drawing you attention to the reduced speed limit. Are you planning to run the lights for the time that reduced speed is in place?</li> <li>• Modern vehicles have cruise control and active safety systems which only work above 40km/h.</li> <li>• We are moving into the era of electric vehicles and auto pilot modes which automatically stops the vehicle when they see any objects in front, reducing the risk of accidents: it is a pointless waste of money to change a working system without considering the future way of transportation.</li> <li>• Prefer to see work done to disincentivise people from bringing cars into the city (say tolls) and use that money to fund better public transport.</li> <li>• Remove the filter lights on feeder roads to the motorway that simply add to the already growing frustration of drivers.</li> <li>• There are many proposed roads which have just had considerable investment in speed mitigation. If these speed mitigation solutions are not effective this money recently spent would have been better utilised elsewhere.</li> <li>• Consider congestion charge zones to reduce commuters from outside the central city suburbs from driving into these suburbs with exemptions for residents.</li> <li>• In your comms you cite a disproportionate number of Māori accidents at 16.7% but Māori make up more like 17% of the population so that statement is factually incorrect and would make them better drivers by comparison to all drivers.</li> <li>• You trust the public. I see in your postal brochure here (which brought this whole matter to my attention) that you state the financial benefits per death and injury. This is not just interesting, it is vital information to have: because that's taxpayer money, and you're making your stewardship of it transparent to the public. That is impressive, progressive, and the right way to go.</li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• I would like exceptions to be made for emergency vehicles such as ambulance, fire fighters, and police. Currently we really feel the shortage in ambulances, but even during normal times there are areas in Auckland like Pukekohe that only has 2 ambulances in the area and currently another ambulance will take 25min. If speed limits are introduced, it may take an ambulance to take 40min to get to those areas.</li> <li>• Many of these roads do not fit within the "self-explaining roads" that comprise the majority of changes.</li> <li>• Are the changes likely to slow down the bus routes? Will there be changes to routes to accommodate changes?</li> <li>• AT is complicit in reducing productivity of the whole of Auckland by these measures, and by installing T2/T3/Bus lanes at busy times of day.</li> <li>• Need to reduce amount of foliage at intersections that obstruct visibility and consider this in future planning for planting.</li> <li>• More emphasis needs to be put on drug and alcohol testing, more rigorous policing of seat belt use and cell phone usage.</li> <li>• Visual pollution on every bend in the road (e.g. signage) is very obnoxious.</li> <li>• Where speed limit review is on an unmarked road, markings should be added first before speed limit is dropped.</li> <li>• Instant disqualification for 20km/h (instead of 40km/h) over limit and instant fine for running a stop sign would help reduce incentives to speed.</li> <li>• AT needs to show FULL transparency of costs to implement, fine revenue generated, and where this money gets reinvested; the cost to the ratepayer, who the contractors are, and if the revenue will this be put into the regions that the fines are generated from.</li> <li>• Spending \$700 million on something that frustrates every NZ road user - how much of that money is being spent on advertising to support your cause?</li> <li>• Submitter's manual car struggled to maintain 30km/h - it put too much strain on the motor.</li> <li>• Get contractor's trucks to not park on these narrow streets overnight. Yellow lines on one side, to help stop parking on all streets, corners, and access to other main streets in this area widened</li> <li>• The public need to see the evidence justifying these changes, the cost of this list and consultation, and the hundreds of thousands to implement.</li> <li>• Will the names of councillors supporting these changes be published so I know who is responsible for this?</li> <li>• I do not see why Marae need special treatment. Surely community centres should also be considered. This response seems disproportionate to the statement that more Māori get killed on roads. If 16% of road deaths are Māori and 17% of the population identify as Māori it seems like these are equivalent and not out of line with total road deaths.</li> <li>• The current trend to move to bikes (electric or not)/electric scooters and other powered transportation, the majority can and easily exceed 30km/h - will they be policed in the same manner as a car?</li> <li>• I propose the speed limit on the Harbour Bridge be reduced to 50km/h to allow mopeds to access/exit the Harbour Bridge at this speed via ramps at Esmonde Road and Onewa Road and onramps Victoria Street and Cook Street, so moped drivers have access to the city from the North Shore (currently even the ferry doesn't allow mopeds). The newly proposed Northern Pathway also excludes moped riders and ironically the moped riders pay road users tax when cyclists do not.</li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• The Auckland Council is aiming to free up the traffic flow and reduce the number of cars going into the city and reducing carbon emissions - encouraging mopeds would help ease this congestion and help transition to these goals much sooner which would also increase safety on the roads in general.</li> <li>• Get rid of the trucks clogging our highways and byways/trucks should have a 90km/h limit.</li> <li>• All main Highways should be tolled as it is often overseas - users to pay.</li> <li>• Needs to be some quality control of tyres being brought into this country. Tyres should legally be required to meet a standard of grip in all conditions and banning the import of those that do not. It is the most important part of a car when it comes to control.</li> <li>• As a motorcycle license assessor, because of the frequent speed changes, I must change my NZTA Authorised Assessment Routes every year.</li> <li>• Promote using small cars (e.g. one to three persons private transportation device or vehicle) and make them available to be imported from overseas, especially the electric ones.</li> <li>• The law needs to be revised to ban private cars exceeding 110km/h to be imported, or to have them modified to limit their speed to 110km/h (of course, except special vehicles like police cars). Their overall weight also needs to be reduced.</li> <li>• Please retain the flexibility to keep fine tuning speed restrictions once they are initially implemented. It will be near impossible to even get most of them just right out of a full 1600 listed. In my opinion you will need to “let it play” for a while and then based on the awakening people of each area, and feedback, adjust to get it just right.</li> <li>• Please erect signs such as: "Be mindful of following traffic" and "Slower vehicles must allow traffic to flow at the speed limit where feasible" and "Slower vehicles must not accumulate more than 6 following cars for more than 2km”.</li> <li>• Need to include some of the roads that AT intends or is currently sealing as part of the seal extension programme.</li> </ul>



## Feedback from key interest groups

The key interest groups that submitted on the proposed changes are listed below and their full submissions are outlined in [Attachment 2](#).

- Fire and Emergency New Zealand in Tāmaki Makaurau
- Alfriston School
- Glenbrook School
- Baverstock Oaks School
- Baverstock Oaks Board of Trustees
- Gladstone Primary School Board of Trustees
- Age School
- Wainui School
- Mission Heights Junior College
- Fossil Bay School and Kindergarten
- Waiheke Primary School
- Transition Town Point Chevalier
- Greater East Tamaki Business Association Inc.
- The Omiha Welfare and Recreation Society
- Piha Ratepayers and Residents Association Inc.
- Cockle Bay Residents and Ratepayers Association
- Titirangi Residents and Ratepayers Association
- NZAA
- Living Streets Aotearoa & Walk Auckland
- Brake
- Bike Kumeunity
- Bike Auckland
- Slowcycles NZ
- Better Transport
- Cycle Action Waiheke
- Protect our Gulf
- Project Forever - Waiheke
- BRINZ – Better Roads In New Zealand

## Attachment 1: Index for results of road-based feedback

Feedback on each road proposed for speed limit changes has been reported by local board area. A report for each local board area can be found at <https://at.govt.nz/about-us/have-your-say/proposed-speed-limit-changes-phase-three>. The index table below shows which roads are in each local board area.

**Important note:** This table is a record of speed limit changes as consulted and does not reflect any amendments made following consultation.

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
A Renall Road	Full Length	Franklin	Pollok	100	60
Abbotsford Terrace	Full Length	Devonport-Takapuna	Devonport	50	30
Accent Drive	Between Lady Ruby Drive and Wayne Francis Drive	Howick	East Tamaki	60	50
Accent Drive	Between Wayne Francis Drive and Chapel Road	Howick	Flat Bush	60	50
Access Road	Between 700m southwest of SH16 and 1000m southwest of SH16	Rodney	Kumeu	80	50
Adams Road South	Full Length	Franklin	Pukekohe	50	30
Adel Place	Full Length	Manurewa	Weymouth	50	30
Admirals Court Drive	Full Length	Upper Harbour	Greenhithe	50	30
Advane Road	Full Length	Howick	Cockle Bay	50	30
Agapanthus Place	Full Length	Howick	Flat Bush	50	30
Ainwick Road	Full Length	Howick	Flat Bush	50	30
Aio Wira Road	Full Length	Waitākere Ranges	Waitakere	100	40
Akiraho Street	Full Length	Albert-Eden	Mount Eden	50	30
Alamein Avenue	Full Length	Devonport-Takapuna	Belmont	50	30
Alan Avenue	Full Length	Henderson-Massey	Henderson	50	30
Albert Crescent	Full Length	Waiheke	Ostend	50	30
Albert Road	Full Length	Whau	Kelston	50	30
Albert Street	Full Length	Māngere-Ōtāhuhu	Otahuhu	50	30

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Albert Street	Full Length	Rodney	Leigh	50	30
Alberta Street	Full Length	Albert-Eden	Point Chevalier	50	30
Albertson Place	Full Length	Manurewa	Manurewa	50	30
Albion Road	Full Length	Māngere-Ōtāhuhu	Otahuhu	50	30
Alderley Road	Full Length	Albert-Eden	Mount Eden	50	30
Aldred Road	Full Length	Franklin	Karioitahi	100	40
Alexander Street	Full Length	Howick	Cockle Bay	50	30
Alexander Street	Full Length	Māngere-Ōtāhuhu	Otahuhu	50	30
Alison Avenue	Full Length	Devonport-Takapuna	Takapuna	50	30
Alison Road	Between Miami Avenue and Mitchell Road	Waiheke	Surfdale	50	30
Allan Road	Full Length	Franklin	Awhitu	50	40
Alston Avenue	Full Length	Whau	Kelston	50	30
Ambury Road	Full Length	Māngere-Ōtāhuhu	Mangere Bridge	50	30
Amon Avenue	Full Length	Howick	Flat Bush	50	30
Amreins Road	Between Taupaki Road and 800m south of Taupaki Road	Rodney	Taupaki	80	60
Amreins Road	Between 800m south of Taupaki Road and 1440m north of McEntee Road	Rodney	Taupaki	100	60
Amreins Road	Between McEntee Road and 1440m north of McEntee Road	Waitākere Ranges	Waitakere	80	60
Anarahi Place	Full Length	Māngere-Ōtāhuhu	Mangere Bridge	50	30
Anawhata Road	Full Length	Waitākere Ranges	Anawhata	100	40
Anderson Road	Between Westminster Glen to Matakana Road	Rodney	Matakana	80	60
Anderson Road	Between 310m east of Westminster Glen and Westminster Glen	Rodney	Matakana	80	40
Anderson Road	Between Matakana Road and 310m east of Westminster Glen	Rodney	Matakana	80	60
Andersons Road	Full Length	Upper Harbour	Oteha	50	30

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Andes Avenue	Full Length	Māngere-Ōtāhuhu	Mangere Bridge	50	30
Andrew-Pye Road	Between Grahams Beach Road and 1090m south of Grahams Beach Road	Ōtara-Papatoetoe	Manukau Heads	100	60
Andrew-Pye Road	Between 1090m south of Grahams Beach Road and southern end of Grahams Beach Road	Ōtara-Papatoetoe	Manukau Heads	100	60
Anglers Way	Full Length	Manurewa	Wattle Downs	50	30
Angus Street	Full Length	Ōtara-Papatoetoe	Otara	50	30
Annalise Place	Full Length	Hibiscus and Bays	Orewa	50	30
Annandale Road	Full Length	Rodney	Kumeu	100	60
Anne Street	Full Length	Devonport-Takapuna	Devonport	50	30
Annett Road	Between Awa Road and Fork Road	Rodney	Kumeu	100	60
Annett Road	Between Fork Road and the western end of Annett Road	Rodney	Kumeu	100	60
Ansty Place	Full Length	Māngere-Ōtāhuhu	Mangere	50	30
Antrim Crescent	Full Length	Ōtara-Papatoetoe	Otara	50	30
Antych Place	Full Length	Ōtara-Papatoetoe	Otara	50	30
Anzac Road	Between urban traffic area boundary (Pukekohe) and southern end of Anzac Road	Franklin	Pukekohe	60	40
Anzac Road	Between Kitchener Road and urban traffic area boundary (Pukekohe)	Franklin	Pukekohe	50	40
Anzac Road	Between Orapiu Road and Hunterville Road	Waiheke	Waiheke Island	60	40
Anzac Road	Between Orapiu Road and Nepean Avenue	Waiheke	Waiheke Island	80	40
Anzac Street	Between Hurstmere Rd and 30m southwest of Auburn Street	Devonport-Takapuna	Takapuna	50	30
Anzac Valley Road	Between 170m south of Bethells Road and south end of Anzac Valley Road	Waitākere Ranges	Waitakere	70	60
Anzac Valley Road	Between 20m south of Bethells Road and 170m south of Bethells Road	Waitākere Ranges	Waitakere	70	50

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Apa Street	Full Length	Manurewa	Weymouth	50	30
Apirana Avenue	Between 30m south of Point England Road and 220m north of Omaru Lane	Maungakiekie-Tāmaki	Glen Innes	50	30
Ara Weiti Road	Full Length	Hibiscus and Bays	Okura Bush	100	60
Archibald Road	Full Length	Whau	Kelston	50	30
Archlynn Road	Full Length	Whau	Kelston	50	30
Aries Place	Full Length	Howick	Shelly Park	50	30
Armada Drive	Full Length	Henderson-Massey	Ranui	50	30
Armagh Road	Full Length	Whau	Blockhouse Bay	50	30
Arodella Crescent	Full Length	Henderson-Massey	Ranui	50	30
Aronui Terrace	Full Length	Whau	Kelston	50	30
Arrowsmith Road	Full Length	Waitākere Ranges	Waitakere	80	40
Aruhe Street	Full Length	Ōrākei	Stonefields	50	30
Ascot Avenue	Full Length	Henderson-Massey	Henderson	50	30
Ash Road	Full Length	Manurewa	Wiri	60	50
Ashby Place	Full Length	Franklin	Pukekohe	50	30
Ashcroft Avenue	Full Length	Māngere-Ōtāhuhu	Mangere Bridge	50	30
Ashgrove Road	Full Length	Māngere-Ōtāhuhu	Mangere	50	30
Ashmere Lane	Full Length	Manurewa	Weymouth	50	30
Ashton Road	Full Length	Albert-Eden	Mount Eden	50	30
Ashurst Lane	Full Length	Upper Harbour	Greenhithe	50	30
Astor Place	Full Length	Manurewa	Manurewa	50	30
Atarua Gardens	Full Length	Waitākere Ranges	Waiatarua	70	40
Athelstan Place	Full Length	Ōtara-Papatoetoe	Otara	50	30
Aubrey Road	Full Length	Hibiscus and Bays	Stillwater	80	60
Auburn Street	Full Length	Devonport-Takapuna	Takapuna	50	30

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Aurea Avenue	Full Length	Howick	Pakuranga	50	30
Avenham Walk	Full Length	Albert-Eden	Mount Eden	50	30
Avenue Road	Between Atkinson Avenue and the eastern end of Avenue Road	Māngere-Ōtāhuhu	Otahuhu	50	30
Avoca Road	Full Length	Howick	Cockle Bay	50	30
Avon Lane	Full Length	Waitematā	Parnell	50	30
Awa Road	Full Length	Rodney	Kumeu	100	60
Awaawaroa Road	Between Orapiu Road and Man O War Bay Road	Waiheke	Waiheke Island	80	60
Awaawaroa Road	Between Orapiu Road and the southern end of Awaawaroa Road	Waiheke	Waiheke Island	80	40
Awanohi Road	Full Length	Hibiscus and Bays	Redvale	100	60
Awatea Road	Full Length	Waitematā	Parnell	50	30
Awhenga Place	Full Length	Manurewa	Weymouth	50	30
Awhitu Central Road	Full Length	Franklin	Awhitu	100	60
Awhitu Gully Road	Full Length	Ōtara-Papatoetoe	Manukau Heads	100	40
Awhitu Road	Between 160m north of Pollok Wharf Road and Fielding Road	Franklin	Awhitu	100	80
Awhitu Road	Between 210m northeast of Matakawau Road and Tram Gully Road	Franklin	Awhitu	100	80
Awhitu Road	Between Fielding Road and Kemp Road	Franklin	Awhitu	100	80
Awhitu Road	Between 225m west of Taurangaruru Road and Kohekohe-Karioitahi Road	Franklin	Pollok	100	80
Awhitu Road	Between Kohekohe-Karioitahi Road and 600m west of Pollok Wharf Road	Franklin	Pollok	100	80
Awhitu Road	Between King Street and urban traffic area boundary (Waiuku)	Franklin	Waiuku	60	50
Ayrton Street	Full Length	Henderson-Massey	Te Atatu South	50	30

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
B Westhead Road	Full Length	Franklin	Pollok	100	60
Baber Drive	Full Length	Ōrākei	Stonefields	50	30
Bagley Street	Full Length	Puketāpapa	Hillsborough	50	30
Balnoon Place	Full Length	Māngere-Ōtāhuhu	Mangere East	50	30
Balwyn Place	Full Length	Manurewa	Clendon Park	50	30
Bamboo Grove	Full Length	Whau	Kelston	50	30
Banbury Place	Full Length	Māngere-Ōtāhuhu	Mangere Bridge	50	30
Bangor Street	Full Length	Albert-Eden	Point Chevalier	50	30
Barbarich Drive	Full Length	Ōrākei	Stonefields	50	30
Barbary Avenue	Full Length	Whau	Kelston	50	30
Barcroft Place	Full Length	Manurewa	Clendon Park	50	30
Barnard Place	Full Length	Manurewa	Manurewa East	50	30
Barneys Farm Road	Full Length	Manurewa	Clendon Park	50	30
Barr Place	Full Length	Manurewa	Weymouth	50	30
Barrett Road	Between Coatesville Riverhead Highway and Lloyd Road	Rodney	Riverhead	80	60
Barrier View Road	Full Length	Rodney	Leigh	50	30
Barthow Road	Between Awhitu Road and western end of Barthow Road	Franklin	Pollok	100	80
Bartley Terrace	Full Length	Devonport-Takapuna	Devonport	50	30
Barton St East	Full Length	Whau	Blockhouse Bay	50	30
Barton Street	Full Length	Whau	Blockhouse Bay	50	30
Bass Road	Full Length	Upper Harbour	Albany	50	30
Baverstock Road	Full Length	Howick	Flat Bush	50	30
Bawden Road	Full Length	Rodney	Dairy Flat	80	60
Bay Road	Full Length	Waiheke	Ostend	50	30
Beach Parade	Full Length	Waiheke	Oneroa	50	30
Beach Road	Full Length	Manurewa	Weymouth	50	30

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Beatty Parade	Full Length	Waiheke	Surfdale	50	30
Beaubank Road	Full Length	Whau	Kelston	50	30
Beaumonts Way	Between Weymouth Road and Rogers Road	Manurewa	Manurewa	50	30
Beaumonts Way	Between Rogers Road and the southern end of Beaumonts Way	Manurewa	Manurewa	50	30
Beaumonts Way Extension	Full Length	Manurewa	Manurewa	50	30
Beaver Road West	Between State Highway 1 and 1340m west of State Highway 1	Franklin	Bombay	100	60
Becker Drive	Full Length	Manurewa	Weymouth	50	30
Bedford Street	Full Length	Henderson-Massey	Te Atatu South	50	30
Bedlow Place	Full Length	Māngere-Ōtāhuhu	Mangere East	50	30
Beihlers Road	Full Length	Manurewa	Weymouth	50	30
Belfast Street	Full Length	Puketāpapa	Hillsborough	50	30
Belgium Street	Full Length	Waiheke	Ostend	50	30
Bella Vista Road	Full Length	Waiheke	Omiha	50	30
Belle Terrace	Full Length	Waiheke	Waiheke Island	50	30
Belle View Place	Full Length	Waiheke	Waiheke Island	50	30
Belleek Close	Full Length	Manurewa	Weymouth	50	30
Bellevue Road	Full Length	Albert-Eden	Mount Eden	50	30
Bellville Drive	Full Length	Manurewa	Clendon Park	50	30
Belmont Road	Between Jutland Road and 140 metres southwest of Adams Road South	Franklin	Pukekohe	50	30
Bendalls Lane	Full Length	Waitākere Ranges	Oratia	70	40
Beresford Avenue	Full Length	Waiheke	Surfdale	50	30
Bernard Street	Full Length	Maungakiekie-Tāmaki	Mount Wellington	50	30



Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Bernina Place	Full Length	Manurewa	Weymouth	50	30
Berrett Place	Full Length	Ōtara-Papatoetoe	Otara	50	30
Berridge Avenue	Full Length	Albert-Eden	Point Chevalier	50	30
Bethells Road	Between Waitakere Road and 75m west of Waitakere Road	Waitākere Ranges	Waitakere	70	60
Bethells Road	Between 85m east of Wairere Road and 360m east of Tasman View Road	Waitākere Ranges	Waitakere	100	60
Bezar Place	Full Length	Howick	Flat Bush	50	30
Big Bay Road	Between Tearoe Road and 550m east of MacKinnon Road	Ōtara-Papatoetoe	Manukau Heads	100	60
Big Bay Road	Between Grahams Beach Road and Tearoe Road	Ōtara-Papatoetoe	Manukau Heads	100	60
Big Bay Road	Between 550m east of MacKinnon Road and western end of Big Bay Road	Ōtara-Papatoetoe	Manukau Heads	50	40
Bill Phillip Place	Full Length	Manurewa	Clendon Park	50	30
Birch Place	Full Length	Ōtara-Papatoetoe	Otara	50	30
Blackgate Place	Full Length	Manurewa	Weymouth	50	30
Blake Road	Full Length	Māngere-Ōtāhuhu	Mangere East	50	30
Blake Street	Full Length	Waiheke	Surfdale	50	30
Blampied Road	Full Length	Ōtara-Papatoetoe	Otara	50	30
Blanes Road	Full Length	Manurewa	Weymouth	50	30
Blockhouse Bay Road	Between Donovan Street and the southern end of Blockhouse Bay Road	Whau	Blockhouse Bay	50	30
Blomfield Spa	Full Length	Devonport-Takapuna	Takapuna	50	30
Blossom Lane	Full Length	Manurewa	Manurewa	50	30
Bluegrey Avenue	Full Length	Ōrākei	Stonefields	50	30
Bluff Terrace	Full Length	Puketāpapa	Hillsborough	50	30
Bobs Way	Full Length	Rodney	Dairy Flat	80	60
Bodi Place	Full Length	Henderson-Massey	Te Atatu South	50	30

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Bodmin Place	Full Length	Māngere-Ōtāhuhu	Mangere East	50	30
Bohola Rise	Full Length	Manurewa	Weymouth	50	30
Boiler Gully Road	Full Length	Ōtara-Papatoetoe	Manukau Heads	100	60
Bolina Crescent	Full Length	Howick	Pakuranga	50	30
Bolton Place	Full Length	Ōtara-Papatoetoe	Otara	50	30
Bonaparte Drive	Full Length	Franklin	Pukekohe	50	30
Bond Street	Full Length	Ōtara-Papatoetoe	Otara	50	30
Booker Place	Full Length	Manurewa	Weymouth	50	30
Boon Street	Full Length	Manurewa	Manurewa	50	30
Boord Crescent	Full Length	Rodney	Kumeu	80	60
Boscawen Street	Full Length	Albert-Eden	Point Chevalier	50	30
Botany Road	Between Golfland Drive and Ti Rakau Drive	Howick	Golflands	60	50
Botany Road	Between Cascades Road and Golfland Drive	Howick	Golflands	60	50
Boundary Road (Central)	Between Kohekohe-Karioitahi Road and Awhitu Road	Franklin	Pollok	100	60
Boundary Road (East)	Between Awhitu Road and eastern end of Boundary Road	Franklin	Pollok	100	40
Boundary Road (West Waipipi)	Between western end of Boundary Road and Kohekohe-Karioitahi Road	Franklin	Pollok	100	60
Bourne Street	Full Length	Albert-Eden	Mount Eden	50	30
Bowater Place	Between Weymouth Road and Buller Crescent	Manurewa	Manurewa	50	30
Bowater Place	Between Buller Crescent and Puriri Road	Manurewa	Manurewa	50	30
Bowen Street	Full Length	Manurewa	Manurewa East	50	30
Bowmore Close	Full Length	Howick	Flat Bush	50	30
Boyd Avenue	Full Length	Māngere-Ōtāhuhu	Mangere Bridge	50	30
Brabant Road	Full Length	Waitākere Ranges	Waiaatarua	100	60

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Bradley Lane	Full Length	Maungakiekie-Tāmaki	Glen Innes	50	30
Brains Road	Full Length	Whau	Kelston	50	30
Brava Place	Full Length	Manurewa	Clendon Park	50	30
Brentwood Avenue	Full Length	Albert-Eden	Mount Eden	50	30
Brian Slater Way	Full Length	Ōrākei	Stonefields	50	30
Bridgefield Crescent	Full Length	Howick	Flat Bush	50	30
Bridgewater Road	Full Length	Waitematā	Parnell	50	30
Brigham Creek Road	Between 80m west of Kauri Road and 280m west of Trig Road	Upper Harbour	Whenuapai	80	60
Brigham Creek Road	Between 550m west of Totara Road and State Highway 16	Upper Harbour	Whenuapai	80	60
Briody Terrace	Full Length	Ōrākei	Stonefields	50	30
Bristol Road	Full Length	Upper Harbour	Whenuapai	80	60
Bronwylan Drive	Full Length	Howick	Flat Bush	50	30
Brook Haven Rise	Full Length	Manurewa	Clendon Park	50	30
Brook Road	Between Awhitu Road and Walters Road	Franklin	Awhitu	100	60
Brook Road	Between Walters Road and 190m west of Featon Avenue	Franklin	Awhitu	100	40
Brown Road	Full Length	Waiheke	Onetangi	50	40
Brown Street	Full Length	Waitematā	Ponsonby	50	30
Browning Street	Full Length	Manurewa	Manurewa East	50	30
Bryan Road	Full Length	Waiheke	Surfdale	50	30
Buchanan Street	Full Length	Devonport-Takapuna	Devonport	50	30
Buller Crescent	Full Length	Manurewa	Manurewa	50	30
Bulwer Street	Full Length	Devonport-Takapuna	Devonport	50	30
Bundena Place	Full Length	Manurewa	Clendon Park	50	30
Bungalow Avenue	Full Length	Albert-Eden	Point Chevalier	50	30
Burden Lane	Full Length	Ōrākei	Stonefields	50	30

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Burns Avenue	Between Northcroft Street and 30m south of Byron Avenue	Devonport-Takapuna	Takapuna	50	30
Burrell Road	Full Length	Waiheke	Oneroa	50	30
Burrell Road Extension	Full Length	Waiheke	Oneroa	50	30
Burundi Avenue	Full Length	Manurewa	Clendon Park	50	30
Bush Road	Full Length	Waitākere Ranges	Waiatarua	70	40
Bushpark Place	Full Length	Howick	Flat Bush	50	30
Buxton Street	Full Length	Albert-Eden	Point Chevalier	50	30
Byron Avenue	Between Burns Avenue and the western end of Byron Avenue	Devonport-Takapuna	Takapuna	50	30
Byron Avenue	Between Lake Road and Burns Avenue	Devonport-Takapuna	Takapuna	50	30
Cable Bay Lane	Full Length	Waiheke	Waiheke Island	50	40
Cable Road	Between 560m east of Valley Road and Hinau Road	Rodney	Waimauku	80	60
Cable Road	Between Valley Road and 560m east of Valley Road	Rodney	Waimauku	100	40
Calais Terrace	Full Length	Waiheke	Ostend	50	30
Calliope Road	Between Victoria Road and 70m west of Victoria Road	Devonport-Takapuna	Devonport	50	30
Campana Road	Full Length	Manurewa	Wiri	100	60
Campbell Road	Full Length	Devonport-Takapuna	Takapuna	50	30
Candia Road	Between Urban Traffic Area Boundary (Auckland Isthmus) and Henderson Valley Road	Henderson-Massey	Henderson Valley	70	60
Candia Road	Between 20m north of the northern end of Coulter Road and Urban Traffic Area Boundary (Auckland Isthmus)	Waitākere Ranges	Swanson	70	60
Candlestick Place	Full Length	Upper Harbour	Oteha	50	30
Canning Crescent	Full Length	Māngere-Ōtāhuhu	Mangere	50	30
Canterbury Place	Full Length	Waitematā	Parnell	50	30
Canyon Drive	Full Length	Upper Harbour	Oteha	50	30

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Cape Road	Full Length	Māngere-Ōtāhuhu	Mangere	50	30
Capes Road	Between Lees Gully Road and eastern end of Capes Road	Franklin	Pollok	100	60
Capstick Road	Full Length	Ōtara-Papatoetoe	Otara	50	30
Carey Place	Full Length	Ōtara-Papatoetoe	Otara	50	30
Carlton Street	Full Length	Puketāpapa	Hillsborough	50	30
Carn Place	Full Length	Manurewa	Weymouth	50	30
Carnac Place	Full Length	Māngere-Ōtāhuhu	Mangere East	50	30
Carrick Place	Full Length	Albert-Eden	Mount Eden	50	30
Carter Road	Full Length	Waitākere Ranges	Oratia	70	60
Cartwright Road	Full Length	Whau	Kelston	50	30
Cascade Avenue	Full Length	Waitākere Ranges	Waiatarua	70	40
Cascades Road	Between Aviemore Drive Roundabout to Botany Road Roundabout	Howick	Botany Downs	60	50
Cascades Road	Between 300m west of Aviemore Drive to Aviemore Drive Roundabout	Howick	Highland Park	60	50
Castlefinn Drive	Full Length	Manurewa	Weymouth	50	30
Castleton Drive	Full Length	Howick	Howick	50	30
Cathcart Close	Full Length	Franklin	Pukekohe	50	30
Caton Road	Full Length	Waitākere Ranges	Waitakere	80	40
Cautley Street	Full Length	Devonport-Takapuna	Stanley Point	50	30
Cavendish Drive	Between Noel Burnside Road and Jerry Green Street	Manurewa	Wiri	60	50
Cavendish Drive	Between Great South Road and Lambie Drive	Ōtara-Papatoetoe	Manukau	60	50
Cavendish Drive	Between Lambie Drive and Noel Burnside Road	Ōtara-Papatoetoe	Papatoetoe	60	50
Celmisia Place	Full Length	Manurewa	Weymouth	50	30
Cemetery Road (Awhitu)	Full Length	Franklin	Pollok	100	60

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Centreway Road	Between Puriri Avenue and West Hoe Road	Hibiscus and Bays	Orewa	50	30
Chadwick Crescent	Full Length	Māngere-Ōtāhuhu	Mangere East	50	30
Chalfont Street	Full Length	Māngere-Ōtāhuhu	Mangere East	50	30
Challinor Street	Full Length	Howick	Pakuranga	50	30
Chapel Road	Between Dawson Road to 200m north of Ormiston Road	Howick	Flat Bush	60	50
Chapel Road	Between 200m north of Ormiston Road to Baverstock Road	Howick	Flat Bush	60	50
Chapel Road	Between Ti Rakau Drive to Orangewood Drive/Whitford Road Roundabout	Howick	Dannemora	60	50
Chapel Road	Between Smales Road to Armoy Drive	Howick	East Tamaki	60	50
Chapel Road	Between Armoy Drive to Ti Rakau Drive	Howick	East Tamaki	60	50
Chapel Road	Between Baverstock Road to Smales Road	Howick	Flat Bush	60	50
Charlton Avenue	Full Length	Albert-Eden	Mount Eden	50	30
Chelburn Crescent	Full Length	Māngere-Ōtāhuhu	Mangere East	50	30
Cheriton Road	Full Length	Howick	Mellons Bay	50	30
Childers Road	Full Length	Henderson-Massey	Ranui	50	30
Chilton Place	Full Length	Howick	Howick	50	30
Chingford Close	Full Length	Māngere-Ōtāhuhu	Mangere	50	30
Chipping Dale	Full Length	Māngere-Ōtāhuhu	Mangere Bridge	50	30
Christmas Road	Full Length	Manurewa	Manurewa	50	30
Church Bay Road	Between 158 Church Bay Road (turnaround point) to Walter Frank Drive	Waiheke	Waiheke Island	50	40
Church Bay Road	Between Mako Street and 158 Church Bay Road (turnaround point)	Waiheke	Waiheke Island	50	40
Church Street	Between Princes Street and Ngaio Street	Māngere-Ōtāhuhu	Otahuhu	50	30
Churchill Avenue	Full Length	Manurewa	Manurewa	50	30
Citron Court	Full Length	Howick	Flat Bush	50	30

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Civil Place	Full Length	Ōtara-Papatoetoe	Otara	50	30
Clarence Street	Between Calliope Road and 160m southeast of Calliope Road	Devonport-Takapuna	Devonport	50	30
Clarence Street	Between Victoria Road and 250m northwest of Victoria Road	Devonport-Takapuna	Devonport	50	30
Claresholm Place	Full Length	Māngere-Ōtāhuhu	Mangere Bridge	50	30
Clarks Beach Road	Between 80m south of Kaitiaki Drive and Farley Road	Franklin	Clarks Beach	80	50
Clarks Beach Road	Between Dell Road and 100m west of Titoki Way	Franklin	Waiau Pa	80	50
Clarkson Crescent	Full Length	Ōtara-Papatoetoe	Otara	50	30
Claymore Street	Full Length	Manurewa	Manurewa	50	30
Clayton Avenue	Full Length	Ōtara-Papatoetoe	Otara	50	30
Cleek Road	Full Length	Māngere-Ōtāhuhu	Mangere East	50	30
Clement Street	Full Length	Māngere-Ōtāhuhu	Otahuhu	50	30
Clipper Place	Full Length	Howick	Shelly Park	50	30
Cloud Way	Full Length	Franklin	Karaka	50	30
Club Lane	Full Length	Devonport-Takapuna	Takapuna	50	30
Clyro Place	Full Length	Māngere-Ōtāhuhu	Mangere East	50	30
Coachman Drive	Full Length	Howick	Flat Bush	50	30
Cobham Crescent	Full Length	Ōtara-Papatoetoe	Otara	50	30
Cobham Crescent	Full Length	Whau	Kelston	50	30
Cochran Road	Full Length	Waitākere Ranges	Oratia	70	60
Cochrane Road	Between Awhitu Road and western end of Cochrane Road	Franklin	Pollok	100	60
Colbeck Road	Full Length	Franklin	Awhitu	100	60
Coles Place	Full Length	Manurewa	Manurewa	50	30
Collins Street	Full Length	Devonport-Takapuna	Takapuna	50	30
Como Street	Full Length	Devonport-Takapuna	Takapuna	50	30

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Coniston Avenue	Full Length	Henderson-Massey	Te Atatu South	50	30
Connaught Street	Between Connell Street and Armagh Road	Whau	Blockhouse Bay	50	30
Connell Street	Between Kinross Street and Taunton Terrace	Whau	Blockhouse Bay	50	30
Constable Road	Between urban traffic area boundary (Waiuku) and Karioitahi Road	Franklin	Waiuku	100	80
Conway Road	Full Length	Albert-Eden	Mount Eden	50	30
Cooper Crescent	Full Length	Ōtara-Papatoetoe	Otara	50	30
Cooper Road	Full Length	Franklin	Pollok	100	60
Cooper Street	Full Length	Franklin	Pukekohe	50	30
Copley Street	Full Length	Whau	New Lynn	50	30
Cornwall Road	Full Length	Māngere-Ōtāhuhu	Mangere	50	30
Cornwall Street	Full Length	Henderson-Massey	Te Atatu South	50	30
Cornwallis Road	Between 990m south of Huia Road and the southern end of the road	Waitākere Ranges	Cornwallis	50	40
Cornwallis Road	Between Huia Road and 990m south of Huia Road	Waitākere Ranges	Cornwallis	100	60
Coromandel Road	Full Length	Waiheke	Oneroa	50	30
Coronation Road	Full Length	Franklin	Pollok	100	40
Corran Place	Full Length	Henderson-Massey	Ranui	50	30
Cory Road	Full Length	Waiheke	Palm Beach	50	40
Cosmo Place	Full Length	Ōtara-Papatoetoe	Otara	50	30
Coster Road	Full Length	Rodney	Muriwai	50	40
Cotterell Street	Full Length	Rodney	Leigh	50	30
Cottrell Place	Full Length	Manurewa	Clendon Park	50	30
Coulter Road	Full Length	Waitākere Ranges	Swanson	100	60
Cowes Bay Road	Full Length	Waiheke	Waiheke Island	80	40
Cowper Street	Full Length	Devonport-Takapuna	Devonport	50	30



Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Coxhead Road	Full Length	Manurewa	Manurewa	50	40
Cracroft Street	Full Length	Māngere-Ōtāhuhu	Otahuhu	50	30
Craiburn Street	Full Length	Henderson-Massey	Ranui	50	30
Craig Road	Between Awhitu Road and Keogh Road	Franklin	Pollok	100	60
Craig Road	Between Keogh Road and western end of Craig Road	Franklin	Pollok	100	40
Crayford Street West	Full Length	Whau	Avondale	50	30
Creamery Road	Between Keogh Road and Kelland Road	Franklin	Pollok	100	60
Creamery Road	Between Awhitu Rd and Keogh Road	Franklin	Pollok	100	60
Creamery Road	Full Length	Māngere-Ōtāhuhu	Mangere	60	50
Crescent Road	Full Length	Waitematā	Parnell	50	30
Crescent Road East	Full Length	Waiheke	Ostend	50	30
Crescent Road East Ext	Full Length	Waiheke	Ostend	50	30
Crescent Road West	Full Length	Waiheke	Ostend	50	30
Crewe Close	Full Length	Upper Harbour	Albany	50	30
Crimson Park	Full Length	Upper Harbour	Oteha	50	30
Crispian Place	Full Length	Manurewa	Weymouth	50	30
Crown Crescent	Full Length	Ōtara-Papatoetoe	Otara	50	30
Crows Road	Between 545m southwest of Birdwood Road and Sunnyvale Road	Waitākere Ranges	Swanson	80	60
Cumberland Street	Full Length	Rodney	Leigh	50	30
Cuthbert Road	Full Length	Rodney	Taupaki	100	60
Cuthill Close	Full Length	Upper Harbour	Albany	50	30
Cutter Place	Full Length	Upper Harbour	Greenhithe	50	30
Cyclades Place	Full Length	Howick	Shelly Park	50	30
Cyril French Drive	Between Baverton Road and Bronwylan Drive	Howick	Flat Bush	50	30

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Dairy Flat Highway	Between Hibiscus Coast Highway and 100m southwest of Pine Valley Road	Rodney	Dairy Flat	80	60
Dairy Road	Full Length	Ōtara-Papatoetoe	Otara	50	30
Dairy Stream Road	Full Length	Rodney	Dairy Flat	80	60
Dale Road	Between Riverlea Road and western end of Dale Road	Upper Harbour	Whenuapai	80	60
Dale Road	Between 45m west of Totara Road and Riverlea Road	Upper Harbour	Whenuapai	80	50
Dairy Place	Full Length	Māngere-Ōtāhuhu	Mangere Bridge	50	30
Damian Way	Full Length	Manurewa	Weymouth	50	30
Daphne Street	Full Length	Whau	Kelston	50	30
De Blodge Place	Full Length	Manurewa	Clendon Park	50	30
Deborah Place	Full Length	Māngere-Ōtāhuhu	Mangere	50	30
Delamore Drive	Full Length	Waiheke	Oneroa	50	40
Delwyn Lane	Full Length	Maungakiekie-Tāmaki	Glen Innes	50	30
Derryveagh Lane	Full Length	Manurewa	Weymouth	50	30
Desford Place	Full Length	Māngere-Ōtāhuhu	Mangere	50	30
Devon Street	Full Length	Henderson-Massey	Te Atatu South	50	30
Dickey Road	Full Length	Ōtara-Papatoetoe	Manukau Heads	100	40
Dickson Road	Full Length	Waiheke	Surfdale	50	30
Dignan Street	Full Length	Albert-Eden	Point Chevalier	50	30
Dione Place	Full Length	Howick	Flat Bush	50	30
Dodd Road	Full Length	Ōtara-Papatoetoe	Manukau Heads	100	40
Dolphin Street	Full Length	Howick	Pakuranga	50	30
Domain Road	Full Length	Manurewa	Weymouth	50	30
Dominion Road	Between Ian Mckinnon Drive and Horopito Street	Albert-Eden	Kingsland	60	50
Dominkovich Road	Full Length	Franklin	Pollok	100	40
Don Place	Full Length	Ōtara-Papatoetoe	Otara	50	30

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Donald Bruce Road	Between Kennedy Road and southern end of Donald Bruce Road	Waiheke	Surfdale	50	30
Donald Bruce Road	Between 55m south of Causeway Road and 28m north of Esslin Road	Waiheke	Surfdale	40	Variable 40-30km/h (off-peak 50km/h)
Doone Place	Full Length	Henderson-Massey	Massey	50	30
Doughty Place	Full Length	Ōtara-Papatoetoe	Otara	50	30
Douglas Road	Full Length	Franklin	Pollok	100	60
Douglas Street	Full Length	Waitematā	Ponsonby	50	30
Dovey Place	Full Length	Henderson-Massey	Massey	50	30
Dr Pickering Avenue	Full Length	Manurewa	Manurewa	50	30
Driver Road	Full Length	Māngere-Ōtāhuhu	Mangere East	50	30
Drower Road	Full Length	Waitākere Ranges	Swanson	100	40
Druces Road	Full Length	Manurewa	Wiri	60	50
Drummond Drive	Full Length	Henderson-Massey	Ranui	50	30
Duck Creek Road	Between Spur Road and 200m southwest of Coastal Heights	Hibiscus and Bays	Stillwater	80	60
Duck Creek Road	Between 50m northwest of Ryans Road and Brigham Creek Road	Upper Harbour	Whenuapai	80	60
Duffy Road	Full Length	Waitākere Ranges	Waitakere	80	60
Duggan Avenue	Full Length	Māngere-Ōtāhuhu	Mangere	50	30
Duke Avenue	Full Length	Franklin	Pukekohe	50	30
Dunbarton Drive	Full Length	Henderson-Massey	Ranui	50	30
Duncan Road	Full Length	Franklin	Awhitu	50	40
Dungarvon Place	Full Length	Manurewa	Clendon Park	50	30

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Dunoon Close	Full Length	Howick	Flat Bush	50	30
Durey Road	Full Length	Rodney	Dairy Flat	100	60
Durrant Pl	Full Length	Whau	New Lynn	50	30
Dye Access Road	Full Length	Rodney	Kaukapakapa	100	60
Dysart Lane	Full Length	Rodney	Kumeu	100	60
Earnoch Avenue	Full Length	Devonport-Takapuna	Takapuna	50	30
East Coast Road	Between 330 m south of Tavern Road and 400 m south of Tavern Road	Hibiscus and Bays	Stillwater	80	60
East Coast Road	Between 1700m south of Hibiscus Coast Highway and 800m northwest of Haigh Access Road	Hibiscus and Bays	Stillwater	100	80
East Tamaki Road	Between Springs Road and 'The Depot' Main Entrance	Howick	East Tamaki	60	50
East Tamaki Road	Between 'The Depot' Main Entrance and Accent Drive	Howick	East Tamaki	60	50
East Tamaki Road	Between Accent Drive and Paul Stevenson Place	Howick	East Tamaki	60	50
East Tamaki Road	Between Paul Stevenson Place and Craigavon Drive	Howick	East Tamaki	60	50
East Tamaki Road	Between SH1 On/Off Ramp and Preston Road	Ōtara-Papatoetoe	Otara	60	50
East Tamaki Road	Between Preston Road and Springs Road	Ōtara-Papatoetoe	Otara	60	50
East Tamaki Road	Between Huia Road and SH1 On/Off Ramp	Ōtara-Papatoetoe	Papatoetoe	60	50
Eaves Bush Parade	Full Length	Hibiscus and Bays	Orewa	50	30
Ebanjane Way	Full Length	Manurewa	Clendon Park	50	30
Ebenezer Way	Full Length	Manurewa	Clendon Park	50	30
Eddowes Street	Full Length	Manurewa	Manurewa	50	30
Eden Terrace	Full Length	Waiheke	Onetangi	50	30
Edenvale Crescent	Full Length	Albert-Eden	Mount Eden	50	30
Edenvale Park Road	Full Length	Albert-Eden	Mount Eden	50	30
Edgewater Drive	Full Length	Howick	Pakuranga	50	30
Edith Street	Full Length	Albert-Eden	Point Chevalier	50	30

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Edward Jonkers Drive	Full Length	Rodney	Riverhead	80	60
Edwards Avenue	Full Length	Henderson-Massey	Henderson	50	30
Edwin Freeman Place	Full Length	Henderson-Massey	Ranui	50	30
Eileen Lane	Full Length	Ōtara-Papatoetoe	Otara	50	30
Elisa Lane	Full Length	Henderson-Massey	Ranui	50	30
Elizabeth Street	Full Length	Hibiscus and Bays	Orewa	50	30
Ellen Street	Full Length	Manurewa	Manurewa East	50	30
Eloise Place	Full Length	Manurewa	Clendon Park	50	30
Elsa Lane	Full Length	Ōtara-Papatoetoe	Otara	50	30
Elstree Avenue	Between Point England Road and 90m north of Point England Road	Maungakiekie-Tāmaki	Point England	50	30
Elvira Place	Full Length	Henderson-Massey	Ranui	50	30
Elwyn Close	Full Length	Howick	Flat Bush	50	30
Emilia Nixon Lane	Full Length	Ōrākei	Stonefields	50	30
Empire Avenue	Full Length	Waiheke	Oneroa	50	30
Emsworth Court	Full Length	Franklin	Pukekohe	50	30
Endeavour Street	Full Length	Whau	Blockhouse Bay	50	30
Erica Road	Full Length	Howick	Flat Bush	50	30
Erima Avenue	Between Point England Road and 30m south of Point England Road	Maungakiekie-Tāmaki	Point England	50	30
Erua Road	Full Length	Waiheke	Ostend	50	30
Esplanade Road	Full Length	Albert-Eden	Mount Eden	50	30
Esslin Road	Full Length	Waiheke	Surfdale	50	30
Estuary Road	Full Length	Manurewa	Weymouth	50	30

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Etherton Drive	Full Length	Manurewa	Weymouth	50	30
Ettrick Place	Full Length	Māngere-Ōtāhuhu	Mangere East	50	30
Evans Road	Full Length	Manurewa	Weymouth	50	30
Evans Road	Full Length	Rodney	South Head	100	40
Evergreen Rise	Full Length	Whau	New Lynn	50	30
Everitt Road	Full Length	Ōtara-Papatoetoe	Otara	50	30
Ewen Alison Avenue	Full Length	Devonport-Takapuna	Devonport	50	30
Ewington Avenue	Full Length	Albert-Eden	Mount Eden	50	30
Exotic Place	Full Length	Henderson-Massey	Massey	50	30
Factory Road	Full Length	Franklin	Pukekohe	50	30
Fairburn Road	Full Length	Māngere-Ōtāhuhu	Otahuhu	50	30
Fairdene Avenue	Full Length	Henderson-Massey	Henderson	50	30
Fairlea Road	Full Length	Henderson-Massey	Te Atatu South	50	30
Fairview Crescent	Full Length	Waiheke	Omiha	50	30
Falls Road	Between 970m south of Te Henga Road and the southern end of the road	Waitākere Ranges	Waitakere	70	40
Falls Road	Between Te Henga Road and 970m south of Te Henga Road	Waitākere Ranges	Waitakere	70	40
Farmer Street	Full Length	Māngere-Ōtāhuhu	Mangere East	50	30
Farnol Street	Full Length	Puketāpapa	Hillsborough	50	30
Farrand Road	Full Length	Rodney	Kumeu	80	60
Favona Road	Full Length	Māngere-Ōtāhuhu	Favona	60	50
Fayette Place	Full Length	Henderson-Massey	Te Atatu South	50	30
Feltwell Place	Full Length	Māngere-Ōtāhuhu	Mangere Bridge	50	30
Fenton Street	Full Length	Albert-Eden	Mount Eden	50	30
Ferguson Road	Full Length	Ōtara-Papatoetoe	Otara	50	30
Ferguson Street	Full Length	Māngere-Ōtāhuhu	Mangere East	50	30

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Ferguson Street	Full Length	Manurewa	Manurewa East	50	30
Fernbank Lane	Full Length	Upper Harbour	Greenhithe	50	30
Ferndale Avenue	Full Length	Rodney	Leigh	50	30
Fernhill Way	Full Length	Upper Harbour	Oteha	50	30
Fernloche Place	Full Length	Howick	Flat Bush	50	30
Fielding Road	Full Length	Franklin	Awhitu	100	80
Fields Parade	Full Length	Upper Harbour	Oteha	50	30
Filgate Street	Full Length	Puketāpapa	Hillsborough	50	30
Finlayson Avenue	Full Length	Manurewa	Clendon Park	50	30
Fintry Place	Full Length	Howick	Flat Bush	50	30
First Avenue	Full Length	Waiheke	Onetangi	50	30
Fisher Crescent	Full Length	Ōtara-Papatoetoe	Otara	50	30
Fisher Road	Full Length	Franklin	Karioitahi	100	40
Fisher Road	Full Length	Waiheke	Waiheke Island	80	40
Fisher Street	Full Length	Waiheke	Surfdale	50	30
Fitzroy Street	Full Length	Waitematā	Ponsonby	50	30
Flagstaff Terrace	Full Length	Devonport-Takapuna	Devonport	50	30
Flat Bush Road	Between Preston Road and the western end of Flat Bush Road	Ōtara-Papatoetoe	Otara	50	30
Flax Place	Full Length	Ōrākei	Stonefields	50	30
Fleet Street	Full Length	Devonport-Takapuna	Devonport	50	30
Fleming Street	Full Length	Māngere-Ōtāhuhu	Mangere East	50	30
Fleming Street	Full Length	Manurewa	Manurewa East	50	30
Fletcher Road	Between 20m east of Taha Road and 30m west of Mahana Road	Rodney	Waimauku	100	40
Fletcher Road	Between Muriwai Road and 20m east of Taha Road	Rodney	Waimauku	100	40

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Fletcher Road	Between 30m west of Mahana Road and the western end of Fletcher Road	Rodney	Waimauku	100	40
Flint Way	Full Length	Ōrākei	Stonefields	50	30
Flintridge Drive	Between 34m north of Ormiston Road and 57m north of Ormiston Road	Howick	Flat Bush	60	50
Foley Quarry Road	Between 1545m northeast of Dairy Flat Highway and the northeastern end of Foley Quarry Road	Rodney	Dairy Flat	80	40
Foley Quarry Road	Between Dairy Flat Highway and 1545m northeast of Dairy Flat Highway	Rodney	Dairy Flat	80	60
Foote Street	Full Length	Puketāpapa	Hillsborough	50	30
Footwide Place	Full Length	Manurewa	Weymouth	50	30
Forbury Place	Full Length	Māngere-Ōtāhuhu	Mangere	50	30
Forest Glen	Full Length	Hibiscus and Bays	Orewa	50	30
Forest Hill Road	Between Pine Avenue and 35m south of Holdens Road	Henderson-Massey	Henderson	100	50
Forest Hill Road	Between 35m south of Holdens Road and West Coast Road	Waitākere Ranges	Waiatarua	70	60
Fork Road	Full Length	Rodney	Kumeu	100	40
Formby Avenue	Full Length	Albert-Eden	Point Chevalier	50	30
Fort Lincoln Loop	Full Length	Franklin	Karaka	50	30
Foster Road	Between State Highway 16 and Awa Road	Rodney	Kumeu	80	60
Foster Road	Between the western end of Kauri Crescent and School Road	Rodney	Waimauku	80	60
Foster Road	Between Awa Road and the western end of Kauri Crescent	Rodney	Waimauku	80	60
Four Oaks Pl	Full Length	Franklin	Pukekohe	50	30
Fourth Avenue	Full Length	Waiheke	Onetangi	50	30
Fowey Avenue	Full Length	Henderson-Massey	Te Atatu South	50	30
Frank Evans Place	Full Length	Henderson-Massey	Henderson	50	30
Frank Street	Full Length	Waiheke	Oneroa	50	30



Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Fraser Road	Full Length	Devonport-Takapuna	Narrow Neck	50	30
Frederick Street	Between Queenstown Road and the southern end of Frederick Street	Puketāpapa	Hillsborough	50	30
Friedlanders Road	Full Length	Manurewa	Manurewa	50	30
Friesian Drive	Full Length	Māngere-Ōtāhuhu	Mangere	50	30
Fulton Crescent	Full Length	Ōtara-Papatoetoe	Otara	50	30
Furniss Road	Full Length	Franklin	Pollok	100	40
Fynes Avenue	Full Length	Ōrākei	Stonefields	50	30
G Irwin Road	Full Length	Ōtara-Papatoetoe	Manukau Heads	100	40
Gallaher Street	Full Length	Manurewa	Manurewa East	50	30
Galway Bay Terrace	Full Length	Ōrākei	Stonefields	50	30
Ganley Terrace	Full Length	Ōrākei	Stonefields	50	30
Gap Road	Full Length	Ōtara-Papatoetoe	Manukau Heads	50	40
Garden Terrace	Full Length	Devonport-Takapuna	Devonport	50	30
Garin Way	Full Length	Ōrākei	Stonefields	50	30
Garratt Road	Full Length	Waiheke	Waiheke Island	50	30
Garrett Place	Full Length	Ōtara-Papatoetoe	Otara	50	30
Gazelle Road	Between 300m southwest of Kaihau Road and Fisher Road	Franklin	Karioitahi	100	40
Gazelle Road	Between Kaihau Road and 300m southwest of Kaihau Road	Franklin	Karioitahi	100	60
Geddes Terrace	Full Length	Whau	Avondale	50	30
George Arthur Pl	Full Length	Franklin	Pukekohe	50	30
George Deane Place	Full Length	Upper Harbour	Greenhithe	50	30
George Street	Full Length	Waiheke	Surfdale	50	30
Gibbons Road	Full Length	Devonport-Takapuna	Takapuna	50	30
Gibbons Road	Full Length	Manurewa	Weymouth	50	30
Gila Place	Full Length	Manurewa	Weymouth	50	30

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Giles Road	Full Length	Waiheke	Ostend	50	30
Gilfillan Street	Full Length	Whau	Blockhouse Bay	50	30
Gill Crescent	Full Length	Whau	Blockhouse Bay	50	30
Gingernut Place	Full Length	Franklin	Karaka	50	30
Girdhar Place	Full Length	Franklin	Pukekohe	50	30
Given Road	Between Cemetery Road and Lees Gully Road	Franklin	Pollok	100	60
Given Road	Between Awhitu Road and Cemetery Road	Franklin	Pollok	100	60
Glanville Terrace	Full Length	Waitematā	Parnell	50	30
Gleanor Avenue	Full Length	Upper Harbour	Oteha	50	30
Gleeson Road	Full Length	Franklin	Pollok	100	60
Glen Brook Road	Full Length	Waiheke	Omiha	50	30
Glen Norman Avenue	Full Length	Henderson-Massey	Henderson	50	30
Glen Road	Full Length	Devonport-Takapuna	Stanley Point	50	30
Glenarden Way	Full Length	Henderson-Massey	Ranui	50	30
Glenbrook Waiuku Road	Between 1010 metres north-east of Mission Bush Road and Brookside Road	Franklin	Glenbrook	70	Variable 40km/h or 70km/h
Glennis Place	Full Length	Manurewa	Clendon Park	50	30
Glenveagh Park Drive	Full Length	Manurewa	Weymouth	50	30
Glynnbrooke Street	Full Length	Henderson-Massey	Te Atatu South	50	30
Goldwater Drive	Full Length	Hibiscus and Bays	Silverdale	50	30
Goodall Street	Full Length	Puketāpapa	Hillsborough	50	30
Goodwin Avenue	Full Length	Waiheke	Oneroa	50	40
Gordon Road	Full Length	Franklin	Pollok	100	60

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Gordons Road	From 2.3km south of Carsons Road and southern end of Gordons Road	Waiheke	Waiheke Island	80	40
Gordons Road	Between O'Brien Road and Carsons Road	Waiheke	Waiheke Island	80	50
Gordons Road	Between Carson Road and 2.3km south of Carsons Road (adjacent to Poukaraka Flats)	Waiheke	Waiheke Island	80	50
Grahams Beach Road	Between Tram Gully Road and Andrew Pye Road	Ōtara-Papatoetoe	Manukau Heads	100	60
Grahams Beach Road	Between Andrew Pye Road and 290m west of Greenock Drive	Ōtara-Papatoetoe	Manukau Heads	80	60
Grahams Beach Road	Between 290m west of Greenock Drive and the eastern end of Grahams Beach Road	Ōtara-Papatoetoe	Manukau Heads	50	40
Grand Drive	Between 410m west of Flavell Drive and State Highway 1	Hibiscus and Bays	Orewa	70	60
Grant Avenue	Full Length	Ōtara-Papatoetoe	Otara	50	30
Grassmere Road	Full Length	Henderson-Massey	Henderson Valley	50	40
Graysons Lane	Full Length	Albert-Eden	Mount Eden	50	30
Great Barrier Road	Full Length	Waiheke	Oneroa	50	30
Great South Road	Between Lakewood Court and Orams Road	Manurewa	Wiri	60	50
Great South Road	Between Te Irirangi Drive and Lakewood Court	Ōtara-Papatoetoe	Manukau	60	50
Great South Road	Between Reagan Road and Te Irirangi Drive	Ōtara-Papatoetoe	Manukau	60	50
Grebe Street	Full Length	Manurewa	Manurewa	50	30
Green Road	Full Length	Rodney	Parakai	100	40
Greenbough Lane	Full Length	Upper Harbour	Greenhithe	50	30
Greenbrooke Drive	Full Length	Howick	Flat Bush	50	30
Greenfield Road	Full Length	Franklin	Pollok	100	40
Greenmeadows Avenue	Full Length	Manurewa	Manurewa East	50	30
Greenock Drive	Full Length	Ōtara-Papatoetoe	Manukau Heads	50	40
Greenwood Road	Full Length	Māngere-Ōtāhuhu	Mangere	60	50

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Greers Road	Full Length	Manurewa	Weymouth	50	30
Gregory Road	Full Length	Waitākere Ranges	Waitakere	80	40
Greig Place	Full Length	Franklin	Pukekohe	50	30
Greville Road	Between Hugh Green Drive and Albany Expressway	Upper Harbour	Pinehill	80	50
Greville Road	Between 150m southwest of Hauraki Crescent and Hugh Green Drive	Upper Harbour	Pinehill	80	50
Growers Lane	Full Length	Māngere-Ōtāhuhu	Mangere East	50	30
Grundy Place	Full Length	Ōtara-Papatoetoe	Otara	50	30
Guard Crescent	Full Length	Ōrākei	Stonefields	50	30
Gubb Place	Full Length	Ōtara-Papatoetoe	Otara	50	30
Gulf Place	Full Length	Waiheke	Oneroa	50	30
Gum Road	Between 40m south of Henderson Valley Road and the southern end of the road	Henderson-Massey	Henderson Valley	70	60
Gum Road	Between Henderson Valley Road and 40m south of Henderson Valley Road	Henderson-Massey	Henderson Valley	70	60
Guthrey Place	Full Length	Ōtara-Papatoetoe	Otara	50	30
Guyon Street	Full Length	Ōrākei	Stonefields	50	30
Haigh Access Lane	full Length	Hibiscus and Bays	Redvale	80	60
Haigh Access Road	Full Length	Hibiscus and Bays	Redvale	80	60
Halloran Place	Full Length	Henderson-Massey	Massey	50	30
Hamana Street	Full Length	Devonport-Takapuna	Narrow Neck	50	30
Hamblyn Place	Full Length	Henderson-Massey	Ranui	50	30
Hamill Road	Full Length	Ōtara-Papatoetoe	Otara	50	30
Hamilton Road	Between 3320m south of Manukau Heads Road and southern end of Hamilton Road	Franklin	Awhitu	100	60
Hamilton Road	Between Manukau Heads Road and 2255m south of Manukau Heads Road	Franklin	Awhitu	100	60

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Hamilton Road	Between 2255m south of Manukau Heads Road and 3320m south of Manukau Heads Road	Franklin	Awhitu	100	60
Hamilton Road	Full Length	Rodney	Waimauku	100	40
Hamilton Road	Between Miami Avenue and Ocean Road	Waiheke	Surfdale	50	30
Hamilton Road	Between Lannan Road and Miami Avenue	Waiheke	Surfdale	50	30
Hamilton Road Slip (Awhitu)	Full Length	Franklin	Awhitu	100	60
Hamlin Road	Full Length	Franklin	Pollok	100	60
Hanford Place	Full Length	Manurewa	Clendon Park	50	30
Hanham Road	Between 590m east of Tawa Road and Tawa Road	Rodney	Kumeu	80	60
Hanham Road	Between Waitakere Road and 590m east of Tawa Road	Rodney	Kumeu	80	60
Hannah Road	Full Length	Ōtara-Papatoetoe	Otara	50	30
Haranui Road	Between 717m east of South Head Road and end of Haranui Road	Rodney	South Head	100	40
Haranui Road	Between South Head Road and 717 m east of South Head Road	Rodney	South Head	100	40
Harbour View Road	Full Length	Albert-Eden	Point Chevalier	50	30
Harbour View Road	Full Length	Rodney	Leigh	50	30
Harkin Close	Full Length	Upper Harbour	Albany	50	30
Harmony Avenue	Full Length	Māngere-Ōtāhuhu	Otahuhu	50	30
Harobed Place	Full Length	Manurewa	Weymouth	50	30
Harrington Road	Full Length	Henderson-Massey	Henderson	50	30
Harris Road	Full Length	Howick	East Tamaki	60	50
Harrison Avenue	Full Length	Devonport-Takapuna	Belmont	50	30
Harry Ward Place	Full Length	Henderson-Massey	Henderson	50	30
Hartley Avenue	Full Length	Waiheke	Onetangi	50	30

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Hartner Road	Between Manukau Heads Road to 430m east of Manukau Heads Road	Ōtara-Papatoetoe	Manukau Heads	100	40
Hartner Road	Between 430m east of Manukau Heads Road to eastern end of Hartner Road	Ōtara-Papatoetoe	Manukau Heads	100	40
Harvey Road	Full Length	Franklin	Waiuku	100	60
Harwell Place	Full Length	Māngere-Ōtāhuhu	Mangere	50	30
Hastings Parade	Full Length	Devonport-Takapuna	Devonport	50	30
Haszard Road	Full Length	Henderson-Massey	Massey	100	60
Hatherley Place	Full Length	Manurewa	Clendon Park	50	30
Hatton Road	Full Length	Franklin	Awhitu	100	60
Haultain Street	Full Length	Albert-Eden	Mount Eden	50	30
Hauraki Road	Between Wonderview Road and north of Hauraki Road	Rodney	Leigh	50	30
Hauraki Road	Full Length	Waiheke	Oneroa	50	40
Hawea Road	Full Length	Albert-Eden	Point Chevalier	50	30
Hayes Road	Full Length	Henderson-Massey	Henderson Valley	70	40
Hayfield Way	Full Length	Franklin	Karaka	70	30
Hazards Road	Full Length	Manurewa	Weymouth	50	30
Heidi Crescent	Full Length	Howick	Flat Bush	50	30
Hekerua Road	Full Length	Waiheke	Oneroa	50	30
Helianthus Avenue	Between 45m south of Ormiston Road and 60m south of Ormiston Road	Howick	Flat Bush	60	50
Hemi Street	Full Length	Devonport-Takapuna	Narrow Neck	50	30
Hemopo Street	Full Length	Franklin	Pukekohe	50	30
Henderson Valley Road	Between 330m west of Gum Road and Opanuku Road	Henderson-Massey	Henderson Valley	70	60
Henderson Valley Road	Between 710m west of Pine Avenue and the Urban Traffic Area Boundary (Auckland Isthmus)	Henderson-Massey	Henderson Valley	70	60

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Henderson Valley Road	Between 100m west of Candia Road and 330m west of Gum Road	Henderson-Massey	Henderson Valley	70	60
Henderson Valley Road	Between the Urban Traffic Area Boundary (Auckland Isthmus) and 100m west of Candia Road	Henderson-Massey	Henderson Valley	70	60
Hendry Avenue	Full Length	Puketāpapa	Hillsborough	50	30
Henry Curd Terrace	Full Length	Franklin	Pukekohe	50	30
Henry Partington Place	Full Length	Upper Harbour	Greenhithe	50	30
Henwood Road	Full Length	Rodney	Taupaki	80	60
Herald Place	Full Length	Ōtara-Papatoetoe	Otara	50	30
Heyford Close	Full Length	Māngere-Ōtāhuhu	Mangere	50	30
Hibernian Drive	Full Length	Henderson-Massey	Ranui	50	30
Hibiscus Coast Highway	Between 624m north of Otanerua Road and 450m north of Puriri Avenue	Hibiscus and Bays	Hatfields Beach	60	50
Hibiscus Coast Highway	Between 100m north of Whangapararoa Road and 86m south of Moffat Road	Hibiscus and Bays	Red Beach	70	60
Hibiscus Coast Highway	Between 80m west of Brian Smith Drive and 100m north of Whangapararoa Road.	Hibiscus and Bays	Silverdale	70	60
Hibiscus Coast Highway	Between 143m west of Jack Hawken Lane and 80m west of Brian Smith Drive	Hibiscus and Bays	Silverdale	70	60
Hibiscus Coast Highway	Between 50m east of Waiwera Road and 624m north of Otanerua Road	Hibiscus and Bays	Waiwera	80	60
Hibiscus Coast Highway (interchange)	Between Dairy Flat Highway and 143m west of Jack Hawken Lane	Hibiscus and Bays	Silverdale	80	60
Hibiscus Drive	Full Length	Hibiscus and Bays	Orewa	50	30
High Street	Full Length	Devonport-Takapuna	Devonport	50	30
High Street	Full Length	Māngere-Ōtāhuhu	Otahuhu	50	30

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Highlight Parade	Full Length	Henderson-Massey	Te Atatu South	50	30
Hill Road	Between Cory Road and Te Toki Road	Waiheke	Palm Beach	50	40
Hill Road	Between Te Toki Road and Palm Road	Waiheke	Palm Beach	50	30
Hill Street	Full Length	Rodney	Leigh	50	30
Hillman Place	Full Length	Henderson-Massey	Ranui	50	30
Hills Road	Full Length	Ōtara-Papatoetoe	Otara	50	30
Hillside Road	Full Length	Waiheke	Ostend	50	30
Hinau Road	Full Length	Rodney	Waimauku	80	60
Hinekohu Street	Full Length	Whau	New Lynn	50	30
Hingaia Road	Between 370m east of Oakland Road and Linwood Road	Franklin	Karaka	60	50
Hinton Place	Full Length	Manurewa	Weymouth	50	30
Hitori Street	Full Length	Manurewa	Weymouth	50	30
Hobson Terrace	Full Length	Waiheke	Onetangi	50	30
Hochstetter Place	Full Length	Ōrākei	Stonefields	50	30
Hoiho Road	Full Length	Franklin	Pukekohe	50	30
Hokioi Street	Full Length	Franklin	Karaka	50	30
Holdens Road	Full Length	Henderson-Massey	Henderson	100	50
Hollinbrigg Place	Full Length	Manurewa	Manurewa	50	30
Homai Street	Full Length	Waiheke	Ostend	50	30
Honey Place	Full Length	Manurewa	Weymouth	50	30
Hooks Lane	Full Length	Waiheke	Surfdale	50	30
Hooten Place	Full Length	Upper Harbour	Oteha	50	30
Horizon View Road	Full Length	Upper Harbour	Oteha	50	30
Horoeka Avenue	Full Length	Albert-Eden	Mount Eden	50	30
Horopito Street	Full Length	Albert-Eden	Mount Eden	50	30



Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Horsman Road	Full Length	Waitākere Ranges	Waitakere	80	40
Hoskins Avenue	Full Length	Puketāpapa	Hillsborough	50	30
House Avenue	Full Length	Māngere-Ōtāhuhu	Mangere Bridge	50	30
Huamanu Street	Full Length	Franklin	Pukekohe	50	30
Huber Street	Full Length	Manurewa	Weymouth	50	30
Hudson Road	Between Big Bay Road and 160m west of Seaview Terrace	Ōtara-Papatoetoe	Manukau Heads	100	60
Hudson Road	Between 160m west of Seaview Terrace and Logan Drive	Ōtara-Papatoetoe	Manukau Heads	50	40
Hughdene Place	Full Length	Henderson-Massey	Henderson	50	30
Huia Road	Between 90m west of Shirley Road and 630m east of Foster Avenue	Waitākere Ranges	Cornwallis	100	60
Huia Road	Between 70m south of Huia Dam Road and 1260m south of Huia Dam Road	Waitākere Ranges	Huia	70	60
Huia Road	Between 1260m south of Huia Dam Road and Whatipu Road	Waitākere Ranges	Huia	70	40
Huia Road	Between 425m west of Victory Road and 1020m north of Staley Road	Waitākere Ranges	Nihotupu	70	60
Huia Street	Full Length	Devonport-Takapuna	Devonport	50	30
Huia Street	Full Length	Waiheke	Oneroa	50	30
Hull Road	Between urban traffic area boundary (Waiuku) and regional boundary (Waikato)	Franklin	Waiuku	100	80
Humariri Street	Full Length	Albert-Eden	Point Chevalier	50	30
Humphreys Place	Full Length	Māngere-Ōtāhuhu	Mangere	50	30
Hunter Road	Full Length	Rodney	Taupaki	100	60
Hunterville Road	Full Length	Waiheke	Waiheke Island	50	40
Huntington Park Drive	Full Length	Upper Harbour	Greenhithe	50	30
Hurley Place	Full Length	Whau	Kelston	50	30

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Huron Street	Between Lake Road and Auburn Street	Devonport-Takapuna	Takapuna	50	30
Huron Street	Between Auburn Street and the western end of Huron Street	Devonport-Takapuna	Takapuna	50	30
Hurstmere Road	Between 50m north of Earnoch Avenue and Lake Road	Devonport-Takapuna	Takapuna	50	30
Huruhi Road	Full Length	Waiheke	Oneroa	50	30
Hutt Road	Full Length	Manurewa	Manurewa	50	30
Hutton Street	Between Princes Street and Fairburn Road	Māngere-Ōtāhuhu	Otāhuhu	50	30
Hyde Street	Full Length	Manurewa	Manurewa East	50	30
Ian Mckinnon Drive	Between 90m north Piwakawaka Street and Upper Queen Street	Albert-Eden	Eden Terrace	60	50
Ian Mckinnon Drive	Between Dominion Road and 90m north of Piwakawaka Street	Albert-Eden	Eden Terrace	60	50
Ihumatao Quarry Road	Full Length	Māngere-Ōtāhuhu	Mangere	100	60
Ihumatao Road	400m West of Oruarangi Road to End	Māngere-Ōtāhuhu	Mangere	100	40
Ihumatao Road	Between George Bolt Memorial Drive and 400m West of Oruarangi Road	Māngere-Ōtāhuhu	Mangere	100	60
Iford Crescent	Full Length	Māngere-Ōtāhuhu	Mangere	50	30
Imrie Avenue	Full Length	Māngere-Ōtāhuhu	Mangere	50	30
Ingleby Place	Full Length	Whau	Kelston	50	30
Ingram Crescent	Full Length	Ōtara-Papatoetoe	Otara	50	30
Ipukarea Street	Full Length	Manurewa	Weymouth	50	30
Ivon Road	Full Length	Ōtara-Papatoetoe	Otara	50	30
J Hull Road	Full Length	Ōtara-Papatoetoe	Manukau Heads	100	40
J Irwin Road	Full Length	Franklin	Awhitu	100	40
J Renall Road	Full Length	Franklin	Pollok	100	60
Jacaranda Court	Full Length	Franklin	Pukekohe	50	30

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Jack Browne Place	Full Length	Māngere-Ōtāhuhu	Otahuhu	50	30
Jackson Way	Full Length	Hibiscus and Bays	Stillwater	100	60
Jaemont Avenue	Full Length	Henderson-Massey	Te Atatu South	50	30
James Fletcher Drive	Full Length	Māngere-Ōtāhuhu	Favona	60	50
James Paige Lane	Full Length	Rodney	Riverhead	80	60
Jan Place	Full Length	Howick	Pakuranga	50	30
Janese Place	Full Length	Manurewa	Weymouth	50	30
Janway Avenue	Full Length	Howick	Flat Bush	50	30
Jellicoe Parade	Full Length	Waiheke	Surfdale	50	40
Jenkins Place	Full Length	Manurewa	Manurewa East	50	30
Jim Titchener Parade	Full Length	Devonport-Takapuna	Devonport	50	30
Joan Street	Full Length	Albert-Eden	Point Chevalier	50	30
John Brian Drive	Full Length	Hibiscus and Bays	Redvale	80	40
John Gill Road	Full Length	Howick	Shelly Park	50	30
John Jennings Drive	Full Length	Upper Harbour	Oteha	50	30
Johnstone Street	Full Length	Albert-Eden	Point Chevalier	50	30
Johnstones Road	Full Length	Ōtara-Papatoetoe	Otara	50	30
Jolson Road	Full Length	Maungakiekie-Tāmaki	Mount Wellington	50	30
Jonkers Road	Full Length	Waitākere Ranges	Waitakere	80	40
Jordan Road	Full Length	Māngere-Ōtāhuhu	Mangere	50	30
Joseph Dunstan Drive	Full Length	Rodney	Taupaki	100	60
Joshua Place	Full Length	Manurewa	Weymouth	50	30
Judge Street	Full Length	Waitematā	Parnell	50	30
Judges Bay Road	Full Length	Waitematā	Parnell	50	30
Judith Anne Drive	Full Length	Franklin	Pukekohe	50	30

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Judkins Crescent	Full Length	Howick	Cockle Bay	50	30
Jukes Place	Full Length	Ōtara-Papatoetoe	Otara	50	30
Junction Road	Full Length	Waiheke	Oneroa	50	40
Justamere Place	Full Length	Manurewa	Weymouth	50	30
Jutland Road	Between Victoria Street West and the northern end of Jutland Road	Franklin	Pukekohe	50	30
Kaakahoa Road	Full Length	Franklin	Karaka	50	30
Kaihau Road	Full Length	Franklin	Karioitahi	100	60
Kaimoana Street	Full Length	Manurewa	Weymouth	50	30
Kalmia Street	Full Length	Ōrākei	Ellerslie	50	30
Kamaha Street	Full Length	Albert-Eden	Mount Eden	50	30
Kapai Road	Full Length	Devonport-Takapuna	Devonport	50	30
Kapia Street	Full Length	Franklin	Pukekohe	50	30
Karaka Road	Between Hauraki Road and Coromandel Road	Waiheke	Oneroa	50	30
Karaka Road	Between Hauraki Road and Queens Drive	Waiheke	Oneroa	50	30
Karaka Street	Full Length	Whau	New Lynn	50	30
Kare Ariki Place	Full Length	Franklin	Pukekohe	50	30
Karekare Road	Between Piha Road and 880m north of Watchmans Road	Waitākere Ranges	Karekare	100	40
Karekare Road	Between 880m north of Watchmans Road and Lone Kauri Road	Waitākere Ranges	Karekare	50	40
Karepo Crescent	Full Length	Henderson-Massey	Ranui	50	30
Karera Road	Full Length	Franklin	Karaka	50	30
Karioitahi Road	Between Constable Road and 1880m west of Kohekohe-Karioitahi Road	Franklin	Karioitahi	100	80
Karioitahi Road	Between 1880m west of Kohekohe-Karioitahi Road and western end of Karioitahi Road	Franklin	Lake Puketi	100	60

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Karioitahi Road	Between urban traffic area boundary (Waiuku) and Constable Road	Franklin	Waiuku	100	80
Karson Place	Full Length	Howick	Flat Bush	50	30
Karu Street	Full Length	Waiheke	Oneroa	50	30
Katoa Street	Full Length	Albert-Eden	Point Chevalier	50	30
Kauri Crescent (East)	Full Length	Rodney	Waimauku	80	40
Kauri Crescent (West)	Full Length	Rodney	Waimauku	80	40
Kauri Loop Road	Full Length	Waitākere Ranges	Oratia	70	40
Kauri Road	Full Length	Franklin	Awhitu	100	60
Kauri Road	Between 80m north of Brigham Creek Road and 100m south of Kingsway Road	Upper Harbour	Whenuapai	70	60
Kauriki Terrace	Full Length	Ōrākei	Stonefields	50	30
Kauru Way	Full Length	Franklin	Karaka	50	30
Kawa Road	Full Length	Aotea / Great Barrier	Great Barrier Island (Aotea Island)	100	40
Kawaka Street	Full Length	Albert-Eden	Mount Eden	50	30
Kay Road	Full Length	Waitākere Ranges	Swanson	80	60
Kea Road	full Length	Hibiscus and Bays	Silverdale	50	30
Kealy Road	Full Length	Maungakiekie-Tāmaki	Mount Wellington	50	30
Keegan Drive	Full Length	Henderson-Massey	Massey	50	30
Kelburn Lane	Full Length	Māngere-Ōtāhuhu	Mangere	50	30
Kelkirk Street	Full Length	Whau	Kelston	50	30
Kelland Road	Between Creamery Road and Kohekohe-Kariotahi Road	Franklin	Pollok	100	60
Kelland Road	Between Kohekohe-Kariotahi Road and western end of Kelland Road	Franklin	Pollok	100	40
Kelly Street	Full Length	Albert-Eden	Mount Eden	50	30

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Kellys Road	Full Length	Waitākere Ranges	Oratia	70	60
Kelman Road	Full Length	Whau	Kelston	50	30
Kelsey Crescent	Full Length	Puketāpapa	Hillsborough	50	30
Kelston Street	Full Length	Whau	New Lynn	50	30
Kelwyn Road	Full Length	Whau	Kelston	50	30
Kemble Close	Full Length	Māngere-Ōtāhuhu	Mangere	50	30
Kemp Road	Full Length	Franklin	Awhitu	100	60
Kennedy Point Road	Full Length	Waiheke	Surfdale	50	30
Kennedy Road	Full Length	Waiheke	Surfdale	50	30
Kennedys Road	Full Length	Upper Harbour	Whenuapai	80	60
Kennington Drive	Full Length	Manurewa	Clendon Park	50	30
Kensington Drive	Full Length	Hibiscus and Bays	Orewa	50	30
Kensway Drive	Full Length	Howick	Flat Bush	50	30
Kent Street	Full Length	Waitematā	Ponsonby	50	30
Kenton Lane	Full Length	Māngere-Ōtāhuhu	Mangere	50	30
Kenyon Avenue	Full Length	Albert-Eden	Mount Eden	50	30
Keogh Road	Full Length	Franklin	Pollok	100	60
Kerr Street	Between Victoria Road and Church Street	Devonport-Takapuna	Devonport	50	30
Kerrs Road	Between Ash Road and Druces Road	Manurewa	Wiri	60	50
Kerrs Road	Between Druces Road and Great South Road	Manurewa	Wiri	60	50
Kestev Drive	Full Length	Howick	Flat Bush	50	30
Kevale Place	Full Length	Manurewa	Manurewa	50	30
Kiernan Pl	Full Length	Whau	Kelston	50	30
Killarney Street	Between Hurstmere Road and 60m southwest of The Promenade	Devonport-Takapuna	Takapuna	50	30
Killington Crescent	Full Length	Māngere-Ōtāhuhu	Mangere	50	30

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Kilmarnock Avenue	Full Length	Henderson-Massey	Ranui	50	30
King Edward Parade	Between Victoria Road and Church Street	Devonport-Takapuna	Devonport	50	30
Kingdale Road	Full Length	Henderson-Massey	Henderson	50	30
Kinleith Way	Full Length	Upper Harbour	Albany	50	30
Kirkbride Road	Full Length	Māngere-Ōtāhuhu	Mangere	60	50
Kirton Crescent	Full Length	Manurewa	Manurewa	50	30
Kita Road	Full Length	Manurewa	Manurewa	50	30
Kiwi Esplanade	Between Boyd Avenue and the western end of Kiwi Esplanade	Māngere-Ōtāhuhu	Mangere Bridge	50	30
Kiwi Road	Full Length	Devonport-Takapuna	Stanley Point	50	30
Kiwi Street	Full Length	Waiheke	Oneroa	50	30
Kohekohe Street	Full Length	Whau	New Lynn	50	30
Kohekohe-Karioitahi Road	Between Boundary Road (West) and Karioitahi Road	Franklin	Karioitahi	100	60
Kohekohe-Karioitahi Road	Between Coronation Road and Boundary Road (West)	Franklin	Pollok	100	60
Kohekohe-Karioitahi Road	Between Awhitu Road and Coronation Road	Franklin	Pollok	100	60
Kohi Kai Place	Full Length	Manurewa	Weymouth	50	30
Kohiwi Road	Full Length	Manurewa	Manurewa	50	30
Kokako Grove	Full Length	Waitākere Ranges	Bethells Beach	100	40
Kona Crescent	Full Length	Henderson-Massey	Henderson	50	30
Kopara Place	Full Length	Manurewa	Clendon Park	50	30
Kopu Place	Full Length	Manurewa	Clendon Park	50	30
Korere Terrace	Full Length	Ōrākei	Stonefields	50	30
Koromiko Street	Full Length	Whau	New Lynn	50	30

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Koropupu Street	Full Length	Franklin	Pukekohe	50	30
Korora Road	Between 350m north of Karu Street and northern end of Korora Road	Waiheke	Oneroa	50	40
Korora Road	Between Ocean View Road and 350m north of Karu Street	Waiheke	Oneroa	50	30
Kotare Road	Full Length	Franklin	Pollok	100	40
Kowhai Avenue	Full Length	Māngere-Ōtāhuhu	Mangere Bridge	50	30
Kowhai Terrace	Full Length	Rodney	Leigh	50	30
Kuaka Pl	Full Length	Whau	New Lynn	50	30
Kuaka Road	Full Length	Waiheke	Oneroa	50	30
Kudu Road	Full Length	Ōtara-Papatoetoe	Otara	50	30
Kunzea Place	Full Length	Upper Harbour	Greenhithe	50	30
Kuparu Street	Full Length	Manurewa	Weymouth	50	30
Kurt Lane	Full Length	Ōtara-Papatoetoe	Otara	50	30
Kuurae Crescent	Full Length	Manurewa	Weymouth	50	30
Kyle Road	Between Wicklam Lane and the southern end of Kyle Road	Upper Harbour	Greenhithe	50	30
Kyle Street	Full Length	Rodney	Leigh	50	30
La Trobe Track	Full Length	Waitākere Ranges	Karekare	100	40
Ladd Road	Full Length	Waiheke	Ostend	50	30
Lagonda Rise	Full Length	Upper Harbour	Oteha	50	30
Lake Road	Between Anzac Street and 25m south of Blomfield Spa	Devonport-Takapuna	Takapuna	50	30
Lambie Drive	Between Ronwood Ave and Wiri Station Road	Ōtara-Papatoetoe	Manukau	60	50
Lambie Drive	Between Cavendish Drive and Ronwood Avenue	Ōtara-Papatoetoe	Manukau	60	50
Lambie Drive	Between Puhinui Road and Cavendish Drive	Ōtara-Papatoetoe	Papatoetoe	60	50
Landmark Terrace	Full Length	Hibiscus and Bays	Orewa	50	30
Landon Place	Full Length	Franklin	Pukekohe	50	30
Lane Road	Full Length	Manurewa	Weymouth	50	30



Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Lannan Road	Between Hamilton Road and Surfdale Road	Waiheke	Surfdale	50	30
Lannan Road	Between Hamilton Road and The Esplanade	Waiheke	Surfdale	50	30
Largo Lane	Full Length	Ōtara-Papatoetoe	Otara	50	30
Larissa Avenue	Full Length	Henderson-Massey	Henderson	50	30
Larnoch Road	Full Length	Henderson-Massey	Henderson	50	30
Lascelles Drive	Full Length	Rodney	Dairy Flat	80	60
Lastel Place	Full Length	Howick	Shelly Park	50	30
Laura Street	Full Length	Whau	Kelston	50	30
Lavender Garden Lane	Full Length	Upper Harbour	Oteha	50	30
Lawford Place	Full Length	Māngere-Ōtāhuhu	Mangere	50	30
Lawrence Place	Full Length	Ōtara-Papatoetoe	Otara	50	30
Lax Crescent	Full Length	Rodney	Leigh	50	30
Layard Street	Full Length	Whau	Avondale	50	30
Le Roy Road	Full Length	Waiheke	Onetangi	50	30
Leamington Road	Full Length	Albert-Eden	Mount Eden	50	30
Leaver Place	Full Length	Manurewa	Weymouth	50	30
Lees Gully Road	Full Length	Franklin	Pollok	100	60
Leeson Place	Full Length	Māngere-Ōtāhuhu	Mangere	50	30
Lemon Grove Lane	Full Length	Upper Harbour	Greenhithe	50	30
Lennon Access Road	Full Length	Hibiscus and Bays	Stillwater	80	60
Leonards Place	Full Length	Ōtara-Papatoetoe	Otara	50	30
Les Marston Place	Full Length	Franklin	Pukekohe	50	30
Lester Lane	Full Length	Ōtara-Papatoetoe	Otara	50	30
Lichfield Road	Full Length	Waitematā	Parnell	50	30
Lighthouse Road	Full Length	Ōtara-Papatoetoe	Manukau Heads	100	40

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Lilac Grove	Full Length	Puketāpapa	Hillsborough	50	30
Lilburn Crescent	Full Length	Henderson-Massey	Massey	50	30
Lincoln Road	Full Length	Manurewa	Manurewa East	50	30
Lincoln Street	Full Length	Waitematā	Ponsonby	50	30
Lindis Place	Full Length	Māngere-Ōtāhuhu	Mangere Bridge	50	30
Line Road	Between 230m north of Taniwha Street and Taniwha Street	Maungakiekie-Tāmaki	Glen Innes	50	30
Line Road	Between Taniwha Street and Point England Road	Maungakiekie-Tāmaki	Glen Innes	50	30
Lismore Way	Full Length	Upper Harbour	Oteha	50	30
Lisnoe Avenue	Full Length	Albert-Eden	Mount Eden	50	30
Lister Street	Full Length	Albert-Eden	Point Chevalier	50	30
Lloyd Road	Full Length	Rodney	Riverhead	80	60
Logan Drive	Full Length	Ōtara-Papatoetoe	Manukau Heads	50	40
Logan Terrace	Full Length	Waitematā	Parnell	50	30
Lomond Street	Between Auburn Street and 30m southwest of Auburn Street	Devonport-Takapuna	Takapuna	50	30
Lone Kauri Road	Between Piha Road and 390m south of Watchmans Road	Waitākere Ranges	Karekare	100	40
Lone Kauri Road	Between 390m south of Watchmans Road and Karekare Road	Waitākere Ranges	Karekare	50	40
Long Road	Between Bethells Road and the southern end of Long Road	Waitākere Ranges	Waitakere	100	60
Longburn Road	Full Length	Henderson-Massey	Henderson	50	30
Lorenzo Way	Full Length	Howick	Flat Bush	50	30
Loughinisland Place	Full Length	Manurewa	Weymouth	50	30
Louvain Place	Full Length	Upper Harbour	Greenhithe	50	30
Lovelock Avenue	Full Length	Albert-Eden	Mount Eden	50	30
Luanda Drive	Between Waitemata Drive roundabout and Swanson Road	Henderson-Massey	Ranui	50	30
Lucas Place	Full Length	Manurewa	Weymouth	50	30

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Ludlow Place	Full Length	Franklin	Pukekohe	50	30
Lynch Street	Full Length	Albert-Eden	Point Chevalier	50	30
Lyndhurst Road	Full Length	Henderson-Massey	Te Atatu South	50	30
Lynwood Road	Full Length	Whau	New Lynn	50	30
Lytton Street	Full Length	Devonport-Takapuna	Devonport	50	30
Mackinnon Road	Full Length	Ōtara-Papatoetoe	Manukau Heads	50	40
Macky Avenue	Full Length	Māngere-Ōtāhuhu	Mangere East	50	30
Magma Crescent	Full Length	Ōrākei	Stonefields	50	30
Magnolia Place	Full Length	Howick	Flat Bush	50	30
Mahana Road	Between 375m north of Mahana Road and Young Garden Lane	Rodney	Waimauku	100	40
Mahana Road	Between Fletcher Road and 375m north of Mahana Road	Rodney	Waimauku	100	40
Mahana Road	Between Young Garden Lane and Taha Road	Rodney	Waimauku	100	40
Mahoney Drive	Full Length	Upper Harbour	Albany	50	30
Maidstone Pl	Full Length	Upper Harbour	Oteha	50	30
Mail Avenue	Full Length	Manurewa	Weymouth	50	30
Maioha Road	Full Length	Franklin	Pukekohe	50	30
Mako Street	Between Church Bay Road and Tui Street	Waiheke	Oneroa	50	30
Mako Street	Between Church Bay Road and Ocean View Road	Waiheke	Oneroa	50	40
Makora Avenue	Between Tawa Street and southern end of Makora Avenue (25m south of Makora Avenue)	Waiheke	Oneroa	50	30
Makora Avenue	Between Kiwi Street and Tawa Street	Waiheke	Oneroa	50	30
Maleme Avenue	Full Length	Devonport-Takapuna	Belmont	50	30
Mamari Road	Between 225m south of Brigham Creek Road and Spedding Road	Upper Harbour	Whenuapai	80	40

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Man O War Bay Road	Full Length	Waiheke	Waiheke Island	80	40
Mangere Town Square	Full Length	Māngere-Ōtāhuhu	Mangere	50	30
Mangos Place	Full Length	Howick	Pakuranga	50	30
Manuka Road	Full Length	Waiheke	Oneroa	50	30
Manuka Street	Full Length	Hibiscus and Bays	Orewa	50	30
Manukau Heads Road	Between 120m south of Lighthouse Road and the northern end of Manukau Heads Road	Ōtara-Papatoetoe	Manukau Heads	100	40
Manukau Heads Road	Between Awhitu Central Road and 120m south of Lighthouse Road	Ōtara-Papatoetoe	Manukau Heads	100	60
Manukau Station Road	Full Length	Ōtara-Papatoetoe	Manukau	60	50
Maplesden Drive	Full Length	Manurewa	Clendon Park	50	30
Marae O Rehia Road	Full Length	Franklin	Karioitahi	100	60
Marama Avenue	Full Length	Waiheke	Surfdale	50	30
Maranui Avenue	Full Length	Albert-Eden	Point Chevalier	50	30
Marbella Crescent	Full Length	Upper Harbour	Oteha	50	30
Margaret Henry Crescent	Full Length	Upper Harbour	Oteha	50	30
Marine Square	Full Length	Devonport-Takapuna	Devonport	50	30
Marine View Road	Between Trig Hill Road and Eden Terrace	Waiheke	Onetangi	50	30
Marine View Road	Between Eden Terrace and Victoria Road South	Waiheke	Onetangi	50	30
Mark Edgar Place	Full Length	Manurewa	Clendon Park	50	30
Marshall Road	Full Length	Ōtara-Papatoetoe	Manukau Heads	100	40
Martha Lane	Full Length	Manurewa	Weymouth	50	30
Martin Place	Full Length	Whau	Kelston	50	30

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Martin Road	Full Length	Franklin	Pollok	100	40
Mary Forgham Drive	Full Length	Upper Harbour	Greenhithe	50	30
Maryann Place	Full Length	Upper Harbour	Greenhithe	50	30
Maryland Street	Full Length	Albert-Eden	Point Chevalier	50	30
Mascot Avenue	Full Length	Māngere-Ōtāhuhu	Mangere	50	30
Masons Road	Full Length	Upper Harbour	Oteha	50	30
Massey Road	Between State Highway 20 and Naylor's Drive	Māngere-Ōtāhuhu	Mangere	60	50
Matai Road	Full Length	Waiheke	Oneroa	50	30
Mataitai Way	Full Length	Franklin	Karaka	50	30
Matakawau Road	Between Awhitu Road and 400m southeast of Awhitu Road	Franklin	Awhitu	60	40
Matakawau Road	Between 10m west of Poaka Road and eastern end of Matakawau Road	Franklin	Awhitu	50	40
Matakawau Road	Between 400m southeast of Awhitu Road and 10m west of Poaka Road	Franklin	Awhitu	100	60
Matamata Place	Full Length	Ōtara-Papatoetoe	Otara	50	30
Matapana Road	Full Length	Waiheke	Palm Beach	50	30
Mataroa Road	Full Length	Maungakiekie-Tāmaki	Mount Wellington	50	30
Matatea Road	Full Length	Rodney	Waimauku	50	40
Matikao Place	Full Length	Franklin	Pukekohe	50	30
Matilda Place	Full Length	Manurewa	Weymouth	50	30
Mattson Road	Full Length	Howick	Pakuranga	50	30
Matua Place	Full Length	Manurewa	Clendon Park	50	30
Maunder Place	Full Length	Whau	New Lynn	50	30
Maurice Borich Place	Full Length	Henderson-Massey	Henderson	50	30
Mawney Road	Full Length	Henderson-Massey	Henderson	50	30
May Potter Close	Full Length	Upper Harbour	Oteha	50	30

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Maybelle Place	Full Length	Whau	Kelston	50	30
Maybury Street	Between Line Road and 60m east of Line Road	Maungakiekie-Tāmaki	Point England	50	30
Mayer Place	Full Length	Henderson-Massey	Ranui	50	30
Mayfair Place	Full Length	Maungakiekie-Tāmaki	Glen Innes	50	30
Mayhead Road	Full Length	Franklin	Karioitahi	100	60
Maypark Crescent	Full Length	Howick	Flat Bush	50	30
Mays Street	Full Length	Devonport-Takapuna	Devonport	50	30
Mcannalley Street	Full Length	Manurewa	Manurewa East	50	30
McCorquindale Lane	full Length	Whau	New Lynn	50	10
McCrae Way	Full Length	Whau	New Lynn	50	10
Mcdivitt Street	Full Length	Manurewa	Manurewa	50	30
McDougall Street	Full Length	Manurewa	Manurewa East	50	30
Mcentee Road	Between 140m east of Amreins Road and Kay Road	Waitākere Ranges	Waitakere	80	60
Mcgowan Road	Full Length	Franklin	Karioitahi	100	60
McGreal Place	Full Length	Manurewa	Weymouth	50	30
McIlroy Avenue	Full Length	Puketāpapa	Hillsborough	50	30
McInnes Road	Full Length	Manurewa	Weymouth	50	30
Mcintosh Road	Full Length	Waiheke	Oneroa	50	30
Mckean Road	Full Length	Upper Harbour	Whenuapai	80	60
Mckenzie Road	Full Length	Māngere-Ōtāhuhu	Mangere Bridge	60	50
Mclennan Road	Full Length	Maungakiekie-Tāmaki	Mount Wellington	50	30
McLeod Road	Between Te Atatu Road and the eastern end of McLeod Road	Henderson-Massey	Te Atatu South	50	30
McLeod Road	Full Length	Manurewa	Weymouth	50	30
McMillan Place	Full Length	Howick	Mellons Bay	50	30
Mcmillan Road	Full Length	Waiheke	Omiha	50	30

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Mcnaughten Road	Full Length	Franklin	Karioitahi	100	60
Mcpike Road	Full Length	Franklin	Pollok	100	60
Medallion Drive	Between Oteha Valley Road and Kerekin Drive	Upper Harbour	Oteha	50	30
Mellons Bay Road	Full Length	Howick	Mellons Bay	50	30
Melody Belle Street	Full Length	Franklin	Karaka	50	30
Melody Lane	Full Length	Māngere-Ōtāhuhu	Otahuhu	50	30
Memorial Drive	Between Great North Road and Totara Avenue	Whau	New Lynn	50	30
Merani Street	Full Length	Devonport-Takapuna	Narrow Neck	50	30
Merchant Avenue	Full Length	Henderson-Massey	Te Atatu South	50	30
Meridian Court	Full Length	Upper Harbour	Oteha	50	30
Merlot Lane	Full Length	Franklin	Pukekohe	50	30
Merton Road	Between Apirana Ave and 110m west of Apirana Ave	Ōrākei	Saint Johns	50	30
Merville Avenue	Full Length	Henderson-Massey	Te Atatu South	50	30
Messenger Road	Full Length	Hibiscus and Bays	Stillwater	80	60
Miami Avenue	Full Length	Waiheke	Surfdale	50	30
Middlefield Drive	Between Cyril French Drive and Baverstock Road	Howick	Flat Bush	50	30
Mildmay Road	Full Length	Henderson-Massey	Henderson	50	30
Mildon Road	Full Length	Waitākere Ranges	Waitakere	80	40
Millennial Way	Full Length	Hibiscus and Bays	Orewa	50	30
Miller Street	Full Length	Albert-Eden	Point Chevalier	50	30
Mira Street	Full Length	Waitematā	Ponsonby	50	30
Miro Road	Full Length	Waiheke	Palm Beach	50	30
Miro Street	Full Length	Whau	New Lynn	50	30
Miromiro Street	Full Length	Upper Harbour	Greenhithe	50	30
Misa Road	Between Towers Road and Waiuku-Otaua Road	Franklin	Waiuku	100	80

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Mita Road	Full Length	Hibiscus and Bays	Silverdale	50	30
Mitchell Road	Full Length	Waiheke	Surfdale	50	30
Mitchell Street	Full Length	Whau	Blockhouse Bay	50	30
Moa Avenue	Full Length	Waiheke	Oneroa	50	30
Moana Avenue	Full Length	Waiheke	Surfdale	50	30
Moloney Terrace	Full Length	Franklin	Pukekohe	50	30
Monkton Close	Full Length	Upper Harbour	Greenhithe	50	30
Monterey Avenue	Full Length	Māngere-Ōtāhuhu	Otāhuhu	50	30
Montgomery Avenue	Full Length	Devonport-Takapuna	Belmont	50	30
Montessor Place	Full Length	Howick	Howick	50	30
Montrose Street	Full Length	Albert-Eden	Point Chevalier	50	30
Morrin Street	Full Length	Manurewa	Manurewa	50	30
Morrison Road	Full Length	Ōtara-Papatoetoe	Manukau Heads	100	60
Moselle Avenue	Full Length	Henderson-Massey	Henderson	50	Variable 30km/h or 50km/h
Motairehe Road	Between Mabey Road and 2.46 km west of Mabey Road	Aotea / Great Barrier	Great Barrier Island (Aotea Island)	100	40
Motairehe Road	Between 2.46 km west of Mabey Road and eastern end of Motairehe Road	Aotea / Great Barrier	Great Barrier Island (Aotea Island)	100	30
Motions Road	Full Length	Waitemata	Western Springs	50	30
Motu Road	Full Length	Rodney	Kumeu	80	60
Motukaha Road	Full Length	Waiheke	Waiheke Island	50	40
Mount Donald Mclean Road	Full Length	Waitākere Ranges	Huia	100	40
Mountain Road	Between 325m east of Turanga Road and 1860m east of Turanga Road	Henderson-Massey	Henderson Valley	100	40



Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Mountain Road	Between 1860m east of Turanga Road and 920m west of Hayes Road	Henderson-Massey	Henderson Valley	100	60
Mountain Road	Between 50m east of Scenic Drive and 325m east of Turanga Road	Henderson-Massey	Henderson Valley	70	40
Mountain Road	Between 920m west of Hayes Road and Opanuku Road	Henderson-Massey	Henderson Valley	70	60
Mountain Road	Between Scenic Drive and 50m east of Scenic Drive	Henderson-Massey	Henderson Valley	100	60
Mountfort Street	Full Length	Manurewa	Manurewa	50	30
Mozeley Avenue	Full Length	Devonport-Takapuna	Devonport	50	30
Muir Avenue	Full Length	Māngere-Ōtāhuhu	Mangere Bridge	50	30
Mural Place	Full Length	Upper Harbour	Greenhithe	50	30
Muripara Avenue	Full Length	Albert-Eden	Point Chevalier	50	30
Muritai Road	Full Length	Waiheke	Ostend	50	30
Muriwai Road	Between 140m west of School Road and Oaia Road	Rodney	Waimauku	100	80
Muriwai Valley Road	Between Cable Road and Taiapa Road	Rodney	Muriwai	80	60
Muriwai Valley Road	Between Taiapa Road and the south-eastern end of Muriwai Valley Road	Rodney	Muriwai	80	60
Murphys Road	Between Stancombe Road to 80m south of Ormiston Road	Howick	Flat Bush	60	50
Murphys Road	Between Redoubt Road to 150m south of Flat Bush School Road.	Howick	Flat Bush	80	60
Myers Road	Full Length	Manurewa	Manurewa East	50	30
Myna Place	Full Length	Manurewa	Weymouth	50	30
Nadine Place	Full Length	Māngere-Ōtāhuhu	Mangere Bridge	50	30
Nairn Place	Full Length	Ōtara-Papatoetoe	Otara	50	30
Napuka Road	Full Length	Henderson-Massey	Henderson Valley	50	40
Natzka Road	Full Length	Waiheke	Ostend	50	30
Neil Avenue	Full Length	Waiheke	Waiheke Island	50	40

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Nelson Avenue	Full Length	Waiheke	Surfdale	50	30
Nelson Road	Full Length	Rodney	Taupaki	80	60
Nelson Street	Full Length	Māngere-Ōtāhuhu	Otahuhu	50	30
Nepean Avenue	Full Length	Waiheke	Waiheke Island	50	40
Netherlands Avenue	Full Length	Whau	Kelston	50	30
Neville Street	Full Length	Albert-Eden	Point Chevalier	50	30
Nevis Place	Full Length	Māngere-Ōtāhuhu	Mangere	50	30
Newbegin Place	Full Length	Manurewa	Weymouth	50	30
Newell Street	Full Length	Albert-Eden	Point Chevalier	50	30
Newland Grove	Full Length	Henderson-Massey	Henderson	50	30
Newman Road (east)	Between Spur Road and 700m west of Spur Road	Hibiscus and Bays	Stillwater	80	60
Newman Road (west)	Between East Coast Road and 880m east of East Coast Road	Hibiscus and Bays	Stillwater	100	60
Newton Road	Full Length	Waiheke	Oneroa	50	30
Ngaio Street	Full Length	Māngere-Ōtāhuhu	Otahuhu	50	30
Ngatira Place	Full Length	Manurewa	Clendon Park	50	30
Nicholas Gibbons Drive	Full Length	Manurewa	Clendon Park	50	30
Nick Johnstone Drive	Full Length	Waiheke	Waiheke Island	50	40
Nicola Place	Full Length	Māngere-Ōtāhuhu	Mangere	50	30
Nield Road	Full Length	Manurewa	Manurewa	50	30
Nikau Road	Full Length	Waiheke	Oneroa	50	30
Nikau Street	Full Length	Whau	New Lynn	50	30
Nile Road	Full Length	Whau	Kelston	50	30
Nimstedt Avenue	Full Length	Upper Harbour	Oteha	50	30
Nixon Avenue	Full Length	Māngere-Ōtāhuhu	Otahuhu	50	30

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Nixon Road	Full Length	Rodney	Taupaki	80	60
Nola Crescent	Full Length	Ōtara-Papatoetoe	Otara	50	30
Nola Road	Full Length	Waitākere Ranges	Oratia	70	40
Norfolk Street	Full Length	Waitematā	Ponsonby	50	30
Normandy Place	Full Length	Henderson-Massey	Henderson	50	30
North Way	Full Length	Waitākere Ranges	Titirangi	70	60
Northbrook Close	Full Length	Upper Harbour	Greenhithe	50	30
Northcroft Street	Between Auburn Street and the western end of Northcroft Street	Devonport-Takapuna	Takapuna	50	30
Northcroft Street	Between Lake Road and Auburn Street	Devonport-Takapuna	Takapuna	50	30
Northcross Drive	Full Length	Upper Harbour	Oteha	50	30
Northfield Road	Between Waitakere Road and 35m north of Waitakere Road	Waitākere Ranges	Waitakere	80	60
Norton Place	Full Length	Māngere-Ōtāhuhu	Mangere	50	30
Norval Road	Full Length	Henderson-Massey	Henderson	50	30
Nukumea Common	Full Length	Hibiscus and Bays	Orewa	50	30
Oak Valley Road	Full Length	Rodney	Dairy Flat	50	40
Oakhaven Place	Full Length	Henderson-Massey	Ranui	50	30
Oakville Avenue	Full Length	Howick	Flat Bush	50	30
O'brien Road	Between Te Whau Drive and the southern end of O'Brien Road	Waiheke	Omiha	50	30
O'brien Road	Between Onetangi Road and Te Whau Drive	Waiheke	Waiheke Island	80	50
Ocean Road	Between Jellicoe Parade and Junction Road	Waiheke	Surfdale	50	40
Ocean Road	Between Jellicoe Parade and Miami Avenue	Waiheke	Surfdale	50	30
Ocean View Road	Full Length	Manurewa	Weymouth	50	30
Ocean View Road	Between 50m south of Korora Road and Puriri Road	Waiheke	Oneroa	50	30

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Ocean View Road	Between the western end of Ocean View Road and 400m east of the western end of Ocean View Road	Waiheke	Oneroa	50	30
Oceania Place	Full Length	Howick	Mellons Bay	50	30
Ockhams Street	Full Length	Franklin	Karaka	50	30
O'connell Street	Full Length	Manurewa	Manurewa	50	30
Oconnor Street	Full Length	Ōtara-Papatoetoe	Otara	50	30
Okoka Road	Full Length	Waiheke	Omiha	50	30
Okura River Road	Between Vaughans Road and East Coast Road	Hibiscus and Bays	Long Bay	80	60
Okura River Road	Between 370m south of Gails Drive and Vaughans Road	Hibiscus and Bays	Okura	80	60
Old Forest Hill Road	Full Length	Waitākere Ranges	Waiatarua	100	60
Old Mill Road	Between Garnet Road and Motions Road	Waitematā	Western Springs	50	30
Old Mill Road	Between Garnet Road and Motions Road	Waitematā	Westmere	50	30
Old Pine Valley Road	full Length	Rodney	Dairy Flat	100	60
Oldfield Road	Full Length	Franklin	Pollok	100	60
Olive Street	Full Length	Manurewa	Manurewa	50	30
Oliver Street	Full Length	Albert-Eden	Point Chevalier	50	30
Olivia Road	Full Length	Franklin	Pukekohe	50	30
Omaru Lane	Full Length	Maungakiekie-Tāmaki	Glen Innes	50	30
Omiha Road	Full Length	Waiheke	Omiha	50	30
Oneroa Village Lane	Full Length	Waiheke	Oneroa	50	30
Opanuku Road	Between 2420m south of Grassmere Road and the southern end of the road	Henderson-Massey	Henderson Valley	100	40
Opanuku Road	Between Mountain Road and 90m south of Mountain Road	Henderson-Massey	Henderson Valley	70	40
Opanuku Road	Between 90m south of Mountain Road and 550m south of Grassmere Road	Henderson-Massey	Henderson Valley	50	40

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Opanuku Road	Between 550m south of Grassmere Road and 2420m south of Grassmere Road	Henderson-Massey	Henderson Valley	100	40
Opoia Drive	Between Matakawau Road and 25m north of Allan Road	Franklin	Awhitu	50	40
Opoia Drive	Between 25m north of Allan Road and northern end of Opoia Drive	Franklin	Awhitu	50	40
Orapiu Road	Full Length	Waiheke	Waiheke Island	80	60
Oregon Park	Full Length	Rodney	Dairy Flat	80	60
Orewa Heights Crescent	Full Length	Hibiscus and Bays	Orewa	50	30
Orly Avenue	Full Length	Māngere-Ōtāhuhu	Mangere	50	30
Ormiston Road	Between Wallen Drive and 460m north-east of Wallen Drive.	Howick	Flat Bush	60	50
Ormiston Road	Between Te Irirangi Drive and 160m west of Rienzo Drive.	Howick	Flat Bush	60	50
Ormiston Road	Between 160m west of Rienzo Drive and Wallen Road	Howick	Flat Bush	60	50
Ormiston Road	Between Springs Road and Te Irirangi Drive	Ōtara-Papatoetoe	Otara	60	50
Oroua Place	Full Length	Ōtara-Papatoetoe	Otara	50	30
Orpheus Road	Full Length	Ōtara-Papatoetoe	Manukau Heads	100	40
Orrs Road	Full Length	Manurewa	Wiri	100	40
Orua Bay Road	Between Wattle Bay Road and northern end of Orua Bay Road	Ōtara-Papatoetoe	Manukau Heads	50	40
Orua Bay Road	Between Tram Gully Road and Wattle Bay Road	Ōtara-Papatoetoe	Manukau Heads	100	60
Oruarangi Road	Between 128 m south of Waipouri Road and Ihumatao Road.	Māngere-Ōtāhuhu	Mangere	100	60
Oruarangi Road	Between 680m north of Ruaiti Road to 128 m south of Waipouri Road.	Māngere-Ōtāhuhu	Mangere	50	40
Oruarangi Road	Between Ascot Road to 680m north of Ruaiti Road.	Māngere-Ōtāhuhu	Mangere	80	60
Orwell Road	Full Length	Upper Harbour	Greenhithe	50	30

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Osprey Street	Full Length	Howick	Pakuranga	50	30
Ostend Road	Between Wharf Road and Belgium Street	Waiheke	Ostend	50	30
Ostend Road	Between Erua Road and O'Brien Road	Waiheke	Ostend	60	50
Oswald Close	Full Length	Howick	Flat Bush	50	30
Oue Road	Full Length	Waiheke	Oneroa	50	30
Overend Court	Full Length	Franklin	Pukekohe	50	30
Owens Road	Full Length	Devonport-Takapuna	Devonport	50	30
Pacific Parade	Full Length	Waiheke	Surfdale	50	40
Pah Road	Full Length	Waiheke	Onetangi	50	30
Paine Place	Full Length	Māngere-Ōtāhuhu	Mangere	50	30
Painton Road	Between 50m south of Hibiscus Coast Highway and Small Road	Hibiscus and Bays	Silverdale	50	30
Paisley Street	Full Length	Howick	Mellons Bay	50	30
Pakiri River Road	Between 1700m North of Witten Road (Pakiri Beach holiday park) to the road end	Rodney	Pakiri	60	40
Pakiri Road	Between Seatoun Avenue and 240 metres west of Seatoun Avenue	Rodney	Leigh	50	30
Pakuranga Road	Between 144m west of Stanniland Street and Ridge Road	Howick	Half Moon Bay	60	50
Pakuranga Road	Between Ti Rakau Drive and Grammar School Road	Howick	Pakuranga	60	50
Pakuranga Road	Between 180m east of Kerswill Place and Ti Rakau Drive	Howick	Pakuranga	60	50
Pakuranga Road	Between Grammar School Road and 144m west of Stanniland Street	Howick	Pakuranga Heights	60	50
Pallister Drive	Full Length	Puketāpapa	Hillsborough	50	30
Palm Road	Full Length	Waiheke	Palm Beach	50	30
Palmers Road	Between Roscommon Road and the western end of Palmers Road	Manurewa	Clendon Park	50	30

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Panama Road	Between 65 metres west of the southern end of Mclennan Road and 40 metres west of the northern end	Maungakiekie-Tāmaki	Mount Wellington	50	30
Pandora Place	Full Length	Howick	Pakuranga	50	30
Pannill Place	Full Length	Upper Harbour	Oteha	50	30
Panorama Heights	Full Length	Hibiscus and Bays	Orewa	50	30
Papahia Street	Full Length	Waitematā	Parnell	50	30
Papaku Road	Full Length	Māngere-Ōtāhuhu	Otahuhu	50	30
Papango Street	Full Length	Ōrākei	Stonefields	50	30
Papatahi Place	Full Length	Henderson-Massey	Henderson	50	30
Parakau Road	Full Length	Franklin	Pollok	100	60
Park Chester Road	Full Length	Franklin	Pukekohe	50	30
Park Estate Road	Between motorway bridge and western end of Park Estate Road	Papakura	Rosehill	80	40
Park Point Drive	Full Length	Waiheke	Waiheke Island	50	40
Park Road	Full Length	Franklin	Waiuku	100	60
Park Road	Full Length	Waiheke	Surfdale	50	30
Parker Road	Full Length	Waitākere Ranges	Oratia	70	60
Parkhurst Road	Between South Head Road to 722 m south of South Head Road	Rodney	Parakai	100	80
Parkside Drive	Full Length	Hibiscus and Bays	Orewa	50	30
Parton Road	Full Length	Franklin	Pukekohe	50	30
Pataka Close	Full Length	Franklin	Karaka	50	30
Patakatuna Drive	Full Length	Franklin	Karaka	50	30
Patuone Avenue	Full Length	Devonport-Takapuna	Devonport	50	30
Patuone Place	Full Length	Devonport-Takapuna	Stanley Point	50	30
Peace Avenue	Full Length	Maungakiekie-Tāmaki	Mount Wellington	50	30

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Pearl Baker Drive	Full Length	Ōtara-Papatoetoe	Otara	50	30
Peketua Street	Full Length	Franklin	Karaka	50	30
Pelham Avenue	Full Length	Albert-Eden	Point Chevalier	50	30
Pelorus Place	Full Length	Howick	Pakuranga	50	30
Penguin Street	Full Length	Rodney	Leigh	50	30
Pennygale Close	Full Length	Howick	Flat Bush	50	30
Pentland Avenue	Full Length	Albert-Eden	Mount Eden	50	30
Percheron Road	Full Length	Franklin	Pukekohe	50	30
Percival Street	Full Length	Manurewa	Manurewa	50	30
Perla Road	Full Length	Franklin	Pukekohe	50	30
Perris Road	Full Length	Henderson-Massey	Henderson Valley	100	40
Pershore Place	Full Length	Māngere-Ōtāhuhu	Mangere	50	30
Perth Street	Full Length	Ōtara-Papatoetoe	Otara	50	30
Petrie Place	Full Length	Māngere-Ōtāhuhu	Otahuhu	50	30
Piako Street	Full Length	Ōtara-Papatoetoe	Otara	50	30
Piha Road	Between Quinns Road and 300m west of Quinns Road	Waitākere Ranges	Waiatarua	70	60
Piha Road	Between 300m west of Quinns Road and 50m east of Anawhata Road	Waitākere Ranges	Waiatarua	100	80
Piha Road	Between 50m east of Anawhata Road and 450m west of Karekare Road	Waitākere Ranges	Piha	70	60
Pine Street	Full Length	Whau	New Lynn	50	30
Pine Valley Road	Between Dairy Flat Highway and 50m southwest of Old Pine Valley Road	Rodney	Dairy Flat	80	60
Pinedale Place	Full Length	Henderson-Massey	Henderson	50	30
Pinto Road	Full Length	Franklin	Pukekohe	50	30
Pioneer Lane	Full Length	Rodney	Kumeu	100	60



Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Piripono Crescent	Full Length	Franklin	Pukekohe	50	30
Piriti Place	Full Length	Manurewa	Weymouth	50	30
Pitoittoi Avenue	Full Length	Upper Harbour	Greenhithe	50	30
Pitt Avenue	Full Length	Manurewa	Clendon Park	50	30
Plantation Avenue	Full Length	Howick	Flat Bush	50	30
Pleasant Place	Full Length	Howick	Mellons Bay	50	30
Poaka Road	Full Length	Franklin	Awhitu	50	40
Pohewa Road	full Length	Hibiscus and Bays	Silverdale	50	30
Pohutukawa Avenue	Full Length	Waiheke	Omiha	50	30
Poinsettia Place	Full Length	Henderson-Massey	Henderson	50	30
Point Chevalier Road	Between Meola Road and the northern end of Point Chevalier Road	Albert-Eden	Point Chevalier	50	30
Point England Road	Between Elstree Avenue and the eastern end of Point England Road	Maungakiekie-Tāmaki	Point England	50	30
Point England Road	Between Apirana Avenue and 100m east of Apirana Avenue	Maungakiekie-Tāmaki	Point England	50	30
Pokorua Road	Full Length	Franklin	Pollok	100	60
Pollok Wharf Road	Between Awhitu Road and 75m east of Awhitu Road	Franklin	Pollok	100	60
Pollok Wharf Road	Between 75m east of Awhitu Road and eastern end of Pollok Wharf Road	Franklin	Pollok	100	60
Pomaria Road	Full Length	Henderson-Massey	Henderson	50	30
Pomona Road	Full Length	Rodney	Kumeu	100	60
Ponderosa Drive	Full Length	Upper Harbour	Oteha	50	30
Ponsford Road	Full Length	Franklin	Pollok	100	60
Potai Street	Full Length	Waiheke	Ostend	50	30
Poto Road	Full Length	Waiheke	Ostend	50	30

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Poto Street	Full Length	Henderson-Massey	Te Atatu South	50	30
Powell Place	Full Length	Henderson-Massey	Henderson	50	30
Premila Drive	Full Length	Franklin	Pukekohe	50	30
Prices Road	Full Length	Manurewa	Wiri	100	60
Princes Street West	Full Length	Franklin	Pukekohe	50	30
Prospect Terrace	Full Length	Albert-Eden	Mount Eden	50	30
Puka Street	Full Length	Albert-Eden	Mount Eden	50	30
Pukaki Road	Between 1050m south of Cyclamen Road and southern end of the Pukaki Road	Māngere-Ōtāhuhu	Mangere	60	30
Puke Road	Full Length	Rodney	Kumeu	80	60
Pukeora Road	Full Length	Māngere-Ōtāhuhu	Otahuhu	50	30
Punga Street	Full Length	Albert-Eden	Mount Eden	50	30
Puni Road	Between Beresford Street and Rowles Road	Franklin	Pukekohe	60	50
Purchas Hill Drive	Full Length	Ōrākei	Stonefields	50	30
Pureora Place	Full Length	Manurewa	Clendon Park	50	30
Puriri Avenue	Between Centerway Road and Hibiscus Coast Highway	Hibiscus and Bays	Orewa	50	30
Puriri Avenue	Full Length	Rodney	Leigh	50	30
Puriri Boulevard	Full Length	Hibiscus and Bays	Orewa	50	30
Puriri Road	Full Length	Franklin	Pukekohe	50	30
Puriri Road	Between Churchill Avenue and Kohiwi Road	Manurewa	Manurewa	50	30
Puriri Road	Between Christmas Road and Churchill Avenue	Manurewa	Manurewa	50	30
Puriri Road	Full Length	Waiheke	Oneroa	50	30
Purley Place	Full Length	Māngere-Ōtāhuhu	Mangere	50	30
Putiki Road	Full Length	Waiheke	Ostend	50	30
Queen Mary Avenue	Full Length	Whau	New Lynn	50	30
Queens Drive	Between Goodwin Avenue and Junction Road	Waiheke	Oneroa	50	40

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Queens Drive	Between Goodwin Avenue and eastern end of Goodwin Avenue	Waiheke	Oneroa	50	30
Queens Parade	Between Victoria Road and Spring Street	Devonport-Takapuna	Devonport	50	30
Quelch Road	Full Length	Waiheke	Onetangi	50	30
Quinns Road	Full Length	Waitākere Ranges	Waiatarua	70	60
Raewyn Place	Full Length	Howick	Pakuranga	50	30
Rainsford Road	Full Length	Franklin	Pukekohe	50	30
Raki Street	Full Length	Franklin	Pukekohe	50	30
Rama Road	Full Length	Albert-Eden	Point Chevalier	50	30
Ramesh Place	Full Length	Franklin	Pukekohe	50	30
Ranchod Terrace	Full Length	Franklin	Pukekohe	50	30
Raoriki Road	Full Length	Franklin	Pukekohe	50	30
Raroa Terrace	Full Length	Waitākere Ranges	Waiatarua	70	40
Rata Road	Between Kingsway Road and Kauri Road	Upper Harbour	Whenuapai	70	40
Rata Street	Full Length	Waiheke	Oneroa	50	30
Rathgar Road	Full Length	Henderson-Massey	Henderson	50	30
Rattray Street	Full Length	Devonport-Takapuna	Devonport	50	30
Ravine Lane	Full Length	Upper Harbour	Oteha	50	30
Raymond Street	Full Length	Albert-Eden	Point Chevalier	50	30
Rebecca Rise	Full Length	Manurewa	Weymouth	50	30
Red Hills Road	Between 665m east of Sunnyvale Road and Sunnyvale Road	Henderson-Massey	Massey	80	60
Red Hills Road	Between 375m west of Don Buck Road and 665m east of Sunnyvale Road	Henderson-Massey	Massey	70	60
Redcoat Place	Full Length	Howick	Cockle Bay	50	30
Redvale Rise	Full Length	Hibiscus and Bays	Redvale	100	60
Reipae Street	Full Length	Ōrākei	Stonefields	50	30

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Reno Way	Full Length	Howick	Flat Bush	50	30
Renton Road	Between Ihumatao road and 341 m south of Ihumatao Road	Māngere-Ōtāhuhu	Mangere	100	60
Renton Road	Between 341m south of Ihumatao Road and end of road	Māngere-Ōtāhuhu	Mangere	100	60
Reremanu Place	Full Length	Manurewa	Weymouth	50	30
Rerewai Pl	Full Length	Whau	Kelston	50	30
Revell Court	Full Length	Franklin	Pukekohe	50	30
Rewa Street	Full Length	Whau	New Lynn	50	30
Rewarewa Road	Full Length	Franklin	Waiuku	100	60
Reydon Place	Full Length	Howick	Cockle Bay	50	30
Reyland Close	Full Length	Manurewa	Weymouth	50	30
Rhine Place	Full Length	Manurewa	Weymouth	50	30
Rickards Pl	Full Length	Whau	New Lynn	50	30
Ridge Road	Full Length	Waiheke	Oneroa	50	30
Ridgley Road	Full Length	Franklin	Karioitahi	100	40
Rimu Road	Full Length	Manurewa	Manurewa	50	30
Rimu Road	Full Length	Waitākere Ranges	Oratia	70	40
Rimu Street	Full Length	Whau	New Lynn	50	30
Riverglade Parkway	Full Length	Henderson-Massey	Te Atatu South	50	30
Riverina Avenue	Full Length	Howick	Pakuranga	50	30
Riverlea Road	Full Length	Upper Harbour	Whenuapai	80	60
Riverview Road	Full Length	Whau	New Lynn	50	30
Roanoke Way	Full Length	Upper Harbour	Albany	50	30
Robert Ross Place	Full Length	Manurewa	Clendon Park	50	30
Robert Sale Rise	Full Length	Ōrākei	Stonefields	50	30
Robert Skelton Place	Full Length	Manurewa	Clendon Park	50	30

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Roberts Road	Full Length	Henderson-Massey	Te Atatu South	50	30
Rodeo Drive	Full Length	Hibiscus and Bays	Redvale	80	60
Rodney Street	Full Length	Māngere-Ōtāhuhu	Otahuhu	50	30
Rogers Road	Full Length	Manurewa	Manurewa	50	30
Ronaki Road	Full Length	Māngere-Ōtāhuhu	Otahuhu	50	30
Rope Road	Full Length	Upper Harbour	Whenuapai	80	60
Roscommon Road	Between Palmers Road and Browns Road	Manurewa	Clendon Park	60	50
Roscommon Road	Between Wiri Station Road and Cavendish Drive	Manurewa	Wiri	80	60
Roseburn Place	Full Length	Howick	Pakuranga	50	30
Rosemount Road	full Length	Rodney	Matakana	80	60
Rosetta Court	Full Length	Howick	Shelly Park	50	30
Roslyn Terrace	Full Length	Devonport-Takapuna	Stanley Point	50	30
Ross Avenue	Full Length	Ōtara-Papatoetoe	Otara	50	30
Rota Place	Full Length	Waitematā	Parnell	50	30
Rothschild Terrace	Full Length	Waiheke	Waiheke Island	80	50
Roys Road	Full Length	Manurewa	Weymouth	50	30
Royton Avenue	Full Length	Māngere-Ōtāhuhu	Mangere East	50	30
Ruaiti Road	Full Length	Māngere-Ōtāhuhu	Mangere	50	40
Ruby Street	Full Length	Manurewa	Manurewa	50	30
Rukumoana Place	Full Length	Manurewa	Clendon Park	50	30
Runa Place	Full Length	Maungakiekie-Tāmaki	Mount Wellington	50	30
Rural View Terrace	Full Length	Franklin	Pukekohe	50	30
Rush Place	Full Length	Māngere-Ōtāhuhu	Mangere	50	30
Russell Road	Full Length	Rodney	Wainui	100	40
Russell Street	Full Length	Devonport-Takapuna	Stanley Point	50	30

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Rutland Road	Between William Bond Street and Cautley Street	Devonport-Takapuna	Stanley Point	50	30
Ryder Place	Full Length	Franklin	Pukekohe	50	30
Sabulite Road	Between Butterworth Drive and the northern end of Sabulite Road	Whau	Kelston	50	30
Saint Stephens Avenue	Between Gladstone Road and the northern end of Saint Stephens Avenue	Waitematā	Parnell	50	30
Samara Place	Full Length	Manurewa	Clendon Park	50	30
Sample Road	Full Length	Upper Harbour	Albany	50	30
Samuel Cross Place	Full Length	Upper Harbour	Greenhithe	50	30
Samuel Place	Full Length	Ōrākei	Stonefields	50	30
Sandbrook Avenue	Full Length	Ōtara-Papatoetoe	Otara	50	30
Sanders Avenue	Full Length	Devonport-Takapuna	Takapuna	50	30
Sandra Avenue	Full Length	Ōtara-Papatoetoe	Otara	50	30
Savage Street	Full Length	Waitematā	Westmere	50	30
Scanlen Terrace	Full Length	Whau	Kelston	50	30
Scenic Drive	Between 3645m southeast of Tawari Road and 465m north of Mountain Road	Henderson-Massey	Henderson Valley	100	60
Scenic Drive	Between 465m north of Mountain Road and 3210m south of Te Henga Road	Henderson-Massey	Henderson Valley	70	60
Scenic Drive	Between 70m west of North Way and 165m east of West Coast Road	Waitākere Ranges	Nihotupu	70	60
Scenic Drive	Between 60m west of Tawini Road and 70m west of North Way	Waitākere Ranges	Titirangi	70	60
Scenic Drive	Between 120m west of Quinns Road and 70m north of Brabant Road	Waitākere Ranges	Waiatarua	100	60
Scenic Drive	Between 165m east of West Coast Road to 120m west of Quinns Road	Waitākere Ranges	Waiatarua	70	60

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Scenic Drive	Between 70m north of Brabant Road and 3645m southeast of Tawari Road	Waitākere Ranges	Waiatarua	70	60
Scenic Drive	Between 3210m south of Te Henga Road and Te Henga Road	Waitākere Ranges	Waitakere	100	60
Scenic Drive North	Between Te Henga Road and 120m east of Te Henga Road	Waitākere Ranges	Swanson	100	60
Scenic Drive North	Between 400m east of Awhiorangi Promenade and Waitakere Road	Waitākere Ranges	Swanson	80	60
School Road	Full Length	Devonport-Takapuna	Belmont	50	30
School Road	Between 545m north of southern junction with Muriwai Road and southern junction with Muriwai Road	Rodney	Waimauku	100	60
School Road	Between Hinau Road and 545m north of southern junction with Muriwai Road	Rodney	Waimauku	80	60
School Road	Between northern junction with Muriwai Road and Hinau Road	Rodney	Waimauku	80	60
Scoria Crescent	Full Length	Ōrākei	Stonefields	50	30
Scotts Road	Full Length	Manurewa	Manurewa East	50	30
Scotts Terrace	Full Length	Waiheke	Onetangi	50	30
Sea View Road	Full Length	Rodney	Leigh	50	30
Sea View Road	Between 250m west of Te Makiri Road and Onetangi Road	Waiheke	Onetangi	50	40
Sea View Road	Between Ostend Road and Erua Road	Waiheke	Ostend	50	40
Sea View Road	Between Erua Road and 250m west of Te Makiri Road	Waiheke	Ostend	50	40
Seacliffe Avenue	Full Length	Devonport-Takapuna	Belmont	50	30
Seacomb Road	Full Length	Albert-Eden	Point Chevalier	50	30
Seaforth Avenue	Full Length	Māngere-Ōtāhuhu	Mangere Bridge	50	30
Sealand Place	Full Length	Māngere-Ōtāhuhu	Mangere Bridge	50	30
Searle Street	Full Length	Ōrākei	Stonefields	50	30
Seatoun Avenue	Full Length	Rodney	Leigh	50	30

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Seaview Terrace	Full Length	Ōtara-Papatoetoe	Manukau Heads	50	40
Second Avenue	Full Length	Waiheke	Onetangi	50	30
Seibel Road	Full Length	Henderson-Massey	Henderson Valley	70	60
Senecio Place	Full Length	Manurewa	Weymouth	50	30
Sergeant Road	Full Length	Franklin	Awhitu	50	40
Settlers Cove	Full Length	Manurewa	Weymouth	50	30
Seventh Avenue	Full Length	Waiheke	Onetangi	50	30
Sexton Place	Full Length	Manurewa	Manurewa East	50	30
Seymour Road	Full Length	Howick	Mellons Bay	50	30
Shaw Road	Between 375m south of West Coast Road and Scenic Drive	Waitākere Ranges	Oratia	70	60
Shaw Road	Between Scenic Drive and the south-eastern end of the road	Waitākere Ranges	Titirangi	100	60
Shelby Lane	Full Length	Howick	Flat Bush	50	30
Shelly Beach Parade	Between 50m east of Pah Road and the eastern end of Shelly Beach Parade	Howick	Cockle Bay	50	20
Shelly Beach Road	Full Length	Waiheke	Surfdale	50	30
Shelly Beach Road Extn	Full Length	Waiheke	Surfdale	50	30
Sherbourne Road	Full Length	Albert-Eden	Mount Eden	50	30
Shoal Bay Road	Full Length	Devonport-Takapuna	Devonport	50	30
Short Street	Full Length	Manurewa	Manurewa East	50	30
Short Street	Full Length	Waiheke	Surfdale	50	30
Silver Creek Road	Full Length	Manurewa	Weymouth	50	30
Silverwater Drive	Full Length	Hibiscus and Bays	Silverdale	50	30
Silverwood Drive	Full Length	Howick	Flat Bush	50	30



Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Simpson Road	Between Urban Traffic Area Boundary (Auckland Isthmus) [90m south of Tasman Avenue] and Candia Road	Henderson-Massey	Henderson Valley	70	60
Singleton Avenue	Full Length	Ōrākei	Stonefields	50	30
Sixth Avenue	Full Length	Waiheke	Onetangi	50	30
Smale Street	Full Length	Albert-Eden	Point Chevalier	50	30
Smales Road	Between Kelvin Hart Drive and Chapel Drive	Howick	East Tamaki	60	50
Smales Road	Between Springs/Harris Road and Kelvin Hart Drive	Howick	East Tamaki	60	50
Small Road	Between Painton Road and 160m west of Painton Road	Hibiscus and Bays	Silverdale	50	30
Snell Place	Full Length	Howick	Pakuranga	50	30
Sohlue Place	Full Length	Upper Harbour	Oteha	50	30
Solo Place	Full Length	Manurewa	Manurewa	50	30
Songline Road	Full Length	Franklin	Karaka	50	30
Sonoma Crescent	Full Length	Upper Harbour	Oteha	50	30
South Head Road	Between Green Road to 1504m north of Tarawera Road	Rodney	South Head	100	80
Southview Place	Full Length	Manurewa	Wattle Downs	50	30
Sparrow Place	Full Length	Manurewa	Weymouth	50	30
Spedding Road	Between Mamari Road and end of the road	Upper Harbour	Whenuapai	80	60
Spedding Road	Between Trig Road and Mamari Road	Upper Harbour	Whenuapai	80	60
Spine Road	Full Length	Hibiscus and Bays	Silverdale	50	30
Splendour Close	Full Length	Henderson-Massey	Henderson	50	30
Spring Street	Full Length	Devonport-Takapuna	Stanley Point	50	30
Springs Road	Between East Tamaki Road and Lady Ruby Drive	Howick	East Tamaki	60	50
Spur Road	Between East Coast Road and Duck Creek Road	Hibiscus and Bays	Stillwater	80	60
Spur Road	Between Duck Creek Road and end of the road	Hibiscus and Bays	Stillwater	80	60
St Aubyn Street	Full Length	Devonport-Takapuna	Devonport	50	30
St Leonards Road	Full Length	Devonport-Takapuna	Devonport	50	30

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
St Leonards Road	Full Length	Whau	Kelston	50	30
St Michaels Avenue	Full Length	Albert-Eden	Point Chevalier	50	30
Stainton Place	Full Length	Ōtara-Papatoetoe	Otara	50	30
Stancombe Road	Full Length	Howick	Flat Bush	60	50
Standage Lane	Full Length	Whau	Kelston	50	30
Stanway Place	Full Length	Ōrākei	Ellerslie	50	30
Station Road	Between 100m south of Nobilo Road and Tawa Road	Rodney	Kumeu	80	60
Staverton Crescent	Full Length	Māngere-Ōtāhuhu	Mangere	50	30
Steam Hauler Track	Full Length	Waitākere Ranges	Waitakere	100	40
Steamer Place	Full Length	Upper Harbour	Greenhithe	50	30
Steed Road	Full Length	Waitākere Ranges	Waitakere	70	60
Stephen Avenue	Full Length	Henderson-Massey	Henderson	50	30
Stephen Lysnar Place	Full Length	Puketāpapa	Hillsborough	50	30
Sterling Avenue	Full Length	Manurewa	Manurewa East	50	30
Stoll Place	Full Length	Manurewa	Clendon Park	50	30
Stonebrooke Lane	Full Length	Howick	Flat Bush	50	30
Stonefields Avenue	Between College Road and Tephra Boulevard	Ōrākei	Stonefields	50	30
Stonemason Avenue	Full Length	Ōrākei	Stonefields	50	30
Stoney Creek Drive	Full Length	Waitākere Ranges	Waitakere	100	60
Stonybatter Road	Full Length	Waiheke	Waiheke Island	80	40
Stornaway Drive	Full Length	Howick	Flat Bush	50	30
Stratton Lane	Full Length	Maungakiekie-Tāmaki	Glen Innes	50	30
Stuart Street	Full Length	Waitematā	Ponsonby	50	30
Studholme Street	Full Length	Albert-Eden	Point Chevalier	50	30
Sturges Avenue	Full Length	Māngere-Ōtāhuhu	Otahuhu	50	30

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Sturges Road	Between Urban Traffic Area Boundary (Auckland Isthmus) and 595m east of Candia Road	Henderson-Massey	Henderson Valley	100	60
Sturges Road	Between 595m east of Candia Road and Candia Road	Henderson-Massey	Henderson Valley	70	60
Styak Street	Full Length	Ōrākei	Stonefields	50	30
Sullivan Avenue	Full Length	Māngere-Ōtāhuhu	Mangere Bridge	50	30
Sultan Street	Full Length	Ōrākei	Ellerslie	50	30
Summer Street	Full Length	Devonport-Takapuna	Stanley Point	50	30
Summerfield Lane	Full Length	Upper Harbour	Albany	50	30
Sunnydale Place	Full Length	Upper Harbour	Oteha	50	30
Sunnyridge Place	Full Length	Puketāpapa	Hillsborough	50	30
Sunnyvale Road	Between Red Hills Road and 907m south of Red Hills Road	Henderson-Massey	Massey	80	60
Sunnyvale Road	Between Kay Road and 907m south of Red Hills Road	Waitākere Ranges	Swanson	80	60
Sunnyview Avenue	Full Length	Howick	Shelly Park	50	30
Sunrise Lane	Full Length	Henderson-Massey	Te Atatu South	50	30
Sunvista Avenue	Full Length	Upper Harbour	Oteha	50	30
Surfdale Road	Between Hamilton Road and Marama Avenue	Waiheke	Surfdale	50	30
Susanne Place	Full Length	Howick	Pakuranga	50	30
Sutcliffe Place	Full Length	Ōtara-Papatoetoe	Otara	50	30
Sutton Avenue	Full Length	Māngere-Ōtāhuhu	Mangere East	50	30
Suwyn Place	Full Length	Manurewa	Weymouth	50	30
Swan Crescent	Full Length	Howick	Pakuranga	50	30
Swanson Road	Between 45m west of Parklands Avenue and Waitakere Road	Waitākere Ranges	Swanson	80	60
Sydenham Road	Full Length	Albert-Eden	Mount Eden	50	30
Sykes Road	Between 440m south of Weymouth Road and Mahia Road	Manurewa	Weymouth	50	30

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Sykes Road	Between Weymouth Road and 440m south of Weymouth Road	Manurewa	Weymouth	50	30
Sylvan Avenue East	Full Length	Albert-Eden	Mount Eden	50	30
Sylvan Avenue West	Full Length	Albert-Eden	Mount Eden	50	30
Taatahi Street	Full Length	Manurewa	Weymouth	50	30
Taepu Road	Full Length	Franklin	Pukekohe	50	30
Taha Road	Full Length	Henderson-Massey	Te Atatu South	50	30
Taha Road	Between 20m north of Mahana Road and Muriwai Road	Rodney	Waimauku	100	60
Taha Road	Between 500m north of Fletcher Road and 20m north of Mahana Road	Rodney	Waimauku	100	60
Taha Road	Between Fletcher Road and 500m north of Fletcher Road	Rodney	Waimauku	100	60
Tahatai Road	Full Length	Waiheke	Oneroa	50	30
Tahatai Street	Full Length	Māngere-Ōtāhuhu	Otahuhu	50	30
Tahi Road	Full Length	Waiheke	Ostend	50	30
Tahuna Pa Road	Full Length	Franklin	Karioitahi	100	60
Tahurangatira Road	Full Length	Franklin	Karioitahi	100	60
Taiaapure Street	Full Length	Manurewa	Weymouth	50	30
Taiapa Road	Between Muriwai Valley Road and 1020m southwest of Muriwai Valley Road	Rodney	Muriwai	80	60
Taiapa Road	Between 45m north of Taiapa Valley Road and Constable Road	Rodney	Muriwai	80	60
Taiapa Road	Between 1020m southwest of Muriwai Valley Road and 45m north of Taiapa Valley Road	Rodney	Muriwai	80	60
Taikaranga Street	Full Length	Franklin	Pukekohe	50	30
Tainui Road (Awhitu)	Full Length	Franklin	Awhitu	50	40
Taitimu Drive	Full Length	Manurewa	Weymouth	50	30
Takutai Street	Full Length	Waitematā	Parnell	50	30

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Tamaki Avenue	Full Length	Māngere-Ōtāhuhu	Otahuhu	50	30
Tamariki Avenue	Full Length	Whau	Kelston	50	30
Tango Place	Full Length	Henderson-Massey	Henderson	50	30
Taniwha Street	Between Apirana Avenue and Line Road	Maungakiekie-Tāmaki	Glen Innes	50	30
Taniwha Street	Between Line Road and Heatherbank Street	Maungakiekie-Tāmaki	Glen Innes	50	30
Tannock Place	Full Length	Māngere-Ōtāhuhu	Mangere East	50	30
Tarairae Street	Full Length	Waiheke	Ostend	50	30
Tarata Street	Full Length	Albert-Eden	Mount Eden	50	30
Tarawera Road	Full Length	Rodney	South Head	100	40
Target Street	Full Length	Albert-Eden	Point Chevalier	50	30
Tate Place	Full Length	Ōtara-Papatoetoe	Otara	50	30
Taunton Terrace	Full Length	Whau	Blockhouse Bay	50	30
Tauoma Crescent	Full Length	Ōrākei	Stonefields	50	30
Taurangaruru Road	Full Length	Franklin	Karioitahi	100	60
Taurarua Terrace	Full Length	Waitematā	Parnell	50	30
Tawa Crescent	Full Length	Manurewa	Manurewa	50	30
Tawa Road	Between 1460m southwest of Station Road and Annandale Road	Rodney	Kumeu	100	60
Tawa Street	Full Length	Waiheke	Oneroa	50	30
Tawari Road	Full Length	Henderson-Massey	Henderson Valley	100	40
Tawhiti Road	Full Length	Franklin	Pukekohe	50	30
Te Ara Kahikatea	Between 35m south of Ormiston Road and 50m south of Ormiston Road	Howick	Flat Bush	60	50
Te Aute Ridge Road	Between the western intersection with Bethells Road and 510m south of the western intersection with Bethells Road	Waitākere Ranges	Bethells Beach	100	60

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Te Aute Ridge Road	Between 2965m south of the western intersection with Bethells Road and the eastern intersection with Bethells Road	Waitākere Ranges	Waitakere	100	60
Te Aute Ridge Road	Between 510m south of the western intersection with Bethells Road and 2965m south of the western intersection with Bethells Road	Waitākere Ranges	Waitakere	100	40
Te Henga Road	Between Scenic Drive and 260m west of Unity Road	Waitākere Ranges	Waitakere	100	60
Te Henga Road	Between 330m north of Falls Road and Bethells Road	Waitākere Ranges	Waitakere	100	60
Te Henga Road	Between 260m west of Unity Road and 330m north of Falls Road	Waitākere Ranges	Waitakere	70	60
Te Ipukai Drive	Full Length	Franklin	Karaka	50	30
Te Irirangi Drive	Between 20 m south of Te Koha Road and 100m north of Belinda Avenue	Howick	Flat Bush	80	60
Te Irirangi Drive	Between Ti Rakau Drive and 20 m south of Te Koha Road	Howick	Huntington Park	80	50
Te Irirangi Drive	Between 100m north of Belinda Avenue and State Highway 1	Ōtara-Papatoetoe	Clover Park	60	50
Te Irirangi Drive	Between State Highway 1 and Great South Road	Ōtara-Papatoetoe	Manukau	60	50
Te Kanawa Crescent	Full Length	Henderson-Massey	Henderson	50	30
Te Makiri Road	Full Length	Waiheke	Onetangi	50	30
Te Manaki Street	Full Length	Franklin	Pukekohe	50	30
Te Ra Road	Full Length	Albert-Eden	Point Chevalier	50	30
Te Toki Road	Full Length	Waiheke	Ostend	50	40
Te Toro Road	Between Awhitu Road and Less Gully Road	Franklin	Pollok	100	60
Te Toro Road	Between Less Gully Road to the end of Te Toro Road on the east	Franklin	Pollok	100	80
Te Wharau Drive	Full Length	Upper Harbour	Greenhithe	50	30
Te Whau Drive	Full Length	Waiheke	Waiheke Island	80	50

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Tearoe Road	Full Length	Ōtara-Papatoetoe	Manukau Heads	100	40
Templeton Place	Full Length	Manurewa	Clendon Park	50	30
Tennessee Avenue	Full Length	Māngere-Ōtāhuhu	Mangere East	50	30
Tephra Boulevard	Full Length	Ōrākei	Stonefields	50	30
Terry Place	Full Length	Ōtara-Papatoetoe	Otara	50	30
Tetley Road	Full Length	Waiheke	Surfdale	50	30
The Avenue	Between Paremoremo Road and 200m east of Paremoremo Road	Upper Harbour	Lucas Heights	80	50
The Esplanade	Between Tui Street and Tahatai Road	Waiheke	Oneroa	50	30
The Esplanade	Full Length (Blackpool and around Matenga Point)	Waiheke	Oneroa	50	30
The Esplanade	Full Length (off Hill Road)	Waiheke	Palm Beach	50	30
The Esplanade	Full Length (off Blake Street)	Waiheke	Surfdale	50	30
The Promenade	Between 50m northwest of Killarney Street and the eastern end of The Promenade	Devonport-Takapuna	Takapuna	50	30
The Strand	Full Length	Devonport-Takapuna	Takapuna	50	30
The Strand	Full Length	Waiheke	Onetangi	50	30
The Terrace	Full Length	Devonport-Takapuna	Takapuna	50	30
Third Avenue	Full Length	Waiheke	Onetangi	50	30
Thomas Hamer Place	Full Length	Upper Harbour	Greenhithe	50	30
Thomas Road	Full Length	Māngere-Ōtāhuhu	Mangere	50	30
Thomas Road	Between 125m east of Joseph Street and Murphys Road	Howick	Flat Bush	60	50
Thompson Terrace	Full Length	Manurewa	Manurewa	50	30
Thyme Court	Full Length	Howick	Flat Bush	50	30
Ti Nana Crescent	Full Length	Henderson-Massey	Henderson	50	30
Ti Rakau Drive	Between 275m east of Gossamer Drive and Chapel Road	Howick	Burswood	60	50

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Ti Rakau Drive	Between Pakuranga Road and 275m east of Gossamer Drive	Howick	Pakuranga	60	50
Tiaka Place	Full Length	Howick	Pakuranga	50	30
Tihi Street	Full Length	Ōrākei	Stonefields	50	30
Timandra Place	Full Length	Henderson-Massey	Massey	50	30
Tindall Crescent	Full Length	Ōtara-Papatoetoe	Otara	50	30
Tindall Road	Between Awhitu Road and 765m west of Awhitu Road	Franklin	Awhitu	100	60
Tindall Road	Between 765m west of Awhitu Road and western end of Tindall Road	Franklin	Awhitu	100	60
Tirau Place	Full Length	Māngere-Ōtāhuhu	Mangere	50	30
Tiraumea Drive	Full Length	Howick	Pakuranga	50	30
Tiri Road	Between Tiri Road and Tiri Road (i.e. the loop road section from RP 0.09 to 0.82)	Waiheke	Oneroa	50	30
Tiri Road	Between Delamore Drive and Korora Road	Waiheke	Oneroa	50	30
Tiri View Road	Full Length	Waiheke	Palm Beach	50	30
Tiroroa Avenue	Full Length	Henderson-Massey	Te Atatu South	50	30
Titoki Avenue	Full Length	Māngere-Ōtāhuhu	Mangere Bridge	50	30
Todd Place	Full Length	Māngere-Ōtāhuhu	Otahuhu	50	30
Tomairangi Crescent	Full Length	Franklin	Pukekohe	50	30
Tonson Place	Full Length	Manurewa	Weymouth	50	30
Tonuitanga Street	Full Length	Manurewa	Weymouth	50	30
Top Road	Full Length	Rodney	Dairy Flat	80	60
Toporoa Street	Full Length	Franklin	Karaka	50	30
Tornish Drive	Full Length	Howick	Flat Bush	50	30
Totara Avenue	Between Great North Road and McCorquindale Lane	Whau	New Lynn	50	10
Totara Road	Full Length	Manurewa	Manurewa	50	30



Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Totara Road	Full Length	Rodney	Leigh	50	30
Totara Road	Between McKean Road and 275m north of McKean Road	Upper Harbour	Whenuapai	80	60
Totara Road	Between 45m north of Dale Road and McKean Road	Upper Harbour	Whenuapai	80	60
Totara Road	Between 275m north of McKean Road and 50m west of Karaka Road	Upper Harbour	Whenuapai	70	60
Towbridge Place	Full Length	Howick	Howick	50	30
Towers Road	Full Length	Franklin	Waiuku	100	80
Township Road	Between Waitakere Road and 30m north of Waitakere Road	Waitākere Ranges	Waitakere	70	50
Tram Gully Road	Full Length	Ōtara-Papatoetoe	Manukau Heads	100	60
Tranent Road	Full Length	Māngere-Ōtāhuhu	Mangere	50	30
Trelawn Place	Full Length	Howick	Cockle Bay	50	30
Trembath Avenue	Full Length	Māngere-Ōtāhuhu	Mangere East	50	30
Trenwith Street	Between Water Street and 70m east of Water Street	Māngere-Ōtāhuhu	Otahuhu	50	30
Trident Place	Full Length	Howick	Shelly Park	50	30
Trig Hill Road	Full Length	Waiheke	Onetangi	50	30
Trigg Road	Between Puke Road and Foster Road	Rodney	Kumeu	80	60
Trigg Road	Between 600m south of State Highway 16 and Puke Road	Rodney	Kumeu	80	60
Trotting Course Drive	Full Length	Rodney	Kumeu	80	40
Tsar Court	Full Length	Howick	Flat Bush	50	30
Tuarongo Road	Full Length	Franklin	Karaka	50	30
Tudor Street	Full Length	Devonport-Takapuna	Devonport	50	30
Tui Crescent	Full Length	Manurewa	Manurewa	50	30
Tui Crescent	Full Length	Waitākere Ranges	Waiatarua	70	40
Tui Street	Full Length	Waiheke	Oneroa	50	30

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Tumu Road	Full Length	Franklin	Karaka	50	30
Turanga Road	Full Length	Henderson-Massey	Henderson Valley	70	40
Turner Place (Wattle Bay)	Full Length	Ōtara-Papatoetoe	Manukau Heads	100	60
Tutuwhatu Crescent	Full Length	Manurewa	Weymouth	50	30
Tyndel Road	Full Length	Waitākere Ranges	Waitakere	80	60
Tynor Place	Full Length	Puketāpapa	Hillsborough	50	30
Tyrone Street	Full Length	Ōtara-Papatoetoe	Otara	50	30
Umuti Lane	Full Length	Franklin	Karaka	50	30
Undine Street	Full Length	Howick	Pakuranga	50	30
Unity Road	Full Length	Waitākere Ranges	Waitakere	100	40
Upland Road	Full Length	Waiheke	Omiha	50	30
Upper Harbour Drive	Between 105m east of Tauhinu Road and Albany Highway	Upper Harbour	Greenhithe	70	60
Upper Orewa Road	Between Wainui Road and 506m west of Russell Road	Rodney	Wainui	50	60
Upwood Place	Full Length	Māngere-Ōtāhuhu	Mangere	50	30
Urban Grove	Full Length	Henderson-Massey	Ranui	50	30
Urlich Drive	Full Length	Henderson-Massey	Ranui	50	30
Valder Avenue	Full Length	Ōtara-Papatoetoe	Otara	50	30
Valley Road	Full Length	Albert-Eden	Mount Eden	50	30
Valley Road	Between Muriwai Valley Road and 1030m southeast of Muriwai Valley Road	Rodney	Waimauku	100	40
Valley Road	Between 1030m southeast of Muriwai Valley Road and south-eastern end of Valley Road	Rodney	Waimauku	100	40
Valley Road	Between Muriwai Road and Muriwai Valley Road	Rodney	Waimauku	80	60
Valley Road	Full Length	Waiheke	Omiha	50	30
Vanden Place	Full Length	Henderson-Massey	Henderson	50	30

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Vanguard Road	Full Length	Whau	Kelston	50	30
Vaughans Road	Between 440m south of Ridgelea Road and Piripiri Point Drive	Hibiscus and Bays	Long Bay	80	50
Vaughans Road	Between Okura River Road and 440m south of Ridgelea Road	Hibiscus and Bays	Long Bay	80	60
Velvet Crescent	Full Length	Ōtara-Papatoetoe	Otara	50	30
Vermont Street	Full Length	Waitematā	Ponsonby	50	30
Vespa Road	Full Length	Franklin	Karaka	50	30
Vialou Lane	Full Length	Ōrākei	Stonefields	50	30
Vicente Place	Full Length	Upper Harbour	Oteha	50	30
Vickerman Street	Full Length	Ōtara-Papatoetoe	Otara	50	30
Victoria Road	Between 60m north of Calliope Road and the southern end of Victoria Road	Devonport-Takapuna	Devonport	50	30
Victoria Road	Between Albert Road and northern end of Victoria Road	Devonport-Takapuna	Devonport	50	30
Victoria Road North	Full Length	Waiheke	Onetangi	50	30
Victoria Road South	Full Length	Waiheke	Onetangi	50	30
View Road	Full Length	Albert-Eden	Mount Eden	50	30
View Road	Full Length	Māngere-Ōtāhuhu	Mangere	50	30
View Road	Full Length	Waiheke	Ostend	50	30
Viking Avenue	Full Length	Puketāpapa	Hillsborough	50	30
Villarosa Lane	Full Length	Howick	Flat Bush	50	30
Vilma Place	Full Length	Ōtara-Papatoetoe	Otara	50	30
Vine Street	Full Length	Māngere-Ōtāhuhu	Mangere East	50	30
Vinewood Drive	Full Length	Upper Harbour	Albany	50	30
Vineyard Road	Full Length	Henderson-Massey	Henderson Valley	70	60
Vintage Lane	Full Length	Waiheke	Waiheke Island	80	50

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Volta Place	Full Length	Manurewa	Clendon Park	50	30
Waddon Place	Full Length	Māngere-Ōtāhuhu	Mangere	50	30
Wade Street	Full Length	Whau	Blockhouse Bay	50	30
Wai Iti Place	Full Length	Manurewa	Clendon Park	50	30
Waiata Road	Full Length	Waiheke	Onetangi	50	30
Waiheke Road	Between 70m south of Belle Terrace and Fisher Road	Waiheke	Waiheke Island	50	60
Waiheke Road	Between Onetangi Road and 70m south of Belle Terrace	Waiheke	Waiheke Island	50	40
Waiheke Road	South of Fisher Road to Man O War Bay Road	Waiheke	Waiheke Island	80	60
Waikare Road	Full Length	Māngere-Ōtāhuhu	Otahuhu	50	30
Waikare Road	Between 120m northeast of Ocean View Road and Korora Road	Waiheke	Oneroa	50	30
Waikare Road	Between 120m northeast of Ocean View Road and Ocean View Road	Waiheke	Oneroa	50	30
Waikarekare Lane	Full Length	Waitākere Ranges	Karekare	100	40
Waimahia Avenue	Full Length	Manurewa	Weymouth	50	30
Waimai Avenue	Full Length	Manurewa	Weymouth	50	30
Waimangu Road	Full Length	Waiheke	Waiheke Island	60	40
Waimanu Awa Road	Full Length	Franklin	Ramarama	100	60
Waimarino Road	Full Length	Manurewa	Weymouth	50	30
Waimate Street	Full Length	Ōtara-Papatoetoe	Otara	50	30
Wainoni Avenue	Full Length	Albert-Eden	Point Chevalier	50	30
Wainui Avenue	Full Length	Albert-Eden	Point Chevalier	50	30
Waipareira Avenue	Between 200m north of Woodford Avenue and the northern end of Waipareira Avenue	Henderson-Massey	Henderson	50	Variable 30km/h or 50km/h
Waipipi Wharf Road	Between Awhitu Road and 20m east of Furniss Road	Franklin	Pollok	100	60

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Waipipi Wharf Road	Between 20m east of Furniss Road and eastern end of Waipipi Wharf Road	Franklin	Pollok	100	60
Waipouri Road	Full Length	Māngere-Ōtāhuhu	Mangere	50	40
Waipuna Road	Between 20m east of Levene Place and 20 m east of Pinn Place	Maungakiekie-Tāmaki	Mount Wellington	80	50
Wairata Place	Full Length	Henderson-Massey	Te Atatu South	50	30
Wairere Road	Full Length	Waitākere Ranges	Waitakere	80	60
Wairua Place	Full Length	Franklin	Pukekohe	50	30
Wairua Road	Full Length	Waiheke	Omiha	50	30
Waitai Road	Full Length	Waiheke	Ostend	50	30
Waitakere Road	Between 190m north of Bethells Road and 220m south of Township Road	Waitākere Ranges	Waitakere	70	60
Waitakere Road	Between 220m south of Township Road and Swanson Road	Waitākere Ranges	Waitakere	80	60
Waitemata Drive	Between Luanda Drive and the northern end of Waitemata Drive	Henderson-Massey	Ranui	50	30
Waitoa Street	Full Length	Waitematā	Parnell	50	30
Waitoki Road	Between Pebble Road and Wainui Road.	Rodney	Wainui	80	60
Wakelin Road	Full Length	Māngere-Ōtāhuhu	Mangere East	50	30
Wakeling Avenue	Full Length	Henderson-Massey	Te Atatu South	50	30
Walford Road	Full Length	Albert-Eden	Point Chevalier	50	30
Walker Road	Full Length	Albert-Eden	Point Chevalier	50	30
Walker Road	Full Length	Henderson-Massey	Henderson Valley	100	40
Wallingford Avenue	Full Length	Waiheke	Waiheke Island	80	40
Walmsley Road	Full Length	Māngere-Ōtāhuhu	Favona	60	50
Walter Frank Drive	Full Length	Waiheke	Waiheke Island	50	40
Walters Road	Full Length	Franklin	Awhitu	100	40

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Walters Road	Between Cosgrave Road and Grove Road	Papakura	Takanini	50	Variable 40km/h or 50km/h
Wanstead Way	Full Length	Māngere-Ōtāhuhu	Mangere	50	30
Warden Place	Full Length	Māngere-Ōtāhuhu	Mangere Bridge	50	30
Warman Road	Full Length	Hibiscus and Bays	Okura	80	60
Watchmans Road	Full Length	Waitākere Ranges	Karekare	50	40
Water Street	Full Length	Māngere-Ōtāhuhu	Otahuhu	50	30
Waterlea Avenue	Full Length	Māngere-Ōtāhuhu	Mangere Bridge	50	30
Waters Pl	Full Length	Whau	New Lynn	50	30
Waterview Road	Full Length	Devonport-Takapuna	Stanley Point	50	30
Watervista Place	Full Length	Māngere-Ōtāhuhu	Mangere Bridge	50	30
Watson Road	Full Length	Waiheke	Omiha	50	30
Wattle Bay Road	Full Length	Ōtara-Papatoetoe	Manukau Heads	100	60
Wattle Road	Full Length	Waiheke	Oneroa	50	30
Wattle Street	Full Length	Whau	New Lynn	50	30
Wayne Drive	Full Length	Māngere-Ōtāhuhu	Mangere	50	30
Weka Road	Full Length	Waiheke	Oneroa	50	30
Welcome Place	Full Length	Henderson-Massey	Henderson	50	30
Wellington Road	Full Length	Waiheke	Surfdale	50	30
Wellington Street	Between Ward Street and Kitchener Road	Franklin	Pukekohe	50	30
Wendy Road	Full Length	Waitākere Ranges	Waitakere	70	60
West Coast Road	Between 2390m west of Awhitu Road and western end of West Coast Road	Franklin	Awhitu	100	60
West Coast Road	Between Awhitu Road and 2390m west of Awhitu Road	Franklin	Awhitu	100	60
West Coast Road	Between 340m west of Shaw Road and Scenic Drive	Waitākere Ranges	Oratia	70	60

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
West Palms Way	Full Length	Franklin	Pukekohe	50	30
Westhead Road	Full Length	Franklin	Pollok	100	60
Westvale Avenue	Full Length	Henderson-Massey	Ranui	50	30
Westwell Road	Full Length	Devonport-Takapuna	Belmont	50	30
Weymouth Road	Between Waimahia Avenue and the southern end of Weymouth Road	Manurewa	Weymouth	50	30
Weymouth Road	Between Roscommon Road and Waimahia Avenue	Manurewa	Weymouth	50	30
Whakapono Road	Full Length	Franklin	Pukekohe	50	30
Whakarite Road	Full Length	Waiheke	Ostend	50	30
Whangaparaoa Road	Red Beach Road to 172m southeast of Dobell Road	Hibiscus and Bays	Red Beach	60	50
Whangaparaoa Road	Between 159m north of Roberts Road and 80m northeast of Gulf Harbour Drive	Hibiscus and Bays	Tindalls Beach	60	50
Wharf Road	Between Clarks Beach Road and 400m west of Clarks Beach Road	Franklin	Clarks Beach	80	50
Wharf Road	Between Causeway Road and the southern end of Wharf Road	Waiheke	Ostend	50	30
Whatipu Road	Between Huia Road and 950m west of Huia Road	Waitākere Ranges	Huia	70	40
Whatipu Road	Between 950m west of Huia Road and the western end of the road	Waitākere Ranges	Huia	100	40
Wheatley Avenue	Full Length	Howick	Pakuranga	50	30
Whio Way	Full Length	Hibiscus and Bays	Stillwater	100	60
Whitley Crescent	Full Length	Ōtara-Papatoetoe	Otara	50	30
Wicklow Road	Full Length	Devonport-Takapuna	Narrow Neck	50	30
Wickman Way	Full Length	Māngere-Ōtāhuhu	Mangere East	50	30
Wilks Road	Between 115 east of Aeropark Dr and East Coast Road	Hibiscus and Bays	Stillwater	100	80
Wilks Road	Between Postman Road to 115 m east of Aeropark Drive	Rodney	Dairy Flat	100	80
William Avenue	Full Length	Manurewa	Manurewa	50	30

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
William Bond Street	Full Length	Devonport-Takapuna	Stanley Point	50	30
William Gamble Drive	Full Length	Upper Harbour	Greenhithe	50	30
William Street	Full Length	Māngere-Ōtāhuhu	Mangere East	50	30
Williams Crescent	Full Length	Ōtara-Papatoetoe	Otara	50	30
Williamson Avenue	Full Length	Devonport-Takapuna	Belmont	50	30
Willis Avenue	Full Length	Franklin	Pukekohe	50	30
Willowbrook	Full Length	Franklin	Pukekohe	50	30
Wilma Road	Full Length	Waiheke	Ostend	50	30
Wilson Road	Full Length	Rodney	Dairy Flat	80	60
Windrush Close	Full Length	Māngere-Ōtāhuhu	Mangere	50	30
Winscombe Street	Full Length	Devonport-Takapuna	Belmont	50	30
Wiri Station Road	Between Ash Road and Druces Road	Manurewa	Wiri	60	50
Wiri Station Road	Between Druces Road and Manukau Station Road	Ōtara-Papatoetoe	Manukau	60	50
Witla Court	Full Length	Māngere-Ōtāhuhu	Mangere Bridge	50	30
Witten Road	full Length	Rodney	Pakiri	100	60
Wonderview Road	Full Length	Rodney	Leigh	50	30
Wood Avenue	Full Length	Māngere-Ōtāhuhu	Mangere East	50	30
Woodberry Drive	Full Length	Howick	Flat Bush	50	30
Woodcocks Road	Between 150m west of Falls Road and 86m east of Carran Road	Rodney	Warkworth	100	60
Woodcocks Road	Between 86m east of Carran Road and Old Kaipara Road	Rodney	Warkworth	100	60
Woodcroft Way	Full Length	Franklin	Pukekohe	50	30
Woodford Road	Full Length	Albert-Eden	Mount Eden	50	30
Woodlark Close	Full Length	Manurewa	Weymouth	50	30
Woodside Bay Road	Full Length	Waiheke	Waiheke Island	60	40



Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit (km/h)
Woodside Road	Full Length	Manurewa	Manurewa	50	30
Woollams Road	Full Length	Waiheke	Onetangi	50	30
Worrall Road	Full Length	Rodney	Kumeu	100	40
Worsnop Way	Full Length	Hibiscus and Bays	Stillwater	100	60
Wright Road	Full Length	Albert-Eden	Point Chevalier	50	30
Wrights Spur	Full Length	Albert-Eden	Mount Eden	50	30
Wroughton Crescent	Full Length	Ōtara-Papatoetoe	Otara	50	30
Wynne Gray Avenue	Full Length	Ōrākei	Stonefields	50	30
Wynyard Road	Full Length	Albert-Eden	Mount Eden	50	30
Wynyard Street	Full Length	Devonport-Takapuna	Devonport	50	30
Wyona Place	Full Length	Ōtara-Papatoetoe	Otara	50	30
Yates Road	Full Length	Māngere-Ōtāhuhu	Mangere East	50	30
Yorkton Rise	Full Length	Māngere-Ōtāhuhu	Mangere Bridge	50	30
Zodiac Street	Full Length	Henderson-Massey	Henderson	50	30
Zurich Place	Full Length	Manurewa	Weymouth	50	30

## Attachment 2: Feedback from key interest groups

### Fire and Emergency New Zealand in Tāmaki Makaurau (Ron Devlin)

Ref: Auckland Transport Safer Speeds Proposed Speed Limit Changes

#### 1.0 Fire and Emergency NZ responds to 23,000 incidents a year across Tāmaki Makaurau

1.1 The primary objective of Fire and Emergency NZ is to reduce the incidence of unwanted fire and the associated risk to life and property.

1.2 The main functions of Fire and Emergency NZ are to:

- promote safety and provide fire prevention response and fire suppression services
- stabilise or render safety incidents involving hazardous substances
- rescue persons who are trapped as a result of transport accidents or other incidents
- provide urban search and rescues services<sup>1</sup>.

1.3 Through a Memorandum of Understanding with St John, Fire and Emergency NZ also responds to medical emergencies. We provided:

- co-response to all immediate or life-threatening calls
- first response to:
  - immediate or life-threatening calls
  - potentially life threatening or time-critical calls, and;
  - urgent or potentially serious calls<sup>2</sup>.

1.3 Fire and Emergency NZ attends an average of 23,9183 incidents across Tāmaki Makaurau per year, this includes an average of:

- 4,925 fires
- 4,150 medical emergencies
- 2,163 vehicle accidents
- 1,391 rescues and public assists<sup>4</sup>.

1.5 Incidents trends were increasing between 2018 and 2020 and dropped slightly in 2021. Fire incidents, in particular the number of vegetation fires have decreased over 2021. This is mostly likely from COVID restrictions across Tāmaki Makaurau keeping people close to home. Fires for land management purposes may have been more closely monitored, and reduced travel and use of open space is likely to have lowered the risk of unwanted fire or fire spreading.

#### 2.0 Fire and Emergency NZ in Tāmaki Makaurau supports Auckland Transport's Vision Zero approach

2.1 Fire and Emergency NZ acknowledges that on average, one person is killed every day on New Zealand roads and another seven are seriously injured.

2.2 Fire and Emergency NZ in Tāmaki Makaurau is part of the Auckland Transport Road Safety Governance Group. We support the primary focus areas of Road to Zero for Tāmaki Makaurau to improve our roads, reduce risk and keep people safe. It aligns with our goal to minimise the social, economic and environmental impacts from emergencies.

<sup>1</sup> Fire and Emergency New Zealand Act 2017 section 11

<sup>2</sup> Fire and Emergency New Zealand and St John New Zealand, Interagency Support Memorandum of Understand 28 September 2020

<sup>3</sup> Four year rolling average 2018-2021

<sup>4</sup> Four year rolling average 2018-2021

2.3 We acknowledge that some research has found that slowing speeds in urban areas can smooth traffic flow and reduce congestion<sup>5</sup> and that it has little impact on driver travel time<sup>6</sup>.

2.4 We understand that at a collision speed of 30 km/h pedestrians have some chance of surviving a crash, but this rapidly decreases with higher speeds<sup>7</sup>.

2.5 Fire and Emergency NZ supports the proposal of reduced speed limits on streets located across Tāmaki Makaurau that are close to:

- Kōhanga reo and early childhood centres
- Kura and schools
- Marae
- Places of worship.

### 3.0 An efficient road network is crucial to emergency response

3.1 The road network is the primary mode of emergency response for Fire and Emergency NZ across Tāmaki Makaurau. Impediments in attending a fire or other emergencies may risk the safety of people, property, and the environment and increase the risk of death or serious injury within our communities.

3.2 Community need for our services has been increasing, thereby increasing our presence on the roads and need for fast and efficient traversing across Tāmaki Makaurau. The rate of change per year, until 2020/21 COVID restrictions shows:

- structure fire incidents increasing by 2.36%
- vegetation fire incidents increasing by 4.08%
- medical incidents increasing by 1.99%
- vehicle accidents increasing by 1.99<sup>8</sup>.

3.3 Response to fire, medical and other emergencies are time critical and delays experienced by emergency response can affect the outcome of incidents they attend.

- A House fire can become fatal within three minutes<sup>9</sup>.
- For every minute that goes by without CPR or using an AED<sup>10</sup>, the chance of survival drops by 10-15 percent<sup>11</sup>.
- The number of people killed in traffic accidents increases with increasing emergency response time<sup>12</sup>.

3.4 We further support the principal of traffic calming to reduce the risk of road accidents and associated fatalities on road in Tāmaki Makaurau.

<sup>5</sup> Fildes B, Langford J, Dale A, Scully J. *Balance between harm reduction and mobility in setting speed limits: a feasibility study.* Sydney: Austroads Inc, 2005.

<sup>6</sup> Taylor MAP. *Network modelling of the traffic, environmental and energy effects of lower urban speed limits.* Road and Transport Research. 2000;9(4):48-57

<sup>7</sup> Archer J, Fotheringham N, Symmons M, Corben B. *The impact of lower speed limits in urban and metropolitan areas.* Melbourne: Monash University Accident Research Centre, 2008

<sup>8</sup> FY 2017/18 to 2020/21

<sup>9</sup> [www.fireanemergency.co.nz](http://www.fireanemergency.co.nz)

<sup>10</sup> Automated external defibrillator

<sup>11</sup> <https://www.stjohn.org.nz/news--info/news-articles/whats-your-chance-of-surviving-a-cardiac-arrest/>

<sup>12</sup> Al-Haji G, *Assessing Traffic Calming Measures for Safe and Accessible Emergency Routes in Norrköping City in Sweden,* International Journal of Transport and Vehicle Engineering Vol:12, No:9, 2018

3.4 Studies have shown that the quicker the emergency response time, the lower the number of road accidents fatalities. A study of the city of Norrköping Sweden showed that 12% of those who were killed in road accidents could have survived if they had been transported faster to a hospital and a further 32% could have survived if they had been transported more quickly to an advanced trauma centre<sup>13</sup>.

3.5 In suburb of Manurewa, where multiple traffic calming interventions (physical interventions and reduced speed limits) have been implemented, emergency response has slowed. Data for the years 2019 and 2021:

- 11.1% overall increase in the time it is taking the first appliance to reach an incident
- 7% increase in response times exceeding 8 minutes
- 81 medical responses where response exceeded 8 minutes, increasing the risk of death or serious injury to 5.7 people<sup>14</sup>.

#### **4.0 Proposed speed limit changes in some urban and rural areas could negatively impact emergency response time**

4.1 Fire and Emergency NZ is concerned, that speed limit changes in some parts of Tāmaki Makaurau could increase the risk of harm to people, property and the environment contributing to poor community outcomes. We are concerned that speed limit changes:

- on urban streets, when coupled with physical traffic calming devices, will negatively impact emergency response time.
- on roads close to fire stations, will slow volunteer travel from their homes or work to respond to incidents, thereby negatively impacting emergency response time.

4.2 Fire and Emergency NZ requests Auckland Transport does not implement speed limit changes, or reduces the severity of speed limit changes:

- on streets where fire stations are located, thereby reducing the level of interface between traffic calming measures and emergency response
- on primary response routes to optimise the efficiency of response
- on road within 8-10 km radius of a volunteer fire station, to support volunteers to reach stations in a timely manner, therefore reducing impact on response times to emergencies in rural areas.

4.3 Multiple factors contributes to response time:

- appliance size and type
- the nature of the road the appliance is travelling
- the speed the appliance is travelling
- the distance that the appliance is travelling
- traffic calming interventions the appliance encounters on route.

#### **Urban areas**

4.4 Multiple appliance types, from across the region may be sent to an emergency. Should primary routes of travel have reduced speed limits, this is likely to slow response time of appliances, particularly those travelling from across the region to large events.

<sup>13</sup> Ibid

<sup>14</sup> Average response times (time taken for the first arriving relevant appliance to reach the incident) for all the events which occurred within the suburb of Manurewa 2019 and 2021

4.5 Time increase for heavy vehicles to traverse speed humps can be 10.7<sup>15</sup> seconds per hump. A speed hump is the equivalent of an additional 0.08 km distance to the incident scene<sup>16</sup>. When travelling a route with a lower speed limit and multiple speed humps, or other physical traffic calming interventions, the time to reach the incident would be greater than if only one intervention was in place.

4.6 Reviews of good practice overseas<sup>17</sup> has seen cities avoiding placing traffic calming interventions on emergency response routes as the cumulative effectiveness of interventions are likely to effect response time.

#### **Areas outside the Urban Rural Boundary**

4.7 Volunteer brigades provide Fire and Emergency NZ response in many rural and semi-rural areas. They travel from home or work to a station to respond to an incident.

4.8 In rural areas, the speed at which volunteers can travel to a station in order to respond to an incident will impact overall response time. If the speed limit is reduced from 100km/h to 80km/h a 10km trip will require an additional 3 minutes, if the speed is reduced 60km/h it will take an additional 7 minutes.

#### **5.0 Fire and Emergency in Tāmaki Makaurau would like to work with Auckland Transport in reassessing the speed limit changes in locations that are most likely to negatively affect emergency response**

5.1 Fire and Emergency NZ welcomes the opportunity to work with Auckland Transport on information sharing on primary routes and the location of fire stations to support the reassessment of speed limits that are likely to have the greatest impact on emergency response.

5.2 We further welcome the opportunity to work with Auckland Transport to assess the cumulative effects of multiple traffic calming treatments on emergency response time in an effort to mitigate negative community outcomes in event of fire, medical, road accident or other emergencies.

<sup>15</sup> Al-Haji G, *Assessing Traffic Calming Measures for Safe and Accessible Emergency Routes in Norrkoping City in Sweden*, *International Journal of Transport and Vehicle Engineering* Vol:12, No:9, 2018

<sup>16</sup> *Traffic Calming Benefits, Costs and Equity Impacts*, T. Litman, *Victoria Transport Policy Institute*, 1999, *Traffic Calming and Emergency Response*, *Local Government Commission, Sacramento California*

<sup>17</sup> Ewing, Reid;Brown, Steven J;Hoyt, Aaron *Traffic Calming Practice Revisited Institute of Transportation Engineers. ITE Journal; Nov 2005; 75 Ryan Snyder R, Siegman P, Huff H, McCormick C, Best Practices, Emergency Access Healthy Streets, Los Angeles County Department of Public Health March 23, 2013*

#### **Alfriston School (Jane Keys)**

*Overall sentiment:* Generally, I support the Safe Speeds Programme.

*General comment:* Traffic has built up, speeds need to adjust

*Attachment:* Speed zone changes around Alfriston School

#### **Speed Zone changes**

I would like five things considered around the Alfriston School.

Speed limit on Alfriston Rd reduced to 60km instead of 80km (Just like Brookby School- and we get more traffic than them)

No Engine braking from Mill Rd to 1424 Alfriston Rd - Learner at our school cannot hear teachers whilst in the playground, Performing arts centre and the Pool area.

Trucks must be ticketed for parking on the footpath which as a broken yellow line on our kiss and go as it is illegal and breaks up the concrete path.

Trucks must not park illegally across from the school - facing the wrong way. This could also be ticketed

Out pick times are currently staggered due to covid, we ask for patience from all drivers as cars cross the road to collect students and halt traffic. Unfortunately there is no school bus that travels to them main in-zone area of our school, there are no footpaths, hence students must be collected by parents. We have put in a request to the bus team to increase our pick up and drop off route but have heard nothing. It would had 5-10 mins to their current run.

### **Glenbrook School (Lysandra Stuart)**

*Road:* Glenbrook Waiuku Road, between 1010 metres north-east of Mission Bush Road and Brookside Road (Glenbrook)

I agree with the proposed speed limit change on this road.

*Why:* Vehicles do not slow down outside our school (unless there is a police car there). Hot spots are when our parents are trying to pick up students. Our school has very little fencing and we do have students who run out on the road. The MOE is doing nothing about it and does not identify it as a risk. This is an area of high risk and potential for a fatality.

*Overall sentiment:* Generally, I support the Safe Speeds Programme.

*General comment:* Vehicles are generally not taking note of when students are in schools or when travelling past. It is dangerous. It is a matter of when there is a death not if.

### **Baverstock Oaks School (Genee Crowley)**

*Overall sentiment:* I support some proposals and do NOT support other proposals in the Safe Speed Programme.

*General comment:* I feel reducing the speed limit around schools during before and after school hours is essential however cannot understand the need to reduce the speed limit around a whole zone 24/7. Why is this the decision? We all know Auckland traffic is getting worse. Reducing an area's speed limit from 50km to 30 km 24/7 is going to compound traffic issues even more. Don't we need to keep traffic flowing?

### **Baverstock Oaks Board of Trustees (submitter not specified)**

*Road:* Baverstock Road, Full length (Flat Bush)

I only support the reduced speed limit for a certain period of the day

*Why:* We are wanting to provide feedback for all the areas proposed to go to 30km 24/7 around our school. We feel the 30km/h speed limit should only occur on Erica Rd and Baverstock Rd during peak school times i.e. before and after school.

*Road:* Erica Road, Full length (Flat Bush)

I only support the reduced speed limit for a certain period of the day.

*Road:* Stancombe Road, Full length (Flat Bush)

I agree with the proposed speed limit change on this road.

*Road:* Accent Drive, between Wayne Francis Drive and Chapel Road (Flat Bush)

I think the current speed limits in this road should be kept the same.

*Road:* Agapanthus Place, Full length (Flat Bush)

I think the current speed limits in this road should be kept the same.

*Overall sentiment:* I support some proposals and do NOT support other proposals in the Safe Speed Programme.

*General comment:* Reducing the speed limit to 30km/h 24/7 will be impossible to police. You will have most of the road users breaking the law 24/7. Why around Baverstock Oaks is this being changed when Willowbank our closest school has a very narrow street the school is situated on will remain as 50km/h there seems to be no consistency in your recommendations. Reducing the limit will have a big impact on traffic flow.

### **Gladstone Primary School Board of Trustees (submitter not specified)**

*Overall sentiment:* Generally, I support the Safe Speeds Programme.

*General comment:* The Gladstone Primary Board of Trustees supports the Safe Speeds Programme and would like Gladstone Primary to be included in the 'safe speeds around schools' initiatives as soon as possible.

We agree with the vision zero principle that the safe and appropriate speed in areas with people walking and on bikes, like around schools, is 30km/h. We know that the current speed limits (50km/h) around our school do not make walking, cycling and scooting appealing modes of transport, both for children and their parents.

### **AGE School (Andrea Tong)**

*Road:* Sanders Avenue, Full Length (Takapuna)

I agree with the proposed speed limit change on this road.

*Why:* I agree with the reduction in speed limit. There is a year 1-13 school here and the parking for drop off is on the other side of the road to the school building. A crossing would also be supportive for the safety for our young people.

### **Wainui School (Leslie Ann Linn)**

*Road:* Waitoki Road, between Pebble Road and Wainui Road (Wainui)

I think the speed limit should be lower than what is proposed.

*Why:* Heavy haulage trucks at 80kms past Wainui School whilst school traffic is trying to access the school 2.45-3.15pm is unacceptable, incredibly dangerous with the incredibly high risk of car crashes involving young children.

*Overall sentiment:* Generally, I support the Safe Speeds Programme

*General comment:* Lower speed limits in our community is simply a way of cutting costs and less maintenance on our roads. Lowering speed limits in a non-high risk area is simply a way of AT and Government not fulfilling their responsibilities of high standard road maintenance.

AT lowered the speed limit on Kahekatea Flat Road but not outside a primary school where near misses occur every single day. Not impressed.

### **Mission Heights Junior College (Ian Morrison)**

*Overall sentiment:* Generally, I support the Safe Speeds Programme

*General comment:* I am Principal of Mission Heights Junior College and I want to students to be safe walking or riding to and from school.

*Attachment:* Submission to Auckland Transport

Kia ora

I am pleased that a number of schools will have lower speed limits introduced in the near future however am very disappointed that the Mission Heights Schools have not been included in this phase.

We met with representatives from AT in April last year to express our concerns and despite their assurances there does not seem to be any action from AT in this area. This is even more upsetting for the group of students who worked hard to campaign for a reduction in the speed limit as part of their Social Studies community action project.

To repeat, we have almost 1800 students and staff arriving and leaving along two access points along Jeffs Road and Valderama Drive. Congestion at peak times is of great concern and we seek to be included in the group of schools in this phase to avoid any possible accident.

Thank you for your kind consideration.

### **Fossil Bay School and Kindergarten (submitter not specified)**

*Road:* Korora Road, between 350m north of Karu Street and northern end of Korora Road (Oneroa)

I think the speed limit should be lower than what is proposed.

*Why:* It doesn't make sense that the speed limit increases to 40kph just before Fossil Bay School & Kindergarten. Many of our school children bus and walk to school and some bike. We have been concerned for some time at the road safety along Korora Road. Cars park on the side of the road, sometimes opposite a blind corner, roadside verges are planted out and children are forced to walk on the road, often past parked cars and around blind corners. We feel very strongly that the speed limit should continue at 30kph along this section of road, at least until past the school and kindergarten.

*Road:* Korora Road, between Ocean View Road and 350m north of Karu Street (Oneroa)

I agree with the proposed speed limit change on this road.

*Why:* There are blind corners, and cars parked alongside the road. This makes it very dangerous for pedestrians and cyclists, especially for school children walking from Oneroa to Fossil Bay School & Kindergarten. We have been concerned about roadside safety for some time along Korora Road. We would also like to see roadside parking stopped, to avoid having children having to walk around cars and sometimes cross the road at blind corners. Our school children also often walk along Korora Road to the community library.

*Overall sentiment:* Generally, I support the Safe Speeds Programme

*General comment:* Anything we can do to make our roads safer, especially with the increase in volume (and speed) of cars on our road to encourage more people to bus, walk and cycle is a good thing!

*Attachment:* PHOTO -

Korora\_Road\_parking\_on\_roadside\_\_on\_eastern\_side\_\_\_on\_a\_corner



### **Waiheke Primary School (Nick Shaw)**

*Road:* Sea View Road, between Ostend Road and Erua Road (Ostend)

I think the speed limit should be lower than what is proposed.

*Why:* I am writing as Principal of Waiheke Primary School, and this is a very dangerous stretch of road. Poor school crossing, narrow roads, footpath on only one side of the road, no footpath up to Erua Road, poor signage. It really is a tragedy in the making.



*Overall sentiment:* Generally, I support the Safe Speeds Programme

*General comment:* We want more children to walk to school and if parents feel there are safer options to get their children to walk or bike then they will use them. At this stage it is just not safe for many families.

*Attachment:* TS\_WPS\_Q\_4 [Independent survey/questionnaire conducted]

Do you believe a proposed AT reduction in speed limit from 50km to 40km is enough to effectively improve safety for walkers and cyclists on this road?

Yes, it is adequate – 8 respondents (16%)

No, I don't believe it will have any effect on overall speeds; some people will still speed along this road – 28 respondents (56%)

Not sure – 5 respondents (10%)

Other (Please specify) – 9 respondents (18%)

1. Perhaps 30km around school roads and other windy residential roads and max 40km Waiheke Island wide
2. 30 km would be more appropriate near schools.
3. Cameras would be a good idea
4. It will have some effect but should be combined with other measures
5. People already go 40km on the dodgy bends on seaview road and it's still unsafe
6. 30km per hour would be better in all suburban areas. Also some roads should be reduced to residents only
7. I would prefer to see the limit maintained. However they should look to have restrictions at school drop off and pick up times around the school itself. Ie reduce limit fir the times where school children are out and about.
8. 40km during school hours or pick up and drop off times in particular
9. I think it will help. It seems to me that the walkers are relatively safe but I worry about cyclists

### **Transition Town Point Chevalier (Nikki Harre, Walter Dendl)**

We support all the proposed lowered speed limits because they will help people to shift from driving to active modes, which is important for reducing our transport emissions.

We support all the proposed lowered speed limits in Pt Chevalier and they will make it easier and safer for people to get around, including for people who do need to drive.

We request that PT Chev and Meola Rds are also made 30 km/hr because otherwise drivers on side roads will drive onto the proposed cycle lanes and pause there, in order to see far enough along the 50 km/hr toad, before turning into it. With lower speed limits on the main roads they'll be able to pause before the cycle lane.

We request that the Bird Sts are also made 30 km/hr as we and others have asked before.

The bird streets definitely have to be added, otherwise they become raceways for cars to avoid congested Pt. Chevalier Rd, (in parts they already are as past Auck Transport traffic studies have shown).

### **Greater East Tamaki Business Association Inc. (submitter not specified)**

*Road:* Harris Road, Full length (East Tamaki)

I think the current speed limit on this road should be kept the same.

*Road:* Springs Road, Between East Tamaki Road and Lady Ruby Drive (East Tamaki)

I think the current speed limit on this road should be kept the same.

*Why:* Harris Road and Springs Road

GETBA's view is that the proposed reductions in these roads from 60 50 is not warranted. We put forward the following rationale in support of our position.

1. Harris Road and Springs Road form a continuous key arterial route for the movement of both freight and people in and out of this significant business and employment hub. These streets lie in the centre of our business district and are an essential link to access into and out of the area.
2. It is a safe dual lane arterial road - with two lanes of traffic travelling in each direction and a significant dividing strip separating the traffic travelling in different directions which also provides a safe are for right turning traffic.
3. The traffic is self-regulating at peak times when it becomes congested. *Overall sentiment:* I support some proposals and do NOT support other proposals in the Safe Speed Programme

*General sentiment:* I support some proposals and do NOT support other proposals in the Safe Speed Programme

*General comment:* GETBA's position is to encourage the productive flow of the freight corridor through the heart of our business district

*Attachment:* Submission to the proposed speed limit changes on Harris Road and Springs Road East Tamaki

#### **Introduction**

The Greater East Tamaki Business Association Inc. (GETBA) welcomes the opportunity to make this submission to Auckland Transport.

GETBA is the Business Improvement District business association for the area. GETBA advocates for business and property owners in the economic development of East Tamaki; provides a conduit to business support, education, resources and networking, enhances the safety and security of East Tamaki, and promotes the area as a great place to do business and to work.

#### **Auckland Transport's proposal**

Auckland Transport proposes to reduce the speed limit on the full length of Harris Road and the section of Springs Road from East Tamaki Road to Lady Ruby Drive from 60kph to 50kph.

#### **GETBA's response**

GETBA's view is that the proposed reductions in these roads from 60kph to 50kph is not warranted. We put forward the following rationale in support of our stance:

1. Harris Road and Springs Road form a continuous key arterial route for the movement of both freight and people in and out of this significant business and employment hub. These streets lie in the centre of our business district and are an essential access link into and out of the area.
2. It is a safe dual lane arterial road, with two lanes of traffic travelling in each direction. There is a significant dividing strip separating the traffic travelling in different directions which also provides a safe area for right turning traffic.
3. The traffic is self-regulating at peak times when it becomes congested.

### **The Omiha Welfare and Recreation Society (Josephine Baddeley)**

*Overall sentiment:* Generally, I support the Safe Speeds Programme

*General comment:* The proposed changes which we support are the reduction in speed limits to all the roads in Omiha, Waiheke Island namely; Watson, Bella Vista, Upland, Fairview, Okoka, O'Brien, Valley, Wairua, McMillan, Glenbrook, Omiha, Pohutukawa.

These roads are all narrow and winding. There are no footpaths on these roads. When cars pass each other pedestrians have to immediately leave the road to avoid a dangerous collision. If cars are travelling quickly there is no time to do this. For pedestrians with prams or dogs there is no option but to constantly dodge vehicles.

Some of these roads are unsealed and one lane (Bella Vista, Pohutukawa and Wairua). With the exception of O'Brien (the sole entry road into Omiha) there is no continuous centre line.

For a long time residents have attempted to have speeds reduced by appealing to both the Local Board and Auckland Council, to no effect. As the population and vehicle numbers increase the safety of road users become more precarious.

### **Piha Ratepayers and Residents Association Inc. (Ken Cowan)**

*Road:* Piha Road, between 50m east of Anawhata Road and 450m west of Karekare Road (Piha)

I agree with the proposed speed limit change on this road.

*Why:* This agreement is subject to the comments included in the attached submission.

*Road:* Piha Road, between 50m east of Anawhata Road and 450m west of Karekare Road (Piha)

I agree with the proposed speed limit change on this road.

*Why:* This survey is not providing the option to comment on all sections of Piha Road affected by the proposed Speed Changes!!

This agreement is subject to the comments included in the attached submission.

*Road:* Karekare Road, between Piha Road and 880m north of Watchmans Road (Karekare)

I agree with the proposed speed limit change on this road.

*Why:* This agreement is subject to the comments included in the attached submission.

*General sentiment:* I support some proposals and do NOT support other proposals in the Safe Speed Programme

*General comment:* This support is subject to the comments included in the attached submission.

*Attachment:* Submission to Auckland Transport Proposed Speed Limit Changes – Phase Three

### Introduction

1. This is a submission to Auckland Transport on the Proposed Speed Limit Changes- Phase Three and to address Traffic Safety concerns within the Piha Coastal Village.
2. The submitter's interest is the Piha Road and the areas within the greater Piha community area. and seeks to comment on the Proposed Speed Limit Changes- Phase Three that directly or indirectly affect the Ratepayers and Residents in our area of interest.
3. The submitters intent is to respond to the Auckland Transport (AT) Safe Speed Program, the proposed speed limit changes withing our area of concern and to address additional Road Safety issues relevant to the Piha Community.

### Background

4. The Submitter has been actively representing property owners and residents in the Piha area since 1939. Members include property owners, business owners, permanent residents, holiday and weekend dwellers and property tenants. The Association owns and operates a community post office and owns the community library, has monthly meetings, an annual general meeting, special meetings when required, and has an informative website and Facebook page with regular communications to members.
5. Many of the members have a long history in Piha and an intimate knowledge of the Piha Road, it's construction history, dangers, accident history, signage changes and have strong opinions on any changes, based on personal observations.
6. The local community has fought hard over many years to try and maintain a balance between the need for efficient and expeditious travel for habitual road users and safe and user friendly travel for visitors and tourists unfamiliar with the vagaries of Piha Road.

### With Regard to AT Proposed Speed Changes

7. **Piha Road between Quinns Road and 300m west of Quinns Road:** The Submitter supports this change to 60km/h but notes that the **WHOLE of Scenic Drive** should be restricted to 60 km/h.
8. **Piha Road between 300m west of Quinns Road and 50m east of Anawhata Road:** The Submitter supports this change 80km/h in principle but notes that it will negatively impact those who use the road most, (Piha and Karekare residents,) and routinely safely drive at higher speeds due to their intimate knowledge of the road.
9. **Piha Road between 50m east of Anawhata Road and 450m west of Karekare Road:** The Submitter supports this change in principle but notes that it will negatively impact those who use the road most, (Piha and Karekare residents,) and routinely safely drive at higher speeds due to their intimate knowledge of the road.

**NOTE:** The Submitter requests that AT seriously considers moving to a site east of Karekare Road, the point at which the proposed speed limit changes from 60 km/h to 50 km/h. The Karekare/Piha Road junction, when approached from Piha, is visually restricted from approaching vehicles. This results in vehicles turning right from Karekare Road onto Piha Road being approached at currently 70km/h and only being seen at the last moment.

10. Traffic Safety on Piha Road – Slow Vehicles: Many of the vehicle accidents on Piha Road are the result of dangerous overtaking arising from frustration with slow drivers travelling at speeds well below the speed limit, or indeed below a “normal” safe speed. We request AT add “Traffic behind you? Let it pass” signage to the existing Slow Vehicle signs on Piha Road. (Refer attached letter to AT dated 26 April 2021.)
11. **Karekare Road:** The Submitter supports this change 40km/h for the full length.

12. **Lone Kauri Road:** The Submitter supports this change 40km/h for the full length.

13. **La Trobe Track:** The Submitter supports this change 40km/h for the full length.

14. **Watchmans Road:** The Submitter supports this change 40km/h for the full length.

**With Regard to Piha Coastal Village**

15. **Pedestrian Safety - Shared Roads:** The roads of the Piha Coastal village including the following, are all shared Roads. i.e. There are no footpaths, or what exists as a footpath is not safe to use and pedestrians share the road:

15.1. Piha Road from Karekare Road to Te Ahuahu Road is part of the Hillary Trail.

15.2. Te Ahuahu Road

15.3. Log Race Road.

15.4. Piha Road from Te Ahuahu Road to SEAVIEW Road.

15.5. Seaview Road

15.6. Pendrell Road

15.7. Glenesk Road.

15.8. Beach Valley Road.

15.9. Rayner Road.

15.10. Sylvan Glade.

15.11. Garden Road

15.12. Marine Parade South.

15.13. Marine Parade North.

15.14. North Piha Road.

16. **Pedestrian Safety in Piha – Speed Reduction:** The submitter requests that AT consider the introduction of lower speed limits within the Piha Village the same or similar to the 30km/h limit now set of Glenesk Road by AT.

17. **Pedestrian Safety in Piha – Traffic calming:** Alternative to lowering the speed limits in the Piha Village, the submitter requests a meeting with AT, on site at Piha, to discuss the options for traffic calming measures that would create a safer “shared Road” experience for pedestrians, both local and visitors.

18. **Pedestrian Safety in Piha – Signage:** The Piha community recognises that footpaths throughout Piha are neither desirable or practical and would serve only to detract from the unique natural ambiance of Piha that attracts both residents and visitors. However, in conjunction with consideration of traffic calming measures, we request that AT consider the addition of appropriate “Shared Road” signage.

**Conclusions**

19. The submitter requests that AT give serious consideration to the issues set out in items 15 through 18 and offer the submitter the opportunity to further discuss those items before any decisions are made or actions undertaken.

20. The Piha Ratepayers and Residents Association will take part in meetings, workshops and discussions, if requested, to address the issues raised in this submission.

*Attachment:* Letter to AT dated 26 April 2021, Subject: Piha Road – Traffic Safety

Piha Ratepayers and Residents Association writes with concerns relating to road safety on Piha Road.

You will be aware of the traffic accident statistics for Piha Road between Scenic Drive and Piha.

You will also be aware that many accidents on NZ roads are caused through frustration resulting from slow drivers travelling at speeds well below the speed limit, or indeed below a “normal” safe speed.

This frustration is a constant source of annoyance to Piha residents who know Piha Road very well, through continuous use over many years, but are subjected to slow speed drivers who may be tourists or may just be unfamiliar with winding roads with tight corners, such as Piha Road.

There are numerous “Slow Vehicle Bays” on Piha Road, but frustration increases when slow traffic completely ignores, or does not understand the relevance of, the Slow Vehicle Bays.

On similar roads in the Coromandel peninsular, Slow Vehicle Bay signs are complimented with signs saying, “Traffic Behind you? Let it Pass.” (See attached photos)

This Association requests that, in the interest of road safety, Auckland Transport gives serious consideration to installing similar signs in conjunction with the existing “Slow Vehicle Bay” signs on Piha Road. It is our opinion that introducing such signage will significantly reduce driver frustration and, hopefully, also reduce the vehicle accident rate on this road.

We look forward to Auckland Transport affording positive consideration to this request.



### **Cockle Bay Residents and Ratepayers Association Inc. (submitter not specified)**

*Road:* Shelly Beach Parade, between 50m east of Pah Road and the eastern end of Shelly Beach Parade (Cockle Bay)

I agree with the proposed speed limit change on this road.

*Why:* Hopefully it will reduce the numbers of motorists who abuse this section of the road by antisocial driving

*General sentiment:* I support some proposals and do NOT support other proposals in the Safe Speed Programme

*General comment:* A one size fits all solution is not the most effective way of increasing safety

### **Titirangi Residents and Ratepayers Association Inc. (Mels Barton)**

*General sentiment:* Generally, I support the Safe Speeds Programme

*General comment:* Slower speeds means safer roads, people drive too fast.

### **AA (Sarah Geard)**

SUBMISSION FROM THE NZAA ON AUCKLAND TRANSPORT’S PROPOSED SPEED LIMIT CHANGES – PHASE THREE

1. The NZ Automobile Association (NZAA) appreciates the opportunity to comment on Phase Three of Auckland Transport’s speed limit changes.
2. The NZAA represents the interests of its 1.8 million Members, including over 330,000 Aucklanders. The NZAA’s advocacy role is focussed on articulating the voice of the reasonable motorist on transport issues.
3. The NZAA agrees with speed management, including speed limit reductions, as a road safety tool. Lower limits have been consistently proven to result in reductions in trauma from crashes. At the same time, speed limit reductions can be a contentious issue. Best results will be achieved when speed limits are informed by a strong evidence base, make

sense to the vast majority of people, and approached in a way that's going to result in good levels of compliance without the need for heavy enforcement.

4. Consistent with the feedback we provided on Phases One and Two of Auckland Transport's speed limit changes, we continue to be of the view that the approach being taken to speed limit reductions in Auckland is not ticking all of these boxes.

5. We do not dispute that AT has secured some good wins from the changes made to date – including good levels of post project support in some town centres and residential areas, and initial analysis is indicating improved road safety outcomes across roads where speed limits have reduced. However, where changes have been made where the new speed limit does not suit the look and feel of the road – Hobson St, Nelson St and Fanshawe St being prime examples of these – compliance with the new limits is proving to be an issue.

6. This is consistent with a 2018 evaluation of 20mph [32kmph] limits in the UK (where new limits were not complemented by any other interventions such as road calming treatments). The evaluation concluded that “the results suggest that road characteristics have a much larger impact on the speeds that drivers chose to adopt than whether the road has a 30mph [48kmph] or 20mph [32kmph] limit.”

7. We are concerned that as Auckland Transport increasingly moves beyond roads where the proposed speed limits are 'self-explaining', we're going to see more instances where compliance with the new limits is low. If a speed limit feels unreasonably slow to people, then it is very difficult to get the majority of people to comply with it.

8. The AA is also concerned that Auckland Transport is going further and faster with speed limit reductions than the majority of Aucklanders support. Waka Kotahi's recent Public Attitudes to Road Safety report indicates that the vast majority of people are not supportive of the idea of large scale reductions to open road or urban speed limits. Our surveys of AA Members have shown similar results, with a proportion supportive of speed limit reductions, a similar proportion opposed and the majority keen on a case-by-case approach if roads have particular risks.

9. Speed around schools is an area where the majority of people agree with lower limits and the AA supports this general principle. There are still some challenges in terms of the real world practicalities of this, as it is not clear from the research what people consider to be 'around' a school and this could be interpreted quite differently by different people. It may be that in many locations, the public would be of the view that variable speed zones – where lower speed limits are in place at specific times of the day – would be most appropriate. We encourage Auckland Transport to undertake further work to understand the public's views on these matters.

10. We are strongly of the view that public agreement with and buy-in to road safety initiatives is central to achieving Auckland Transport's desired outcomes. However we do not believe the public are on board with – or are even aware of – the scale and extent of the changes that we believe are coming. If Auckland Transport's vision is for most urban roads in the city to have 30km/h limits then that should be clearly stated and we're again calling on Auckland Transport to have a conversation with Aucklanders about its long-term vision for speed limits, encouraging feedback and debate on the wider strategy for speed limits across the region – and ultimately rolling out an approach that has buy-in from the public. The best results for road safety will come from an approach that has widespread public support.

### **Living Streets Aotearoa & Walk Auckland (Gay Richards, Paula Wilkinson)**

*Road:* Shelly Beach Parade, between 50m east of Pah Road and the eastern end of Shelly Beach Parade (Cockle Bay)

I agree with the proposed speed limit change on this road.

*Why:* Hopefully it will reduce the numbers of motorists who abuse this section of the road by antisocial driving

*General sentiment:* Generally, I support the Safe Speeds Programme

*General comment:* Please find attached feedback from Living Streets Aotearoa and Walk Auckland.

Living Streets Aotearoa is the national walking and pedestrian advocacy organisation. Walk Auckland focuses on pedestrian issues in Auckland.

*Attachment:* Feedback-slower-speeds-WA-LSA-2-april-2022-final.pdf

### **Proposed Speed Limit Changes – Phase Three**

Feedback from Living Streets Aotearoa and Walk Auckland, April 2022

On behalf of our members, Living Streets Aotearoa (the national walking and pedestrian advocacy organisation) and Walk Auckland welcome the Proposed Speed Limit Changes – Phase Three. We are currently observing benefits for pedestrians and cyclists where speed limits have already been lowered.

We **support** slower speeds around schools and marae, on residential streets, and in town centres. Slower speeds are safer for pedestrians and cyclists, increasing confidence in walking and cycling. This encourages active movement within communities, reducing the number of short trips by car. The introduction of lower speeds supports the Government's intentions to lower speeds around schools to 30km/h as proposed in the Land Transport: Setting of Speed Limits 2021.

We note that:

“The international accepted speed to greatly reduce the chances of a pedestrian being killed or seriously injured is 30km/h.

The probability of a pedestrian being killed rises as impact speed increases, it approximately doubles between 30km/h and 40km/h, and doubles again from 40km/h to 50km/h. The risk to vulnerable pedestrians, such as the elderly and young children, is even higher.”<sup>1</sup>

Therefore, we urge Auckland Transport to resist calls to only reduce speeds to 40km/h as this would NOT fully deliver the safety benefits to pedestrians.

The introduction of 30km/h zones and other lower speed zones will require **driver education, enforcement**, and in some cases, **street modification** to make the lower speed more intuitive. This is one reason why we are concerned about the apparently ad hoc approach to speed limit change around the region. Auckland Transport does need to have a commitment from New Zealand Police to enforce these lower speed limits through the use of patrol cars and speed cameras. Electronic speed signs which show drivers their speed would also be useful.

There is also a need for careful consideration to be given to the placement of speed zone signage. We do not want to see a proliferation of signposts placed on footpaths. The use of appropriate road markings should be considered.

### **Schools**

We support 30km/h speed zones around schools.

In areas where there are a number of schools in close proximity, for example on the Devonport peninsula, it may increase compliance and reduce confusion if speeds are lowered around all schools in the area at the same time.

<sup>1</sup> ITF/OECD (2018) *Speed and Crash Risk*, as quoted by Waka Kotahi at: <https://www.nzta.govt.nz/safety/driving-safely/speed/>



### **Town centres**

We **support** 30km/h speed limits in the **Devonport, Takapuna** and **Glen Innes** town centres. We are pleased to see that this will include sections of arterial roads within these town centres. This is particularly important in Glen Innes where Apirana Rd separates the train station from the bus hub and shopping precinct.

### **Waiheke Island and other rural roads**

The proposed lowering of speed limits on many Waiheke Island roads is supported. Many of these roads are narrow and windy, with few footpaths. Over summer Waiheke attracts many visitors, who like to explore the island on foot and by bike. Lower speeds will be safer for pedestrians and cyclists, and for residents and visitors alike. It is hoped that over time, more 30km/h speed zones will be introduced to make walking and cycling on the island safer for all.

The proposal to reduce speed limits on a number of rural roads across Auckland is welcomed.

### **Other areas**

We support communities that have requested lower speeds in their areas as they know best what will make walking and cycling safer on their streets.

### **Marae**

We **support** lower speeds around marae. We understand that lowering the speeds around these marae to 40km/h is a great improvement, however over time these speed limits should **be reduced to 30km/h** as this is clearly safer for all, especially tamariki, rangatahi and kaumātua. In the interests of social equity marae should be safe environments for walking and cycling, in line with town centres.

### **Future consultation**

Walk Auckland/Living Streets would like to continue to be consulted at the development stage of future speed limit changes around Auckland.

## **BRAKE (Caroline Perry)**

*General sentiment:* Generally, I support the Safe Speeds Programme

*Attachment:* Brake-submission-AklSafeSpeedsProgramme-Phase3.pdf

### **Speed Speeds Programme – Phase Three consultation**

Submission from Brake, the road safety charity

#### **About Brake**

Brake is a road safety charity with global interests, and branches in the UK and New Zealand. It approaches road safety and sustainable travel using the Vision Zero method. That is to say, the charity considers that all deaths and injuries on roads are unacceptable, and eliminating carbon emissions from transport, which is the largest contributing carbon sector, should be approached with equal zeal. Brake's vision is a world with zero road deaths and serious injuries, where everyone can move around in safe and healthy ways, every day.

Brake promotes road safety awareness, safe and sustainable road use, and effective road safety policies. It does this through national campaigns, community activities, services for employers and fleet professionals, and coordination of national Road Safety Week.

Brake also cares for families bereaved and injured in road crashes. It does this by providing specialist support resources to families following a crash.

### **Brake's response to the proposed speed limit changes**

Brake strongly supports the proposals, lowering speed limits to reduce road deaths and injuries on more roads in the Auckland region. As an organisation that supports people affected by road crashes, we see the devastating impact that crashes have on families, and the far-reaching effect they have on communities. Speed limit reductions can help to make roads safer and communities more accessible and liveable. Brake also notes that a number of areas would benefit from infrastructure changes or improvements to help make roads safer, in addition to speed limit changes.

Brake supports Auckland Transport's continued Vision Zero approach to improving road safety. Road safety is both a transport and public health issue. In addition to deaths and injuries in crashes, traffic also has an impact through air and noise pollution, and people's level of physical activity.

Auckland streets need to be safe for everyone, regardless of their mode of transport, age or socioeconomic area. Children and young people, older people, Māori, and those living in economically poorer areas are disproportionately represented in road death and injury statistics.

In 2020 70% of deaths and injuries on Auckland roads occurred on 50km/h local urban roads and 57% of road deaths were vulnerable road users. It is vital that our streets have speed limits that are safe and appropriate, and help to protect vulnerable road users.

There is significant data and evidence to show that reducing traffic speeds is an effective way of reducing traffic related deaths and injuries. The risk of crashing, and of being killed or seriously injured in a crash increases exponentially to an increase in speed. The faster vehicles travel, the more frequent and severe road crashes become.<sup>i</sup>

Our streets also need to be accessible and liveable. Alongside speeds, infrastructure changes and improvements are important, helping to make roads safer and raising drivers' awareness of the speed they should travel on those roads. In addition to proposed speed limit changes, there are a number of residential areas and school zones that are in need of improved infrastructure, particularly for those walking and cycling, to increase safety benefits and encourage families to travel to and from school using active transport modes.

Speed is an important factor in determining the outcome of a crash. People make mistakes so it's vital that our road system helps to minimise the consequences of those mistakes. Safe speeds is a key part of that. By implementing 30km/h limits around schools, in town centres and on some residential streets, and reducing speeds on rural roads and around rural marae, we can reduce the severity of crashes, saving lives and reducing the number of families who suffer the tragedy of losing a loved one on the road.

There are examples from cities all over the world who are implementing 30km/h limits (or 20mph limits) to save lives and make more liveable communities. In these cities, lower speed limits are helping to reduce deaths and serious injuries, encourage more people to walk, cycle and use public transport and improve traffic flow.

Brake's opinion is that the current default 50km/h limit is too high on many of our roads. A limit of 30km/h in areas around schools and early education centres, hospitals, playgrounds/parks, residential areas, shopping centres and town/city centres is more appropriate.

The World Health Organisation (WHO) has emphasised the need for 30km/h limits, stating that in areas where *'motorised traffic mixes with pedestrians, cyclists, and moped riders, the speed limit must be under 30km/h'* due to the vulnerability of these road users.<sup>ii</sup>

At 30km/h, people on foot and bike have a far greater chance of surviving a crash with a vehicle than they do if the vehicle is travelling at 50km/h. This is particularly important for protecting children, who often make mistakes when

using roads. Research has found that children cannot judge the speed of approaching vehicles travelling faster than 30km/h, so may believe it is safe to cross when it is not.<sup>iii</sup>

Brake's own surveys have shown that over a third of people (37%) think traffic travels too fast on their local streets<sup>iv</sup>, Lower speeds in communities help enable children and families to walk and cycle to school and local shops.

Lower speeds also result in a decrease in fuel use and fewer emissions and pollutants, resulting in cleaner, greener and more liveable communities. Furthermore, in urban areas, increases in travel time due to lower speed limits are negligible<sup>v</sup>.

Brake also supports the proposals to lower speed limits on rural roads and around rural marae. Crashes on many rural roads tend to be high speed with a high risk of someone being killed or seriously injured. By lowering speed limits to match the condition of the roads, and the surrounding environment, we can reduce the severity of crashes.

Brake also urges Auckland Transport to look at community responses in relation to extending the proposed speed limit changes to other roads nearby. For example linking 30km/h zones, where there is a 30km/h limit in a town centre, and then around a school nearby, but the short distance in between is proposed to stay at 50km/h. Merging some of these would help to make the whole area safer for people walking and cycling, and also result in less confusion for drivers.

### Conclusions and recommendations

- Brake supports the speed limit changes proposed in the Safe Speeds Programme – Phase Three.
- Brake supports the proposed 30km/h speed limits around schools and town centres.
- Brake supports the proposed speed limit changes on other roads included in the programme.
- Brake recommends further extending the reduction in speed limits to 30km/h to include all town centres, and all schools and Early Childhood Education centres, to provide greater protection for children.
- Brake recommends further extending 30km/h speed limit changes to include more residential areas, and listening to community feedback on widening some proposed changes to include adjacent roads.
- Brake urges Auckland Transport to look at further potential infrastructure changes in school and residential areas, such as raised pedestrian crossings, to improve safety, particularly for those walking and cycling.

End/

<sup>i</sup> International Traffic Data and Analysis Group. "Speed and Crash Risk: Research report". Paris: International Transport Forum, 2018.

<sup>ii</sup> Global Status Report on Road Safety 2015, WHO, 2015

<sup>iii</sup> Traffic at 30mph is too fast for children's visual capabilities, University of Royal Holloway London, 2010

<sup>iv</sup> How safe is your street? survey (378 respondents), Brake, 2020

<sup>v</sup> Austroads (2005) Balance between Harm Reduction and Mobility in Setting Speed Limits: A Feasibility Study. Austroads Publication No. AP-R272/05.

### Bike Kumeunity (Christine Rose)

**Road:** Tawa Road, between 1460m southwest of Station Road and Annandale Road (Kumeu)

I agree with the proposed speed limit change on this road.

**Why:** The road is narrow and windy, and unsuitable for fast speeds. the speed needs to be lower to make it safer for and encourage walkers and cyclists

*Road:* Foster Road, between the western end of Kauri Crescent and School Road (Waimauku)

I agree with the proposed speed limit change on this road.

*Why:* The traffic speeds along here are crazy and dangerous. they are a deterrent for walking and cycling which should be encouraged

*Road:* Foster Road, between Awa Road and the western end of Kauri Crescent (Waimauku)

I agree with the proposed speed limit change on this road.

*Why:* Traffic goes incredibly fast along here and there are very regular accidents. The conditions aren't fit for fast traffic, and the high speeds deter people from walking and cycling because they feel it isn't safe.

*Road:* Muriwai Road, between 140m west of School Road and Oaia Road (Waimauku)

I agree with the proposed speed limit change on this road.

*Why:* We support reduced speeds for community safety

*Road:* Hinau Road, Full length (Waimauku)

I agree with the proposed speed limit change on this road.

*Why:* This is a narrow windy rural road that is not fit for high speeds. Speed must be reduced

*General sentiment:* Generally, I support the Safe Speeds Programme

*General comment:* We support lower speeds in all the roads proposed. Traffic goes too fast and is dangerous. High traffic speeds also act as a deterrent for walkers and cyclists because it feels unsafe.

Often I fear for my life on local roads because people go so fast. there are regular crashes outside our house because people go too fast for the conditions.

This submission form is difficult to use for multiple road comments, hence two submissions from me [other submission entered as 'personal feedback' rather than on behalf]. But every single road is supported for speed reductions in Kumeu, Muriwai and Waimauku, even when I have been unable to comment on them individually.

## **Bike Auckland (Tim Adriaansen)**

### **Safer Speeds Round 3**

Bike Auckland is broadly supportive of proposals to lower speed limits across a wide number of locations under round 3 of the safer speeds programme.

In particular, commendation needs to be given for the large number of schools identified within this round of speed reduction settings.

Slower travel speeds for motor vehicles not only creates a much safer environment for all road users - both reducing the risk of a crash and also reducing the likelihood of serious injuries from that crash - but also creates a much more pleasant environment for road users outside of a vehicle.

Reduction in road noise and the perceived danger of motor vehicles in reduced-speed environments creates streets which are inviting for walking and cycling, helping to create inclusive, healthy communities. This aspect of lower speed limit should be welcomed alongside the broad safety benefits.

While the breadth of this proposal means that submissions on individual locations may not be possible in this instance, it is worth noting that:

- By and large, Bike Auckland support the safer speeds programme
- In particular, this round contains a number of arterial routes in South Auckland which do not presently feature safe cycleways and where speed reductions are essential
- Many semi-rural routes are popular or important cycle connections, and speed reductions here are needed. In particular, Scenic Drive is a very popular cycle route in need of a reduced speed limit setting
- Bike Auckland still encourages greater implementation of speed limit reductions, with a default 30km/h setting on all urban routes which do not otherwise provide safe separation between drivers and road users outside of a vehicle

As with previous feedback, it remains concerning that this programme seemingly avoids major arterial routes in urban areas, such as Dominion Road, Great North Road, Swanson Road, Lake Road, Massey Road, Great South Road etc. - despite 'regional' applications of safer speeds to neighbourhoods bounding these roads.

Bike Auckland understands that Auckland Transport has received professional advice in the Road Safety Business Improvement Review 2018 (The Howard Report) that Auckland Transport should set speed limits "On all arterial roads with non-separated (by physical separation barriers or kerbs) lanes for cycling, to 40 km/h".

As physical separation along most arterials could be many years away, Bike Auckland has an expectation that Auckland Transport will follow this professionally tendered advice unless suitable advice to the contrary can be provided.

As such, Bike Auckland is disappointed and concerned that much of the strategic cycle network identified under the Future Connect programme is seeing neither speed limit reductions nor the installation of safe, separated cycle facilities in the near future, and wishes to highlight that this is cause for extreme concern.

Auckland's Central Isthmus in particular, which would be well configured for widespread modeshift to walking and cycling were it safe to do so, seems largely devoid of speed reduction measures - particularly on the key arterials running through this geographical area. Vital connections such as Greenlane, Mt Albert Road, New North Road, Sandringham Road, Dominion Road, Mount Eden Road and Manukau Road all need safer speeds as quickly as possible.

Bike Auckland hopes we will see this safer speeds work continue and looks forward to the next round including more of the strategic cycle network routes.

### **Slow Cycles (Claude Lewenz)**

I was not able to find a link to make a pdf submission on the speed limit bylaw, so I attach it herein on 3 April 2022, the last day consultation is open. Please confirm this is accepted.

I did make Pin Map submissions as well but that spoke to specifics, not to policy.

The gist of my submission is to hold AT accountable for compliance with the authority devolved to it by the Local Government Act. I do not believe the supporting documents referenced below provide sufficient data to demonstrate the current speed limit is unsafe on 90% of Waiheke roads.

AT needs to be held to a higher standard. A lot of work went into the supporting documents, but the fundamentals are substandard and thus the basis of the bylaw appears to be ultra vires.

I also question the need for spending \$660,000 on this exercise. I believe AT has its priorities wrong. Posting signs does not make roads safer. Physically separating vulnerable road users (pedestrians and cyclists, mostly) from motor vehicles does, and for many years now, I have been advocating specific changes to which the Local Board says there is

no money. AT is paying for words and signs, not routes and barriers. Or to paraphrase the school yard reply to bullies: "Cars and trucks may break my bones, but signs will not protect me."

However, sadly my experience over 25 years of writing submissions finds the respondent team generally deflects what they do not wish to hear. The only time submissions like this get traction is in an election year, hence my copying Waiheke's councillor, Pippa Coom on this submission. AT is coming under criticism for being a law unto itself. It is seen as a Council Uncontrolled Organisation, not a CCO. My submission speaks to what is seen as a lack of checks and balances resulting in bad priorities and regulatory creep.

*Attachment: Submission-Lowering Speed limits*

### **Submission on the Waiheke Island bylaw to Lower Speed Limits**

#### **Why is this bylaw necessary for Waiheke?**

Is spending \$660,000 to post lower speed limit signs on Waiheke Island necessary? With all the serious deficits in AT's investments in making Waiheke roads safer, is there a serious problem with speeding on Waiheke – the type of unsafe speeding that will drop by lowering posted speed limits?

In a 5-year period on Waiheke, there were no fatalities and 17 people with serious injuries. It is unclear if this was 17 crashes, or more than one injury per crash. That is about 15 speed related crashes per year, but what is not clear is what speed was recorded. If those 15 crashes were driving at say 70 kph, how will lowering the speed limit from 50 to 40 or 30 have any effect? Some of those injuries were tourists on rental mopeds. Others were drunks and hoons. The cited statistics do not demonstrate the need. If the statistics do not support the bylaw, how is it not ultra vires?

Waiheke is not Auckland (the mainland). The consultation addresses 1819 streets throughout Auckland – with 159 Waiheke streets and rural roads alphabetically mixed in. Ostensibly this is done to save lives, except people don't die on Waiheke roads due to the speed limit set at 50. The very few deaths and injuries that occurred over the decades were due to stupidity. Unsafe, stupid drivers, often drunk or stoned, ignore posted speed limits now, and they will ignore new, lower limits.

I understand there may be a need for slower speed limits on the mainland, but Waiheke is not Auckland. It is an island where the underlying data has not demonstrated the need for the bylaw.

#### **Better use of \$660,000**

Austrroads, the apex organisation of road transport and traffic agencies in Australia and New Zealand, adopted the following safe speed limits in its guidance: *30 km/h – Where there is the possibility of a collision between a vulnerable road user and a passenger vehicle.*

Vulnerable road users on Waiheke tend mostly to be cyclists and pedestrians using what used to be farm tracks (slow) that AT and its predecessors paved over time.

\$660,000 could and should go to protecting the vulnerable by road design. For example, in 2019, I made a submission that can be read at <https://slowcycles.com/index.php/waiheke>. It proposed to create an alternate cycle route from Matiatia to Kennedy Point (including the school zone) and to Onetangi. The vast majority of that route is already in place, but it needs some crucial linkages to make it safe. \$660,000 would have gone a long way to make that cycling and walking safer by physically separating them from the roadways.

Another example, there is a cycle lane along the Onetangi Road (aka Onetangi Straight - 60 kph). But at the most dangerous spot heading toward Onetangi, it just stops, forcing cyclists into 60 kph traffic. However, some cyclists know about the horse track on the other side of the road – completely separate, and rarely used by horses as grazing

on Waiheke becomes harder to lease. Why not make it a posted cycle route that keeps cyclists and pedestrians off Onetangi Rd entirely?

**Odds of AT taking this submission seriously: 1%**

A submission that questions the legal basis of the proposed bylaw, that observes that the data upon which the bylaw is based flawed, that finds it a poor use of \$660,000, and may actually make Waiheke roads less safe than they are now is not what Team AT wants to hear. Such a submission is unlikely to make a difference – until a candidate for office picks it up and makes an issue of it.

Submissions in NZ tend to be window dressing unless they support the predetermined outcome of the consultation team. In the Interactive Pin Map, the comments are like this one selected at random *“Taxis, tradies and cars in general go way too fast on that road [Mako Street, Oneroa], sometimes above 80 km/h. It is scary to walk or cycle there. There are also ducks or pukekos crossing but no one seems to care anymore. 😞 What is the rush on an island with short distances? Didn’t people move there to escape the rat race? So why become a rat again who races for no reasons? There need to be speed bumps or cameras, otherwise people might not bother even if it says 30 km/h one day.*

The problem of taxi drivers at 80 kph is not going to be solved by this bylaw. This is a bylaw that says on Mako Street driving at 50 kph is unsafe, but is safe at 30. This is a bylaw for the law abiding, not for speedsters. And the ducks have been there for the 25 years I have driven Mako St.

However, after 25 years of writing submissions in New Zealand, I don’t expect to see change unless someone elects to challenge the decision in the High Court. Substandard work is generally defended with deflection, not an overhaul of the system and a demand by the AT board that its COE perform quality work and expect the same of its staff.

**Bylaws for Safety is not a Blank Check**

*AT states “If an existing speed limit is not assessed to be safe and appropriate, AT has a legal obligation to set a new speed limit that is safe and appropriate or to take other actions to achieve safe and appropriate travel speeds on the particular road. AT does not have the ability to ‘do nothing’ if an existing speed limit is not safe and appropriate.”*

The problem with this statement is “assessed”. AT staff and consultants conduct an assessment, based upon which the speed limit is set. But what if the assessment is flawed? What if the data is wrong? What if the bylaw actually makes the road less safe? And note the singular here. Each road and each segment of road must be shown to be unsafe at the posted speed limit. Stating that speed kills on the mainland does not support a bylaw for a portion of rural road on Waiheke.

**Flawed Data**

It appears the report generated that assesses each road was based on computer algorithms, not accurate data. For example, I live on Motukaha Road, and the Attachment 4 to the Bylaw Speed Limit Review – Motukaha Road (Waiheke Island) states this dead-end road has 683 vehicle movements per day (VPD). This is absurd, it would be lucky to have 50 vpd, I rarely see more than 4 vehicles per hour, mostly farm gators. However the same analysis for Church Bay Road says it too have 683 vpd. Given that the only way to Motukaha Road is via Church Bay Road, this means every car entering Church Bay goes to Motukaha Road. Wrong. Most go to Mud Brick and Cable Bay. The safety basis for making a bylaw change to Motukaha Road is not supported, but is based on false data. Thus, any change would be ultra vires – beyond AT’s authority.

**Misleading Data**

Prior to writing this submission, I enquired of AT about Waiheke crash data. The reply stated *“In our speed limit review, we used the 2016-2020 five years crash data. Between 2016 and 2020 there were 275 recorded crashes, this includes 17 people with serious injuries. Travel speed was recorded as a crash factor for 28% of the crashes, along with*

*31% for alcohol and 29% for poor handling. Note that each crash may have multiple contributing factors, and that 26% of the crashes didn't have a crash factor recorded. We are not able to provide the crash date where speed was secondary as the factors are not recorded in this way."*

The crash data suggests 28% of crashes involved excess speed, but the data does not state the estimated speed. A crash where a driver was driving at 80 kph on a 50 kph road is not relevant, because that driver would be most unlikely to slow down if the posted speed limit was lowered to 40, 30 or even 10. Youths who watch Fast and Furious and hoon Waiheke roads will continue to travel at unsafe speeds. Drunks will continue to drive at speeds beyond their impaired capability.

Over the past 25 years, I am aware of two fatalities involving speed in cars on Waiheke. Neither would have been prevented by lower speed limits. Both were idiots doing stupid stuff.

For the AT Bylaw to be legitimate, it must show how many serious injuries were caused by drivers driving 50 kph on a road that will be reduced to 40 or 30, where speed was the problem, not alcohol or poor handling. The data appears not to be recorded in this way, but the legitimacy of the bylaw is based on this non-recorded data.

### **Posted Speed Limit versus Intuitive Safe Speed**

Intuitive Safe Speed (ISS) is the speed the majority of drivers on Waiheke drive. Due to the constantly changing road conditions, it changes constantly. When I was notified of this proposed bylaw, I downloaded the interactive map, used Photoshop to make it readable (see page 6) and began to watch my speedometer and other drivers to see how close the ISS was to the proposed Posted Speed Limit (PSL).

In some cases I found the ISS was aligned with the proposed PSL, but not many. My ISS speed varied constantly. In the absence of many speed limit signs, I and most drivers drive to ISS... the safe speed.

### **Roads with Proposed PSL Too High**

The AT consultation includes a video that features Local Board Chair Cath Handley. Cath presented the viewer with The Esplanade at Blackpool as if it was representative of unsafe Waiheke roads. This is propaganda, and was very disappointing. I stopped using The Esplanade year ago, after the council stopped maintaining in and installed the barriers, but I test drove it for this submission. I found if I drove it at PSL 30 kph, I would have posed a severe danger to myself and others – my instincts would not allow me to drive the proposed PSL (30) much less the current PSL (50). I found the ISS was 25 on the straight and 15 on the bends. I encountered other oncoming cars and none were driving 50, indeed none were over 25. And this is the problem. At present, drivers drive the Esplanade at ISS. If a speed limit sign is posted, a few obedient will drive the sign, not the road. The same holds true for the Oneroa Village Lane (ISS 20), Oneroa's Beach Parade (ISS 25) and a number of other roads.

### **The Problem with PSL**

When people are told what to do by authorities, they stop thinking for themselves. They rely on the rightness of the authority and when the authority gets it wrong, someone gets hurt. Waiheke has very few road signs, far less than in town (mainland), but more than 85% of the local drivers drive to ISS. There are some basic rules of the road:

If it is a taxi, especially near the ferry, expect it to speed and tailgate – annoying, but unlikely to run one off the road or cause a crash. If it is a small car with a white-haired driver, it is likely they will be driving 10 kph under ISS, and traffic will form a train behind them until they pull into Countdown. No one overtakes, they just take it in stride. If it is a tradie in a ute with a dog in the back, the tradie can be expected to drive fast, but generally know every bump in the road and not cause a crash.

Except for visiting tourists who are greeted with "Slow Down You're Here", drivers on Waiheke have adapted their driving to local conditions. Every so often there will be a seriously wrecked car in the ditch that was not there last



night, and the story will soon circulate about the drunk driver or the teenage hoon. Lowering the speed limit will make no difference, such idiots will continue to knock down fences and roll over in paddocks until self-driving cars allow them to pass out and be driven home safely.

PSL is a major change in Waiheke psychology, and it will have unanticipated negative side effects. It will be a matter of time before someone is injured or something is damaged.

### **Diminishing Public Safety**

**Desk Top Exercise:** If the proposed PSL was aligned with the present ISS, it would be less problematical, but the work product is substandard. For \$660,000 (which I presume includes the new signage), AT paid for a desktop job. As a result, the misalignment between ISS and proposed PSL will create dissonance and will make Waiheke roads less safe.

**More Distracted Drivers:** This substandard work creates a new class of safety hazards - distracted drivers. At present, most Waiheke drivers drive to the intuitive safe speed (ISS) that varies due to the constantly changing conditions. Most importantly, they keep their eyes on the road, not the speedometer. If the posted speed limit (PSL) is lower than the ISS, especially if enforced with speed cameras, safe drivers will divert their eyes from the road to the speedometer. It will be a matter of time before a walker, cyclist, child or car is struck by a distracted driver. Safe drivers will become less safe. As a keen cyclist (e-bike), this worries me.

**More Road Rage:** This divergence between PSL and ISS also can be expected to introduce a new aggravation that results in road rage. Some drivers will drive to the ISS while others will drive PSL. Tailgating and unsafe overtaking will happen, and in some cases the PSL driver will retaliate. This too will create less safe Waiheke roads.

**Technology Misalignment:** It should be noted that when speed limits are enforced, many drivers buy cars with cruise control, which works well on mainland roads and highways. However, most cruise controls only work at speeds above 40 kph. After being notified of this consultation, I started watching my speedometer. I then set the cruise control to drive the current 50 kph and then tried to set it close to the proposed slower speeds. I found it dangerous because the PSL (both current and proposed) does not reflect the constantly changing road conditions endemic to Waiheke Island.

Sometimes cars would back up behind me, clearly annoyed because PSL was slower than ISS. Other times, the PSL was higher than the ISS, and my defensive driver training would kick in, hitting the brake, because the proposed PSL was dangerous.

### **Flaws in the AT process**

The first incorrect assumption is the generalisation that the official (mostly) 50kph speed limit on Waiheke contributes to crashes, injury and death. This assumption is not supported with valid data. Yes, speeding is unsafe and causes crashes, but that does not demonstrate that 50kph on roads proposed to be reduced to 40/30 is speeding or is unsafe.

The five-year crash data used to support the bylaw provides data stating a crash on a Waiheke road where speed was a contributing factor, but it does not say what the speed was. Hoons, drunks and some taxi drivers routinely exceed the ISS. Posting a lower PSL will not slow them down.

In the absence of good data, AT could conduct a well-grounded survey, and it would probably cost a lot less than the desktop job. Hire three professional drivers, give them a GPS and a navigator who records the drive's ISS speed on every segment of every road. They probably can do this in one day.

Examine the three reports. Where they agree, that is your ISS, and should be your PSL. If they disagree, first ask them to discuss it, and re-drive those segments. Odds are they will come to a consensus. Then, do a consultation where Waiheke drivers are asked to do the same thing. Pick a few roads, use the Map Your Feedback page, and correlate their ISS with the professionals. Then decide if the psychological shift of moving from ISS to PSL is worth it. My view is No, it's not.

## Flawed Consultation

The consultation process is flawed.

Limited Notice: I became aware of the consultation because of my activity with AT in regard to cycling. My slowcycles email was on their list. I expect the majority of drivers will not know anything about this bylaw until signs go up and police start handing out expensive tickets.

In reading the comments made on the interactive map, I find a relatively small number of submissions, most asking to lower the speed limit because other drivers annoy them.

Bad Map: On the next page, see your interactive Pin Map downloaded into Photoshop. I enhanced the size of the lines to discern the proposed speed limit. I also added yellow lines to show the few roads that will not be changed. Once I did that I was able to make comments on the Pin Map.

Bad List: The 86-page Bylaw Appendix mixes Waiheke roads with the Isthmus. It appears it was done to obfuscate- if not intentionally, it has this effect. The only way to sort out the Waiheke roads is by knowing the names of the suburb and then doing line-by-line searches.

Bad Data: The list showing the supporting data for each road is 5451 pages in total. One must find the street, then read the supporting data (as I did with Motukaha Road), and then correlate it with other roads (as I did with Church Bay Road). Finding the data was in error compromises the legitimacy of the bylaw. The assessment says it is unsafe, but this is based on flawed data.

## Conclusion

If the AT board is doing its job, it must hold the CEO and its staff accountable for a significant expense that potentially could make Waiheke roads less safe than they are now. If AT has \$660,000 to spend on a bylaw, spend it instead on



Waiheke cycle routes. A cycle route means a safe way to get from the Matiatia Ferry to the Kennedy Point Ferry (and the schools on Kennedy Point Road). It means extending that safe route to Onetangi where physical separation, not speed limit signs, offer cyclists, pedestrians and the occasional equestrian rider safe passage.

## **The Campaign for Better Transport (Jodi Johnston)**

Proposed speed limit changes Phase Three

On behalf of the Campaign for Better Transport Incorporated (CBT), we would like to thank Auckland Transport for the opportunity to submit on phase three of the proposed speed limit changes.

While we are supportive of some of the proposals, we have some quite serious misgivings about a number of proposed speed limit reductions, which we discuss below.

### **Speed Limits within Neighbourhoods**

The proposal would see speed limits within many neighbourhoods reduced from 50km/h to 30km/h on non through roads. We completely support this proposal – we do not think that non through roads should have a 50km/h speed limit and that 30km/h would be more appropriate for these routes.

### **Rural Speed Limits**

While we agree that 100km/h is not appropriate as a broad rural speed limit, we express concern around proposals to reduce many of these limits down as low as 60km/h. We consider that a speed limit of 70km/h or 80km/h should be considered for some of these routes, providing a balance between safety and ensuring speed limits are not painfully slow.

### **Arterial Road Speed Limits**

The CBT is not in favour of the broad proposals to reduce speed limits on arterial roads, especially in the former Manukau City, the Hibiscus Coast Highway and Ian McKinnon Drive. These routes safely operate at the signposted speed limits (mostly 60km/h) and are consistent with speed limits for roads of this quality in Australia. We think all arterial road speed limits should be kept unchanged from the status quo.

### **Painfully Low Speed Limits**

The CBT is concerned that Auckland Transport is moving toward a system where speed limits are painfully slow. While we agree that speed limits in many cases are high, the problem with some of these proposals is that they end up with painfully low speed limits. This makes drivers frustrated and increases the likelihood they will in the short term engage in dangerous behaviour out of frustration at the low speed limit and in the longer term lose trust in law enforcement as they view speeding fines as a revenue gathering measure as opposed to one to encourage safety.

Two examples of where speed limits are noticeably slow are:

- Puhinui Road, where a high-quality road has a speed limit of 60km/h
- Te Horeta Drive, where a high-quality road has a speed limit of 50km/h

If these changes were implemented, we could add at least another dozen routes where reduced speed limits are likely to be painfully slow. Impact on Public Transport One thing the CBT would like to note is the impact reduced speed limits have on public transport and trip times taken. Bus services are already uncompetitively slow and we are concerned this could make services even slower.

## **Cycle Action Waiheke (Norm Robins)**

*General sentiment:* I support some proposals and do NOT support other proposals in the Safe Speed Programme

*General comment:* Many of our residential roads are narrow and winding and effectively act as shared spaces between motor vehicles, cyclists and pedestrians unsuitable for 50km/h speeds

Reducing the speed differential between motor vehicles and cyclists better enables cyclists to 'take the lane' in the traffic flow which is often safer than cycling by the edge of the road. It will also lessen the need and temptation for drivers to make unsafe manoeuvres overtaking cyclists

At intersections, slower approach speeds mean that drivers exiting side roads will be focussing at nearer distances when looking for a gap in the traffic. This means that they are less likely to not notice a cyclist near them because they were looking further away.

The proposals for specific roads are generally supported but one location should be given further consideration. Ostend Road is proposed to remain at 50km/h east of Belgium Street. It would be preferable to extend the 30km/h proposed for Belgium Street east along Ostend Road to just beyond the Seaview Road intersection. This would improve safety at the Whakarite Road/Ostend Road intersection which has a complexity of traffic movements, especially on Saturday market days. It is also noted that Seaview Road is the route to and from Waiheke Primary School so reducing speeds on Ostend Road in the vicinity will benefit school cyclists and pedestrians.

### **Protect Our Gulf (Kathy Voyles)**

*General sentiment:* Generally, I support the Safe Speeds Programme

*General comment:* Our roads are mainly sharrows and our speeds are too high for our road conditions and we have few traffic calming methodologies. We don't have speed cameras but we do have a lot of cars going way over the speed limit. We have few police and they find it hard to get to non-emergencies quickly. We need better road design but understand funding may be difficult for AT to find to improve our pathless, crumbling roads. Our road designs prioritise cars and speed. It's time to design better for the future and prioritise soft transport and PT.

### **Project Forever - Waiheke (submitter not specified)**

*General sentiment:* Generally, I support the Safe Speeds Programme

*General comment:* All scheduled roads, Waiheke: Agree with proposed speed limit change. Waiheke Roads are almost all shared with walkers increasing car speeds would have made walking unsafe. Waiheke residents often walk for both recreation and exercise. Reduced speed limits will make walking more available and safer for everyone.

## **Better Roads In New Zealand (BRINZ) (Geoff Upson)**

*Road:* Waitoki Road, Full length (Waitoki)

Other.

*Why:* The speed limit here is already too slow, and should be 100km/h!!!

Following the unnecessary speed limit reductions on Kahikatea Flat Road in 2020 and the unsafe roundabout on Pine Valley Road, many road users take this route as an alternative route to the motorway from areas such as Helensville and Kaukapakapa and get on the motorway at Millwater instead of Silverdale.

While we understand there is a school here, all school traffic has to drive up a long driveway away from the main road and so children are never walking or playing near the road, the only safety concern near the school is the overgrown vegetation which impacts motorists visibility entering and exiting the school driveway

*Road:* South Head Road, between Green Road to 1504m north of Tarawera Road (South Head)

I think the current speed limit should be kept the same.

*Why:* the speed limit is already very slow on this road and it is only 100km/h

The only safety concerns on this road include lack of maintenance and slow drivers failing to let traffic pass when safe to do so. As per section 2.1 of the road user rules slow drivers are legally obligated to let others pass when safe to do so.

*Road:* Dairy Flat Highway, between Hibiscus Coast Highway and 100m southwest of Pine Valley Road (Dairy Flat)

I think the current speed limit should be kept the same.

*Why:* The speed limit here is already reduced to a slow speed of 80 which is a slower speed which is appropriate for approaching the major intersection and motorway connection. The speed limits on surrounding roads should be raised to a safer and more appropriate 100 km/h so that the 80 km/h speed limit here is a transition speed from 100 coming into the motorway intersection.

*Road:* Pine Valley Road, between Dairy Flat Highway and 50m southwest of Old Pine Valley Road (Dairy Flat)

Other.

*Why:* The speed limit has already been reduced from a safer and more appropriate 100km/h here and the safer and more appropriate 100km/h should be reinstated to ensure safe and efficient travel through the area.

this roundabout is not appropriate for the location and adds a huge amount of frustration to the commute for rural road users travelling from communities such as helensville, Kaukapakapa, Waitoki, Glorit, etc.

This should be 100km/h speed limit.

The intersection should be designed in a way that is suitable as a major and important transport route. Instead of something more suited to a quiet residential area.

*Road:* Old Pine Valley Road, Full length (Dairy Flat)

Other.

*Why:* As this will eventually become the permanent route from pine valley to the motorway it is important that we protect our ability to travel safely though the area and the speed limit should be a safe and appropriate.

100km/h here to ensure the long term safety and efficiency of the road and allow travellers to get through the area safely and without delay

*Road:* Hibiscus Coast Highway, between 143m west of Jack Hawken Lane and 80 m west of Brian Smith Drive (Silverdale)

Other.

*Why:* The speed limit here is already too slow for the road and should be raised to 80km/h here.

*Road:* Whangaparaoa Road, Red Beach Road to 172m southeast of Dobell Road (Red Beach)

I think the current speed limit should be kept the same.

*Why:* This speed limit is already slow enough, this is a major transport route and it is vital that we protect the ability to travel a safe and appropriate speed to minimise frustration and fatigue.

*Road:* Grand Drive, between 410m west of Flavell Drive and State Highway 1 (Orewa)

I think the current speed limit should be kept the same.

*Why:* 70 km/h is already slow enough but it is a good transition from the safer more appropriate speed of 100km/h on the motorway into the residential area.

*Road:* Hibiscus Coast Highway, between 50m east of Waiwera Road and 624m north of Otanerua Road (Waiwera)

Other.

*Why:* 80km/h is already far too slow for this road

*Road:* Woodcocks Road, between 86m east of Carran Road and Old Kaipara Road (Warkworth)

Other.

*Why:* 100km/h here is already too slow for me

*Road:* Woodcocks Road, between 150m west of Falls Road and 86m east of Carran Road (Warkworth)

Other.

*Why:* The speed limit is already very slow here and this forms an important connection route from State Highway 16 to State Highway 1 this is the main route from areas such as Helensville, Waimaiku, Parakai and Kaukapakapa into Warkworth, 100km/h is slow enough thanks and 60km/h is a joke. Even 80km/h would be too slow in my opinion for this road.

*Road:* Wilks Road, between Postman Road to 115 m east of Aeropark Dr. (Dairy Flat)

I think the current speed limit should be kept the same.

*Why:* 100 is slow enough thanks, many people rely on this road as an alternative to the often congested Hibiscus Coast Highway and 100km/h is already very slow for this road.

*Road:* Lascelles Drive, Full length (Dairy Flat)

Other.

*Why:* The speed limit here is currently 80km/h which is far too slow for the road. this road was recently changed from a safe and appropriate 100km/h down to a much slower 80km/h which has increased tail gating and passing, the speed limit should be raised back up to a safer and more appropriate 100km/h.

*Road:* East Coast Road, between 1700m south of Hibiscus Coast Highway and 800m northwest of Haigh Access Road (Stillwater)

Other.

*Why:* This is extremely disappointing to see this happen, 100km/h is already far too slow for this road. the only problem with this road is slow drivers who speed up at the passing lane and fail to allow others to pass when safe to do so. this road needs police enforcement of section 2.1 of the road user rules to ensure that slow drivers are aware of their legal obligation to let others pass when safe to do so. #KEEPIT100 and maintain our roads.

The speed limit here where the passing lane is should be increased to a safer and more appropriate speed limit of 100km/h to allow drivers to pass safely when slow drivers speed up to prevent safe passing. This road also needs enforcement of section 2.1 of the road user rules.

*Road:* Muriwai Road, between 140m west of School Road and Oaia Road (Waimauku)

I think the current speed limit should be kept the same.

*Why:* 100 is slow enough thanks the only concern for safety on this Road is the slow drivers who fail to let others pass when safe to do so, this road should stay at a safe and appropriate 100km/h and the police should enforce the Law that requires slow drivers to let others pass when safe to do so (section 2.1 of the road user rules)

There is a HORRIBLE speed bump here on this road which has been installed in the last few weeks, THIS SPEED BUMP SHOULD BE REMOVED ASAP AS IT IS A CONCERN FOR SAFETY

*Road:* Pakiri Road, between Seatoun Avenue and 240 metres west of Seatoun Avenue (Leigh)

Other.

*Why:* You might as well just ban cars all together.

*Road:* Brigham Creek Road, between 550m west of Totara Road and State Highway 16 (Whenuapai)

Other.

*Why:* This road is already far too slow and used to be 100 only a few years ago. While I would appreciate this road going back up to a safer and more appropriate 100km/h we can live with 80km/h however 60km/h here is an absolute joke and this should never have even been considered.

*Road:* Brigham Creek Road, between 80m west of Kauri Road and 280m west of Trig Road (Whenuapai)

Other.

*Why:* 80 is bad enough here but 60 is a joke. There is no logical reason to make the speed limit so slow

*Road:* Duck Creek Road, between 50m northwest of Ryans Road and Brigham Creek Road (Whenuapai)

Other.

*Why:* This also forms an important connection route from Whenuapai to the motorway and should remain classified as an important route and remain a safer 80km/h (or go up to an even safer 100km/h)

**Road:** Pakuranga Road, between Ti Rakau Drive and Grammar School Road (Pakuranga)

Other.

**Why:** This is an important transport route and the speed limit should be increased not decreased, what an absolute joke I hope this doesn't go ahead and the speed limit either stays 60km/h or gets raised to a safer and more appropriate speed limit of 70km/h or even 80km/h

**Road:** Ti Rakau Drive, between Pakuranga Road and 275m east of Gossamer Drive (Pakuranga)

Other.

**Why:** this is an important transport route and the speed limit should be increased not decreased, what an absolute joke I hope this doesn't go ahead and the speed limit either stays 60km/h or gets raised to a safer and more appropriate speed limit of 70km/h or even 80km/h

**Road:** Te Irirangi Drive, between 20 m south of Te Koha Road and 100m north of Belinda Avenue (Flat Bush)

I think the current speed limit should be kept the same.

**Why:** WHAT A JOKE, PLEASE QUIT YOUR JOB. 80 is slow enough for this road, making the speed limit a crawling pace will increase unsocial driving behaviour and may increase crashes.

The speed limit is already too slow and making it even slower will only increase fatigue and frustration, it is important that we protect the right to travel safely and efficiently throughout the region with minimal disruption.

**Road:** Ormiston Road, between Te Irirangi Drive and 160 m west of Rienzo Drive (Flat Bush)

Other.

**Why:** The speed limit is already too slow and should be raised to a safer and more appropriate speed of 70 or 80km/h this feedback applies to all the main arterial routes throughout the area

**Road:** Greville Road, between Hugh Green Drive and Albany Expressway (Pinehill)

Other.

**Why:** It is noted that the reason for the slower and less safe speed limit is to match the surrounding area well that means it should change to 100km/h to be similar to the motorway that it connects to.

**Road:** Upper Harbour Drive, between 105m east of Tauhinu Road and Albany Highway (Greenhithe)

Other.

**Why:** If the speed limits of 70 and 90 confuse motorists then make the speed limit a safer and more appropriate 80km/h here on this road to make the road safer and more efficient for everyone who uses it.

**Road:** Nixon Road, Full length (Taupaki)

Other.

**Why:** There is no safety concern on this road other than slow drivers holding up traffic and failing to allow others to pass when safe to do so. If the police enforced section 2.1 of the road user rules on this road then there would be no safety concerns and the speed limit could stay at 80km/h or be raised to a safer and more appropriate 100



*Road:* Red Hills Road, between 665m east of Sunnyvale Road and Sunnyvale Road (Massey)

Other.

*Why:* The speed limit is slow enough I see that someone has suggested a slower speed here which I disagree with and support leaving the speed limit 80 or raising to 100 to ensure we protect our ability to travel safely and efficiently through the region

*Road:* Red Hills Road, between 375m west of Don Buck Road and 665m east of Sunnyvale Road (Massey)

Other.

*Why:* I am disappointed that this road will be subjected to slower speed limits which offer no benefit to safety but will benefit revenue collection for the government. the speed limit is already too slow here and should be raised to a safer and more appropriate speed limit of 80 or 100

*Road:* Candia Road, between Urban Traffic Area Boundary (Auckland Isthmus) and Henderson Valley Road (Henderson Valley)

Other.

*Why:* The speed limit is already too slow and the only reason the majority of road users travel below the speed limit is because of the speed camera

*Road:* RAPSON RD (KAUKAPAKAPA) – Pin drop not on proposed route

Other.

*Why:* The speed limit here should be raised back up to a safer and more appropriate 100km/h to ensure safe and efficient travel in the area, the recent reduction of speed limits here costs me 26 hours (approx) per year which is 26 hours of time I am forced to spend on the road instead of at home watching tv.

Slow driver that used to drive 80km/h in the 100km/h zone now drive 60km/h in the 80km/h zone.

This road also needs police enforcement of section 2.1 of the road user rules

*Road:* WHITEHILLS RD EXT (DAIRY FLAT) – Pin drop not on proposed route

Other.

*Why:* The speed limit should be raised to a safer and more appropriate 100km/h here on this road, the slower speed limit of 80km/h is very frustrating and lots of drivers travel as slowly as 60km/h without regards for others.

*Road:* WAINUI RD (RURAL WAINUI) – Pin drop not on proposed route

Other.

*Why:* The speed limit is currently 50km/h from this point to the motorway, which is extremely frustrating and I am often tail gated in the 50km/h zone when traveling 50km/h. It would be much safer and much more appropriate to have the 100km/h speed limit all the way from the roundabout (motorway exit) to allow safer traveling speed and this way travellers who are travelling long distance are not impeded by slower and less appropriate speed limits

*Road:* WERANUI RD (RURAL PUHOI) – Pin drop not on proposed route

Other.

*Why:* The speed limit here is a safe and appropriate 100km/h and should remain a safe and appropriate 100km/h  
thank you

*Road:* HULL RD (DAIRY FLAT/WAITOKI) – Pin drop not on proposed route

Other.

*Why:* The speed limit here is far too slow and needs to be raised to a safer and more appropriate 100km/h to ensure safe and efficient travel through the area

*Road:* SELMAN RD (DAIRY FLAT) – Pin drop not on proposed route

Other.

*Why:* Following the slower and less safe speed limits on kahikatea flat road the driving behaviour changed here. Traffic now travels faster here at this location due to the fact everyone has been forced to drive so slowly for the last 15 minutes from State Highway 16. This change in behaviour was a contributing factor in a fatal crash that happened here at this location only 6 months after the slower and less safe speed limits came into effect. Our thoughts are with the lady who lost her life and her family she left behind.

*Road:* PARAKAI AVE (PARAKAI) – Pin drop not on proposed route

Other.

*Why:* There is a huge speed bump here and no suitable alternative route available, its horrible and should be removed ASAP

*Road:* PEAK RD (HELENSVILLE) – Pin drop not on proposed route

Other.

*Why:* The speed limit here is too slow and should be raised back to a safer and more appropriate 100km/h

*Road:* BRIGHAM CREEK ROAD (WHENUAPAI) – Pin drop not on proposed route

Other.

*Why:* The speed limit should be 80km/h (or 100 would be ok) all the way to the motorway, the roundabout and road layout allows for the safer and more appropriate 80km/h here and 50km/h is too slow for this part of the road.

There is a HORRIBLE speed bump here on this road which has been installed in the last few months, THIS SPEED BUMP SHOULD BE REMOVED ASAP AS IT IS A CONCERN FOR SAFETY

*Road:* COATESVILLE RIVERHEAD HIGHWAY (RIVERHEAD) – Pin drop not on proposed route

Other.

*Why:* This road was recently reduced to an absolute crawling pace of 60km/h and since this has happened I have been passed dangerously on multiple occasions and almost always have a very long line of traffic behind me when I am driving the speed limit or even slightly over the speed limit to try and reduce the number of other motorists stuck behind me who are willing to break the horrible slow speed limit of 60km/h

*Road:* OTEHA VALLEY RD (ALBANY) – Pin drop not on proposed route

Other.

*Why:* The speed limit here needs to be increased back to either 60km/h or 80km/h to ensure safe and efficient travel through the area

*Road:* ALBANY EXPRESSWAY (ALBANY) – Pin drop not on proposed route

Other.

*Why:* The speed limit here is too slow and should be raised back to a safer and more appropriate 100km/h

*Road:* ALBANY HWAY (ALBANY) – Pin drop not on proposed route

Other.

*Why:* This is an important transport route and used by many, it has had some serious upgrades over the last few years and it now 4 lanes for the entire length, it has enforcement cameras set up permanently near the school and there is no justification for having the speed limit so slow here

*Road:* PEAK RD (HELENSVILLE) – Pin drop not on proposed route

Other.

*Why:* The speed limit here is too slow and should be raised back to a safer and more appropriate 100km/h

*Road:* TAUPAKI RD (KUMEU) – Pin drop not on proposed route

Other.

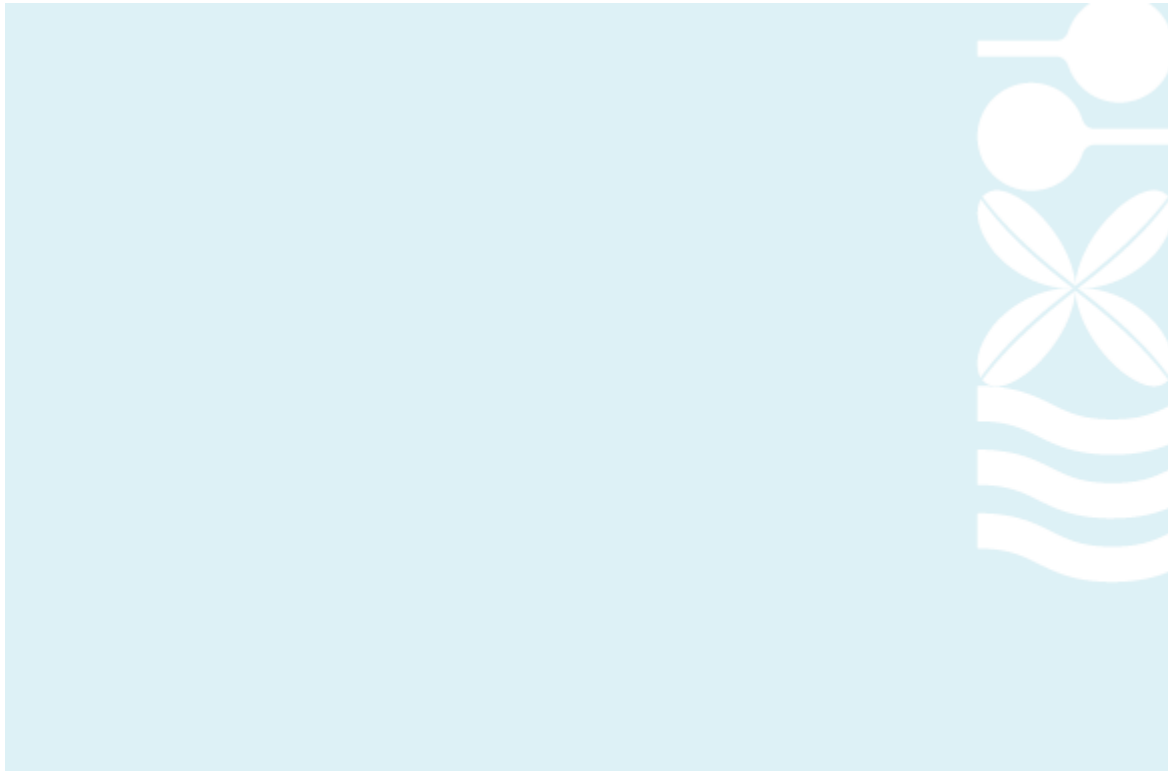
*Why:* The speed limit on this road was recently changed to a crawling pace of 60km/h which is inappropriate and extremely slow. This needs to be changed to either 80km/h or 100km/h to ensure safe and efficient travel throughout the region

*Road:* OLD NORTH RD (KUMEU/WAIMAUKU) – Pin drop not on proposed route

Other.

*Why:* The speed limit here is too slow and I have even got multiple speeding tickets driving a safe and appropriate speed through this area, the speed limit needs to be changed back to a safer and more appropriate 100km/h

## Attachment 3: Local Board Feedback



## **LOCAL BOARD SERVICES**

Ngā tirohanga a te poari ā-rohe

# **Local board input on Auckland Transport's proposed speed limit changes – Phase 3**

May/June 2022

[aucklandcouncil.govt.nz](http://aucklandcouncil.govt.nz)



E mahi ana mātou i te mahi mō Tāmaki Makaurau

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**The following local boards did not have any proposed speed limit changes, and did not provide feedback at this time:**

- Kaipātiki Local Board

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## **Albert-Eden Local Board**

### **Resolution number AE/2022/81**

**MOVED by Member C Robertson, seconded by Chairperson M Watson:**

**That the Albert-Eden Local Board:**

- a) thank the people from within the Albert-Eden Local Board area who submitted on Phase 3 of the Safe Speeds Programme via the on-line form, interactive map, email and written submissions.
- b) note the Local Board's previously stated support for the Vision Zero principles of designing roads with people's needs and safety as the highest priorities, focusing around schools and shops, safe road crossing points and slower, safer speeds on local roads.
- c) note that there is a mixed range of views across those who generally support, do not support, or support some of the proposals in Phase 3 of the Safe Speed Programme for the Albert-Eden Local Board area.
- d) support the speed limit changes proposed as Phase Three of Auckland Transport's Safe Speeds Programme, noting that there is a strong New Zealand and international body of evidence that 30km/h speed limits contribute significantly to reducing deaths and serious injuries.
- e) request a broad education campaign on the benefits of safer speed limits and to let people know speeds are changing on many local streets.
- f) support the speed reduction for Ian McKinnon Drive, between Dominion Road and 90m north of Piwakawaka Street, from 60kph to 50kph to be consistent with speed limits at either end.
- g) support the reduced speed limits around schools to 30kph.
- h) note its concern about having various speed limits, such as 30, 40, 50, 60, 80 and 100, across Auckland and that they need to be consistent, practical, and easy to follow to be accepted and observed by drivers.
- i) note that the reduction of speed limits is supported in conjunction with other tools that need to be implemented in order to achieve safer roads including enforcement, education, maintenance, design and physical devices to slow speeds, noting that an integrated response yields better outcomes and is more effective in reducing speeds than speed limits alone.
- j) request Auckland Transport review matters raised by residents in the project feedback and investigate further where required.
- k) thank Auckland Transport for the in-depth consultation undertaken on the programme, noting the complexity of the information presented to submitters, and that summarised feedback in addition to the comments on individual streets would be helpful to inform governance-level feedback from local boards.

**CARRIED**

E mahi ana mātou i te mahi mō Tāmaki Makaurau

## **Resolution number AE/2022/82**

**MOVED by Member C Robertson, seconded by Chairperson M Watson:**

**That the Albert-Eden Local Board:**

- a) recommend that the following areas within the local board area be reviewed for consideration for lowering speed limits when staff develop the future Speed Management Plan:
  - i. The Bird Streets block, Point Chevalier, noting that these are the only Point Chevalier streets not included in previous tranches or the Interim Speed Management Plan, that they are well used by students walking or biking to local schools, and that residents have raised concerns about speeds.
  - ii. The Fowlds Avenue block, St Lukes, given the regular concerns raised by local residents.
  - iii. The Woodward Road block, Mt Albert, given that it feeds into the Waterview Shared Path and that the Albert-Eden Local Board could not afford the traffic calming as part of the Local Board Transport Capital Fund.
  - iv. The Hendon Avenue to Richardson Road block, Owairaka, noting that Kāinga Ora have undertaken significant traffic calming as part of their urban regeneration programme.
  - v. The streets included in the Dominion Road Parallel Cycle routes, noting that these had significant traffic calming interventions installed as part of the project.
  - vi. The block between Western Springs Road/Duncan MacLean Link, Mountain View Road and the motorway, noting that residents report that speeding is common by drivers heading to and from the motorway and that the gradients affect visibility.
  - vii. Haslett Street, Eden Terrace, noting that it is used by many Newton Central School students and residents report safety issues, which are exacerbated by the gradient.
  - viii. Other streets in Albert-Eden that currently have traffic calming features (for example, speed bumps, chicanes, road narrowing speed tables) to assist with consistently safer speeds, noting that the Board has funded several area-wide traffic calming projects since 2010.

**CARRIED**

E mahi ana mātou i te mahi mō Tāmaki Makaurau

## **Aotea / Great Barrier Local Board**

### **Resolution number GBI/2022/54**

**MOVED by Chairperson I Fordham, seconded by Deputy Chairperson L Coles:**

**That the Aotea / Great Barrier Local Board:**

- a) **provide the following feedback on speed limit changes proposed as part of Phase Three of Auckland Transport's Safe Speeds Programme:**
  - i. Aotea Great Barrier Island's roads are rural with a 100kph speed limit and shared by cars, trucks, cyclists, pedestrians and horses.
  - ii. supports the proposed speed reductions for Motairehe and Kawa roads, for pedestrian safety especially near marae, playgrounds and schools.
  - iii. suggests that improvements to the engineering of the roads will also assist user safety as Motairehe and Kawa roads are narrow, windy and unsealed.
  - iv. requests the use of bilingual signage at Motairehe and Kawa
  - v. notes that there are limited resources on island for monitoring and enforcement
- b) **identifies that further engagement will occur with regards to possible speed limit reductions and management across the rest of the island.**

**CARRIED**



E mahi ana mātou i te mahi mō Tāmaki Makaurau

## **Devonport-Takapuna Local Board**

### **Resolution number DT/2022/71**

**MOVED by Chairperson R Jackson, seconded by Member G Wood:**

**The Chairperson put the substantive motion.**

**That the Devonport-Takapuna Local Board:**

- a) receive the report and attachments on phase three of Auckland Transport's proposed speed limit changes in the Devonport-Takapuna Local Board Area
- b) support the Vision Zero goal of eliminating road transport-related deaths and serious injuries (DSI)
- c) note that 263 submissions were received from residents of the Devonport-Takapuna Local Board area, and thank them for their feedback
- d) note that many respondents did not support any reduction in the current 50kmph speed limit, many others did not support a reduction below 40kmph
- e) support a change in the speed limit to 40kmph on the roads listed in Attachment A to the agenda report
- f) do not support lowering the speed limit to 30kmph on the roads listed in Attachment A to the agenda report
- g) asks that Auckland Transport look to implement a raised zebra crossing across Hamana Road at the Old Lake Road end to support the safe crossing of beach users and school students.

**CARRIED**

E mahi ana mātou i te mahi mō Tāmaki Makaurau

## Franklin Local Board

### Resolution number FR/2022/77

**MOVED by Chairperson A Baker, seconded by Member M Bell:**

**That the Franklin Local Board:**

- a) provide feedback on speed limit changes proposed as part of Phase Three of Auckland Transport's Safe Speeds Programme as follows:
  - i. that the proposal to use four different speed limits on the Āwhitu Peninsula creates inconsistency and confusion for road users.
  - ii. that an approach previously suggested by Auckland Transport staff when considering "hot list" roads in Tranche 2 be adopted where practical, namely:
    - a. through-road speed limits should be the same as the roads from which they feed
    - b. where "engineering up" solutions such as centre-lines could be installed, this should be preferred ahead of more costly solutions, such as speed limit signs
    - c. roads with low traffic volumes and servicing only a few rural properties should have speed limits that are the same as the feeder roads
- b) that roads which are "self-explaining" such as metal roads be the same
- c) that outside all schools and functioning marae the speed limit should be such to enable a drop to 40kph outside those facilities by either school zones with variable speed limits or permanent 40kph.
- d) that in small coastal developments and villages where there are no or limited footpaths or pedestrian facilities, a consistent approach of 40kph be adopted.
- e) that all main, through-roads and roads that are not an exception above be 80kph including those where "engineering up" would be pragmatic, i.e. that the default speed for all open roads unless metal, past schools or functioning marae or within residential development areas be set at 80kph to retain a consistent, understandable, and more likely to be adhered to, response from road users.
- f) that the Franklin Local Board does not support the random approach to the implementation of 30kph streets within Pukekohe; on the basis that it is inconsistent across the township, will create confusion, and is a waste of money when most of these selected streets are short cul-de-sacs and that such change will not achieve anything.

**CARRIED**

E mahi ana mātou i te mahi mō Tāmaki Makaurau

## **Henderson-Massey Local Board**

### **Resolution number HM/2022/63**

**MOVED by Member P Chan, seconded by Member C Carter:**

**That the Henderson-Massey Local Board:**

- a) support the speed limit changes proposed as part of Phase Three of Auckland Transport's Safe Speeds Programme.

**CARRIED**

E mahi ana mātou i te mahi mō Tāmaki Makaurau

## Hibiscus and Bays Local Board

### Resolution number HB/2022/59

**MOVED by Chairperson G Brown, seconded by Deputy Chairperson V Short:**

**That the Hibiscus and Bays Local Board:**

- a) provide the following feedback on speed limit changes proposed for roads in the local board area as part of Phase Three of Auckland Transport's Safe Speeds Programme:

Road Name	Part of Road	Proposed speed limit	Local Board feedback
Annalise Place	full length	30km/h	supported
Ara Weiti Road	between East coast road and urban traffic area boundary (Hibiscus Coast)	60km/h	supported
Aubrey Road	full length	60km/h	supported
Awanohi Road	full length	60km/h	supported
Centreway Road	between Puriri Avenue and West Hoe Road	30km/h	supported
Duck Creek Road	between Spur Road and 200m southwest of Coastal Heights	60km/h	support 90 km/h, and request a further investigation of the suitability of a change to 50 km/h
East Coast Road	between Hibiscus Coast Highway and 400m south of Tavern Road	60km/h	supported
East Coast Road	between 400m south of Tavern Road and the urban traffic area boundary (Hibiscus Coast) being approximately 160m south of Spur Road	80km/h	supported and request that it be noted that this section of road is dangerously dark at night
East Coast Road	between urban traffic area boundary (Hibiscus Coast) being approximately 60m north of Jackson Way, and the urban traffic area boundary (Hibiscus Coast) being approximately 740m north of Bawden Road	80km/h	supported
East Coast Road	between urban traffic area boundary (North Shore) and 140m north of Glenvar Road	80km/h	support 80 km/h, and request a further investigation of the suitability of a change to 60 km/h

E mahi ana mātou i te mahi mō Tāmaki Makaurau

Road Name	Part of Road	Proposed speed limit	Local Board feedback
East Coast Road	between urban traffic area boundary (Hibiscus Coast) being approximately 160m south of Spur Road, and urban traffic area boundary (Hibiscus Coast) being approximately 60m north of Jackson Way	80km/h	supported
Eaves Bush Parade	full length	30km/h	supported
Elizabeth Street	full length	30km/h	supported
Forest Glen	full length	30km/h	supported
Goldwater Drive	full length	30km/h	supported
Grand Drive	between 410m west of Flavell Drive and State Highway 1	60km/h	supported
Haigh Access Lane	full length	60km/h	support 60 km/h, and request a further investigation of the suitability of a change to 50 km/h
Haigh Access Road	full length	60km/h	support 60 km/h, and request a further investigation of the suitability of a change to 50 km/h
Hibiscus Coast Highway	between urban traffic area boundary (Hibiscus Coast) and 450m north of Puriri Avenue	50km/h	supported
Hibiscus Coast Highway	between Dairy Flat Highway and 86m south of Moffat Road	60km/h	supported
Hibiscus Coast Highway	between 50m east of Waiwera Road and northern intersection with State Highway 1 (Hibiscus Coast)	80km/h	supported
Hibiscus Coast Highway	between 50m east of Waiwera Road and urban traffic area boundary (Hibiscus Coast)	60km/h	supported
Hibiscus Drive	full length	30km/h	supported
Jackson Way	full length	60km/h	supported
John Brian Drive	full length	40km/h	supported
Kea Road	full length	30km/h	supported
Kensington Drive	full length	30km/h	supported

E mahi ana mātou i te mahi mō Tāmaki Makaurau

Road Name	Part of Road	Proposed speed limit	Local Board feedback
Landmark Terrace	full length	30km/h	supported
Lennon Access Road	full length	60km/h	supported
Manuka Street	full length	30km/h	supported
Messenger Road	full length	60km/h	supported
Millennial Way	full length	30km/h	supported
Mita Road	full length	30km/h	supported
Newman Road	full length	60km/h	supported
Newman Road	between urban traffic area boundary (Hibiscus Coast) and 880m east of East Coast Road	60km/h	supported
Newman Road	between Spur Road and 700m west of Spur Road	60km/h	supported
Nukumea Common	full length	30km/h	supported
Ocean View Terrace	full length	30km/h	supported
Okura River Road	between East Coast Road and urban traffic area boundary (North Shore)	60km/h	supported
Okura River Road	between 370m south of Gails Drive and urban traffic area boundary (North Shore)	60km/h	supported
Orewa Heights Crescent	full length	30km/h	supported
Painton Road	full length	30km/h	supported
Panorama Heights	full length	30km/h	supported
Park Lane	full length	30km/h	supported
Parkside Drive	full length	30km/h	supported
Plantation Terrace	full length	30km/h	supported
Pohewa Road	full length	30km/h	supported
Puriri Avenue	between Centreway Road and Hibiscus Coast Highway	30km/h	supported
Puriri Boulevard	full length	30km/h	supported
Rewa Rewa Lane	full length	30km/h	supported
Rodeo Drive	full length	60km/h	supported
Silverwater Drive	full length	30km/h	supported

E mahi ana mātou i te mahi mō Tāmaki Makaurau

Road Name	Part of Road	Proposed speed limit	Local Board feedback
Small Road	between Painton Road and 160m west of Painton Road	30km/h	supported
Spine Road	full length	30km/h	supported
Spur Road	full length	60km/h	supported
Sunshine Terrace	full length	30km/h	supported
Vaughans Road	between Okura River Road and 440m south of Ridgelea Road	60km/h	supported
Warman Road	full length	60km/h	supported
Whangaparaoa Road	between 159m north of Roberts Road and 80m northeast of Gulf Harbour Drive	50km/h	supported
Whangaparaoa Road	Red Beach Road to 172m southeast of Dobell Road	50km/h	supported
Whio Way	full length	60km/h	supported
Worsnop Way	full length	60km/h	supported

- b) request that Auckland Transport investigate whether speed management solutions are needed for roads in the local board area identified by submitters that were not part of the proposed speed limit changes.

**CARRIED**

DRAFT



E mahi ana mātou i te mahi mō Tāmaki Makaurau

## Howick Local Board

### Resolution number HW/2022/72

**MOVED by Member B Burns, seconded by Member P Young:**

**That the Howick Local Board:**

- a) delegate feedback on speed limit changes proposed as part of Phase Three of Auckland Transport's Safe Speeds Programme to Chair White and Member Spiller.

**CARRIED**

### Feedback from the Howick Local Board

**The Howick local Board provides the following feedback:**

1. the board has considered all public feedback and proposes the following on these particular roads:
  - a. Accent Drive – to remain at 60 kph
  - b. Baverstock Road – to remain at 50 kph
  - c. Botany Road – to remain at 60 kph
  - d. Chapel Road – to remain at 60 kph
  - e. East Tamaki Road – to remain at 60 kph
  - f. Harris Road – to remain at 60 kph
  - g. Helianthus Avenue – either leave at 60 kph or make all the road 50 kph, its senseless to make just a 15-metre length 50 kph with 60 kph either side of it. (Road is adjacent to Ormiston Primary School)
  - h. Murphys Road – make all of Murphys road 60 kph so it is consistent.
  - i. Ormiston Road – leave at 60 kph for all of this road.
  - j. Pakuranga Road – leave at 60 kph
  - k. Smales Road – leave at 60 kph
  - l. Springs Road – leave at 60 kph
  - m. Stancombe Road – leave at 60 kph
  - n. Te Ara Kahikatea – either leave at 60 kph or make all the road 50 kph, same reason as Helianthus (above) as this road adjoins Ormiston Junior College.
  - o. Te Irirangi Drive – leave at 80 kph where it is currently 80 kph, this is a major arterial where traffic needs to flow.
  - p. Thomas Road – support reduction to 50 kph
  - q. Ti Rakau Drive – leave at 60 kph
2. does not support lowering speed limits carte blanche across urban streets. Drivers who choose to ignore speed limits will do so irrespective of whatever limit is set.

## E mahi ana mātou i te mahi mō Tāmaki Makaurau

3. supports speed reduction where there is significant pedestrian traffic (i.e. beachfronts).
4. supports the use of temporary speed reduction (40km/h School Speed Zones) in locations where children are entering/leaving school grounds.
5. supports the use of traffic calming measures on roads where there has been a frequency of crashes due to poor driver behaviour. Road narrowing or the addition of traffic islands would impede the ability to speed.
6. does not support significant speed reduction:
  - a. to replace enforcement of speed, or other driver behaviour. Dangerous driving/racing - particularly involving youth - can often be resolved by interaction with Police. Enforcement should be considered as an essential tool for changing driver behaviour
  - b. on commuter routes. The larger arterial and well used roads need to have their existing speed limits maintained in the majority of cases or the city will grind to even more of a stand-still than it has already, particularly in peak flows. Congested traffic is generally able to keep moving on roads with higher speed limits. Penalising law-abiding drivers by increasing journey times is both unfair and not the answer.
7. the Howick Local Board also notes the following:
  - a. from the summary statements at the end of the document that far more people do not support the Safe Speed Programme than do support it. The reasons that non-supporters give are many and varied however they all have a strong element of common-sense about them which should be given more credence.
  - b. the report states that Alexander Street in Cockle Bay goes through more than one local board area - this is not the case.
  - c. the report states that Marne Road and Settlement Road are included in supplementary feedback for Pakuranga however these roads are both in Papakura.

E mahi ana mātou i te mahi mō Tāmaki Makaurau

## Māngere-Ōtāhuhu Local Board

### Resolution number MO/2022/74

**MOVED by Chairperson N Bakulich, seconded by Member M Kolo:**

**That the Māngere-Ōtāhuhu Local Board:**

- a) provide feedback on speed limit changes proposed as part of Phase Three of Auckland Transport's Safe Speeds Programme as follows:

Road Name	Part of Road	Proposed speed limit	Community feedback	Local board feedback
Albert Street	full length	30km/h	No feedback provided	Endorse
Albion Road	full length	30km/h	Endorse	Endorse
Alexander Street	full length	30km/h	No feedback provided	Endorse
Ambury Road	full length	30km/h	Retain current speed	Retain current speed
Anarahi Place	full length	30km/h	Retain current speed	Retain current speed
Andes Avenue	full length	30km/h	Retain current speed	Retain current speed
Ansty Place	full length	30km/h	No feedback provided	Endorse
Ashcroft Avenue	full length	30km/h	Retain current speed	Retain current speed
Ashgrove Road	full length	30km/h	No feedback provided	Endorse
Avenue Road	between Atkinson Avenue and the eastern end of Avenue Road	30km/h	Endorse	Endorse
Balnoon Place	full length	30km/h	No feedback provided	Endorse
Banbury Place	full length	30km/h	No feedback provided	Endorse
Bedlow Place	full length	30km/h	No feedback provided	Endorse
Blake Road	full length	30km/h	No feedback provided	Endorse
Bodmin Place	full length	30km/h	No feedback provided	Endorse
Boyd Avenue	full length	30km/h	Retain current speed	Retain current speed
Canning Crescent	full length	30km/h	No feedback provided	Endorse
Cape Road	full length	30km/h	No feedback provided	Endorse
Carnac Place	full length	30km/h	No feedback provided	Endorse
Chadwick Crescent	full length	30km/h	No feedback provided	Endorse
Chalfont Street	full length	30km/h	No feedback provided	Endorse
Chelburn Crescent	full length	30km/h	No feedback provided	Endorse
Chingford Close	full length	30km/h	No feedback provided	Endorse

E mahi ana mātou i te mahi mō Tāmaki Makaurau

Road Name	Part of Road	Proposed speed limit	Community feedback	Local board feedback
Chipping Dale	full length	30km/h	No feedback provided	Endorse
Church Street	between Princes Street and Ngaio Street	30km/h	Two comments - endorse and not endorse speed reduction	Request further investigation to identify best option for this road
Claesholm Place	full length	30km/h	No feedback provided	Endorse
Cleek Road	full length	30km/h	No feedback provided	Endorse
Clement Street	full length	30km/h	No feedback provided	Endorse
Clyro Place	full length	30km/h	No feedback provided	Endorse
Cornwall Road	full length	30km/h	Endorse	Endorse
Cracraft Street	full length	30km/h	No feedback provided	Endorse
Creamery Road	full length	30km/h	No feedback provided	Endorse
Dalry Place	full length	30km/h	No feedback provided	Endorse
Deborah Place	full length	30km/h	No feedback provided	Endorse
Desford Place	full length	30km/h	No feedback provided	Endorse
Driver Road	full length	30km/h	No feedback provided	Endorse
Duggan Avenue	full length	30km/h	No feedback provided	Endorse
Ettrick Place	full length	30km/h	No feedback provided	Endorse
Fairburn Road	full length	30km/h	Endorse	Endorse
Farmer Street	full length	30km/h	No feedback provided	Endorse
Favona Road	full length	50km/h	Endorse	Endorse
Feltwell Place	full length	30km/h	No feedback provided	Endorse
Ferguson Street	full length	30km/h	Endorse	Endorse
Fleming Street	full length	30km/h	No feedback provided	Endorse
Forbury Place	full length	30km/h	No feedback provided	Endorse
Friesian Drive	full length	30km/h	Retain current speed	Retain current speed
Greenwood Road	full length	50km/h	Retain current speed	Retain current speed
Growers Lane	full length	30km/h	No feedback provided	Endorse
Harmony Avenue	full length	30km/h	No feedback provided	Endorse
Harwell Place	full length	30km/h	No feedback provided	Endorse
Heyford Close	full length	30km/h	No feedback provided	Endorse
High Street	full length	30km/h	No feedback provided	Endorse
House Avenue	full length	30km/h	Endorse	Request further investigation to identify time of day to reduce

E mahi ana mātou i te mahi mō Tāmaki Makaurau

Road Name	Part of Road	Proposed speed limit	Community feedback	Local board feedback
				speeds and speed limit
Humphreys Place	full length	30km/h	No feedback provided	Endorse
Hutton Street	between Princes Street and Fairburn Road	30km/h	No feedback provided	Endorse
Ihumatao Quarry Road	full length	60km/h	No feedback provided	Endorse
Ihumatao Road	between George Bolt Memorial Drive and 400m West of Oruarangi Road 60km/h	40km/h	Retain current speed	Retain current speed
Ihumatao Road	between 400m West of Oruarangi Road and the western end of Ihumatao Road	40km/h	Retain current speed	Retain current speed
Ilford Crescent	full length	30km/h	No feedback provided	Endorse
Imrie Avenue	full length	30km/h	No feedback provided	Endorse
Jack Browne Place	full length	30km/h	No feedback provided	Endorse
James Fletcher Drive	full length	50km/h	Retain current speed	Retain current speed
Jordan Road	full length	30km/h	No feedback provided	Endorse
Kelburn Lane	full length	30km/h	No feedback provided	Endorse
Kemble Close	full length	30km/h	No feedback provided	Endorse
Kenton Lane	full length	30km/h	No feedback provided	Endorse
Killington Crescent	full length	30km/h	No feedback provided	Endorse
Kirkbride Road	full length	50km/h	Retain current speed	Retain current speed
Kiwi Esplanade	between Boyd Avenue and the western end of Kiwi Esplanade	30km/h	Retain current speed	Retain current speed
Kowhai Avenue	full length	30km/h	Retain current speed	Retain current speed
Lawford Place	full length	30km/h	No feedback provided	Endorse
Leeson Place	full length	30km/h	No feedback provided	Endorse
Lindis Place	full length	30km/h	Retain current speed	Retain current speed
Macky Avenue	full length	30km/h	No feedback provided	Endorse

E mahi ana mātou i te mahi mō Tāmaki Makaurau

Road Name	Part of Road	Proposed speed limit	Community feedback	Local board feedback
Māngere Town Square	full length	30km/h	Lower than proposed	Request further investigation to identify time of day to reduce speeds and speed limit
Mascot Avenue	full length	30km/h	No feedback provided	Endorse
Massey Road	full length	50km/h	Retain current speed	Retain current speed
McKenzie Road	full length	50km/h	Lower than proposed	Endorse
Melody Lane	full length	30km/h	No feedback provided	Endorse
Monterey Avenue	full length	30km/h	No feedback provided	Endorse
Muir Avenue	full length	30km/h	Retain current speed	Retain current speed
Nadine Place	full length	30km/h	No feedback provided	Endorse
Nelson Street	full length	30km/h	No feedback provided	Endorse
Nevis Place	full length	30km/h	No feedback provided	Endorse
Ngaio Street	full length	30km/h	No feedback provided	Endorse
Nicola Place	full length	30km/h	No feedback provided	Endorse
Nixon Avenue	full length	30km/h	No feedback provided	Endorse
Norton Place	full length	30km/h	No feedback provided	Endorse
Orly Avenue	full length	30km/h	Suggest 40km/h	Endorse 40km/h
Oruarangi Road	between 680m north of Ruaiti Road and 128m south of Waipouri Road	60km/h	Retain current speed	Retain current speed
Oruarangi Road	between 128m south of Waipouri Road and Ihumatao Road	40km/h	Retain current speed	Retain current speed
Oruarangi Road	Between 128 m south of Waipouri Road and	60km/h	Retain current speed	Retain current speed
Paine Place	full length	30km/h	No feedback provided	Endorse
Papaku Road	full length	30km/h	No feedback provided	Endorse
Pershire Place	full length	30km/h	No feedback provided	Endorse
Petrie Place	full length	30km/h	No feedback provided	Endorse
Pukaki Road	Cyclamen Road and 1,050m south of Cyclamen Road	30km/h	Endorse	Endorse

E mahi ana mātou i te mahi mō Tāmaki Makaurau

Road Name	Part of Road	Proposed speed limit	Community feedback	Local board feedback
	of Pukaki Road 60km/h Pukaki Road between 1050 m south of Cyclamen Road and southern end of Pukaki Road			
Pukeora Road	full length	30km/h	No feedback provided	Endorse
Purley Place	full length	30km/h	No feedback provided	Endorse
Renton Road	between 341m south of Ihumatao Road and end of road	60km/h	No feedback provided	Endorse
Renton Road	between Ihumatao road and 341m south of Ihumatao Road	60km/h	No feedback provided	Endorse
Rodney Street	full length	30km/h	No feedback provided	Endorse
Ronaki Road	full length	30km/h	No feedback provided	Endorse
Royton Avenue	full length	30km/h	No feedback provided	Endorse
Ruaiti Road	full length	40km/h	No feedback provided	Endorse
Rush Place	full length	30km/h	No feedback provided	Endorse
Seaforth Avenue	full length	30km/h	Retain current speed	Retain current speed
Sealand Place	full length	30km/h	No feedback provided	Endorse
Staverton Crescent	full length	30km/h	No feedback provided	Endorse
Sturges Avenue	full length	30km/h	No feedback provided	Endorse
Sullivan Avenue	full length	30km/h	Further investigation needed	Further investigation needed
Sutton Avenue	full length	30km/h	No feedback provided	Endorse
Tahatai Street	full length	30km/h	No feedback provided	Endorse
Tamaki Avenue	full length	30km/h	No feedback provided	Endorse
Tannock Place	full length	30km/h	No feedback provided	Endorse
Tennessee Avenue	full length	30km/h	Two comments - endorse and not endorse speed reduction	Request further investigation to identify time of day to reduce speeds and speed limit
Thomas Road	full length	30km/h	Endorse	Endorse
Tirau Place	full length	30km/h	No feedback provided	Endorse

E mahi ana mātou i te mahi mō Tāmaki Makaurau

Road Name	Part of Road	Proposed speed limit	Community feedback	Local board feedback
Titoki Avenue	full length	30km/h	Retain current speed	Retain current speed
Todd Place	full length	30km/h	No feedback provided	Endorse
Tranent Road	full length	30km/h	No feedback provided	Endorse
Trembath Avenue	full length	30km/h	Endorse	Endorse
Trenwith Street	between Water St and 70m east of Water St Upwood Place	30km/h	Endorse	Endorse
Upwood Place	full length	30km/h	No feedback provided	Endorse
View Road	full length	30km/h	No feedback provided	Endorse
Vine Street	full length	30km/h	Endorse	Endorse
Waddon Place	full length	30km/h	No feedback provided	Endorse
Waikare Road	full length	30km/h	No feedback provided	Endorse
Waipouri Road	full length	30km/h	No feedback provided	Endorse
Wakelin Road	full length	30km/h	No feedback provided	Endorse
Walmsley Road	full length	50km/h	Retain current speed	Retain current speed
Wanstead Way	full length	30km/h	No feedback provided	Endorse
Warden Place	full length	30km/h	Retain current speed	Retain current speed
Water Street	full length	30km/h	No feedback provided	Endorse
Waterlea Avenue	full length	30km/h	Endorse	Endorse
Watervista Place	full length	30km/h	No feedback provided	Endorse
Wayne Drive	full length	30km/h	No feedback provided	Endorse
Wickman Way	full length	30km/h	No feedback provided	Endorse
William Street	full length	30km/h	No feedback provided	Endorse
Windrush Close	full length	30km/h	No feedback provided	Endorse
Witla Court	full length	30km/h	No feedback provided	Endorse
Wood Avenue	full length	30km/h	No feedback provided	Endorse
Yates Road	full length	30km/h	Endorse	Endorse
Yorkton Rise	full length	30km/h	Retain current speed	Retain current speed

- b) delegate to the chair the authority to make any final minor changes on behalf of the local board to the speed limit table in its feedback.

**CARRIED**



E mahi ana mātou i te mahi mō Tāmaki Makaurau

## Manurewa Local Board

### Resolution number MR/2022/65

**MOVED by Chairperson J Allan, seconded by Member K Penney:**

**That the Manurewa Local Board:**

- a) provide the following feedback on speed limit changes proposed as part of Phase Three of Auckland Transport's Safe Speeds Programme:
  - I. the board supports the proposed speed limit changes on roads in the Manurewa Local Board area as set out in Attachment A of the report, with the exception of Coxhead Road
  - II. the board provides the following feedback regarding the proposal to lower the speed limit on Coxhead Road from 50kmh to 40kmh:
    - a. all roads connecting to Coxhead Road have either 50kph or 30kph speed limits. Coxhead Road would be the only residential road in Manurewa with a 40kph speed limit. The board would prefer speed limits of either 30kph or 50kph on residential roads in Manurewa as a greater variety of speed limits could create confusion for road users
    - b. as there are no changes proposed to the speed limits on roads around Clayton Park School other than Coxhead Road, this creates an undesirable situation where drivers will move to a zone with a higher speed limit as they approach the school. This would be further complicated by the existing variable speed school zone, resulting in a plethora of speed limit advisory signs within a very short distance
    - c. changes to the speed limit on the section of Coxhead Road between Mahia Road and Tington Avenue should be delayed until the speed limits on the roads around Clayton Park School are reviewed. This would avoid changing the speed limit more than once, which could also create confusion for road users
    - d. the board would support a different speed limit being applied to the section of Coxhead Road between Weymouth Road and Mahia Road, where speed calming devices have been installed, from that applied to the section of Coxhead Road between Mahia Road and Tington Avenue, if Auckland Transport considers this is necessary to address the board feedback above
  - III. the board notes that the proposed speed limit changes are consistent with its previously stated views that:
    - a. the board is in full support of the Vision Zero road safety policy and its aim that there will be no deaths or serious injuries on our transport system by 2050. We have been a consistent champion for reducing rates of death and serious injury due to motor vehicles (DSI) on Manurewa roads
    - b. Outcome Four of the Manurewa Local Board Plan 2020, 'Our safe and accessible network provides transport options to meet community needs,' includes the key initiative 'Continue working with Auckland Transport to improve road safety and slow traffic throughout Manurewa, in line with Vision Zero principles'
    - c. road safety projects on which the board has partnered with Auckland Transport, including speed calming area treatments and raised pedestrian crossings around schools, have had a positive effect and DSI rates in Manurewa have reduced as a result

## E mahi ana mātou i te mahi mō Tāmaki Makaurau

- d. the board believes that encouraging safer speeds on our roads is needed to protect vulnerable road users and address suppressed demand for active mode routes
- e. the board supports lowering speed limits and installing raised pedestrian crossings around all schools, both to increase pedestrian safety and to encourage increased usage of active mode transport
- IV. the board requests that, where speed limits are lowered, appropriate signage and infrastructure needed to ensure compliance with the speed limits is installed
- V. the board notes public feedback received as part of the public consultation on proposed Phase Three changes with the community, requesting speed limit reductions or other speed calming measures on the following roads that were not included in this phase of the Safe Speeds Programme:
  - David Avenue
  - Dennis Avenue
  - Beatty Avenue
  - Browns Road
  - Collie Street
  - Grande Vue Road
  - Hobart Crescent
  - Jellicoe Road
  - Maich Road
  - Russell Road
  - Station Road
  - Scenic Drive
  - Hill Road
  - Tampin Road
- VI. the board supports speed limit reductions on the roads listed in v) above where this is consistent with its previous recommendation (Resolution number MR/2022/31) that the following roads within the local board area should be reviewed when staff develop the interim Auckland Speed Management Plan:
  - a. all roads contained within the Jellicoe Quadrant Residential Speed Management area (the roads bounded by Russell Road, Browns Road, Great South Road and Weymouth Road)
  - i. all roads contained in the area bounded by Orams Road, Great South Road, Hill Road and State Highway One
  - ii. roads in the area surrounding the following schools:
    - Alfriston College
    - Clayton Park School
    - Hillpark School
    - Homai School
    - Manurewa High School

## E mahi ana mātou i te mahi mō Tāmaki Makaurau

Wharekura to be built on Browns Road, Manurewa, adjacent to the BLENZ Homai Campus

Randwick Park School

The Gardens School

Trevor Hosken Drive.

**CARRIED**

E mahi ana mātou i te mahi mō Tāmaki Makaurau

## **Maungakiekie-Tāmaki Local Board**

### **Resolution number MT/2022/60**

**MOVED by Deputy Chairperson C Makoare, seconded by Member N Henry:**

**That the Maungakiekie-Tāmaki Local Board:**

- a) endorse the speed limit changes proposed as part of Phase Three of Auckland Transport's Safe Speeds Programme;
- b) endorse the speed limit changes proposed on Panama Road before and after school drop-off/pick up hours.
- c) support Auckland Transport efforts to communicate benefits of safe speeds and the need to continue consulting public on future changes.

**CARRIED**

E mahi ana mātou i te mahi mō Tāmaki Makaurau

## Ōrākei Local Board

### Resolution number OR/2022/57

**MOVED by Chairman S Milne, seconded by Member S Powrie:**

**That the Ōrākei Local Board:**

- a) provide the tabled feedback on speed limit changes proposed as part of Phase Three of Auckland Transport's Safe Speeds Programme

**CARRIED**

### Ōrākei Local Board feedback to the Auckland Transport – proposed speed limit changes (Phase 3)

#### Background:

1. AT's first phase of reviewing and setting new speed limits was developing the Speed Limits Bylaw 2019 which enabled AT to set new speed limits for Auckland's highest risk roads. The impact of the changes made in this bylaw have been significant and support the claim that by setting safe and appropriate speed limits in Auckland, we reduce community harm.
2. AT recently conducted Phase Three of the review of speed limits and completed public consultation on proposed changes with the community, the focus has been on town centres, roads near schools, high-risk rural roads, rural marae, and roads requested by the community.
3. During March and April, 243 people from the Orakei Local Board area submitted on the Safe Speeds Programme through an online form. Additional submissions were received via pin drops on an interactive map, email submissions and written submissions. Respondents were asked to choose a road and comment on the proposed speed changes for that area.

#### Main Themes:

Of the Orakei Local Board Residents who submitted, 39 were supportive of the comment that lowering the speed limits will improve safety with 29 stating that reducing speed limits is unnecessary. A further 15 submitters supported lowering speed limits around schools with the proviso that the reduction should be during specific times only.

However, it is recognised, driver behaviour and motorists who do exceed speed limits create safety risks, better enforcement is necessary along with driver training and education.

New speed limits need to be clearly sign posted.

Road design should be taken into consideration when looking at road safety, many roads need to be upgraded and improved.

There was concern that reducing speed limits is more about revenue gathering than road safety, however it is acknowledged, motorists that exceed the speed limit are a safety concern.

Lowering speed limits will improve road safety, however it should be recognised that speed calming measures and a reorientation of public spaces to encourage walking and cycling could help protect vulnerable road users.

## E mahi ana mātou i te mahi mō Tāmaki Makaurau

### Recommendations:

1. Approve a change to the speed limit for the streets proposed within the suburb of Stonefields listed in the consultation as this was well supported by residents. Note, the streets in Ellerslie, including Kalmia Street are not in the Orakei Local Board area, we are unable to comment on these findings.
2. However, many residents supported a lesser reduction to the speed limit, ie 40km/hr instead of the proposed 30 km/hr and a reduced time frame as opposed to a 24/7 reduction to speed limits. Further clarification on these two points is required as these comments were listed under the heading for feedback on roads within the local board area not proposed for speed limit changes. It is our understanding all the roads in the suburb of Stonefields were proposed for speed limit changes.
3. Note the feedback on roads within the local board area that are not proposed for speed limit changes was generally low, so difficult to know if the changes are generally supported. The exceptions were Main Highway East, Ballin Street and Amy Street in Ellerslie, Riddell Road in Glendowie and Vale Road, Cliff Road and Long Drive in St Heliers. We recommend these roads are considered for further investigation.
4. Approve lowering the speed limits around schools, particularly primary schools and kindergartens as this was well supported in the feedback.
5. Speed limits need to be clearly sign posted to prevent issues with speeds changing from one street to another. This should not be a revenue gathering exercise for unsuspecting drivers.
6. Traffic lights phasing must be changed according to the reduced speed limits, so you do not catch every red light.
7. Enforcement must be used to change driver behaviour.
8. Reducing speed limits are not the only way to improve road safety; maintenance and upgrading roads must also be implemented as funds allow.

### **Ōrākei Local Board**

**16 May 2022**

E mahi ana mātou i te mahi mō Tāmaki Makaurau

## **Ōtara-Papatoetoe Local Board**

### **Resolution number OP/2022/72**

**MOVED by Chairperson R Autagavaia, seconded by Member O Dewes:**

**That the Ōtara-Papatoetoe Local Board:**

- a) support lowering speed limits to ensure fewer deaths or serious injuries on our roads, particularly around schools and town centres
- b) support making roads safer by reducing speed limits, which will allow residents to be safer and more confident walking, cycling and utilising micro mobility options in areas that were previously unsafe due to inappropriate speed limits
- c) note that providing an environment that supports and allows for safe use of micro mobility will also have a positive effect on climate change through emissions reductions
- d) support the goal of Vision Zero, and encourage the implementation of speed limits in conjunction with other means, such as better quality roads, to achieve this goal
- e) thank the 31 people from the Ōtara-Papatoetoe Local Board area who provided feedback to the proposed speed limit changes and note all feedback is contained in Attachment A
- f) note the Ōtara-Papatoetoe residents who submitted had mixed views on the proposed roads. Those who wanted the speeds to be kept the same did so because they believe the reduced speed limit is unsuitable for the type of road proposed and the reduced speed limit is unnecessary. Submitters who were in favour of the changes said the reduced speed limit will be safer and also suggested further safety improvements be made, including better footpaths
- g) request Auckland Transport to consider the submitter suggestions on the other roads that either need safety improvement measures implemented or the speed limit reduced.

**CARRIED**

E mahi ana mātou i te mahi mō Tāmaki Makaurau

## Papakura Local Board

### Resolution number PPK/2022/83

**MOVED by Chairperson B Catchpole, seconded by Member F Auva'a:**

**That the Papakura Local Board:**

- a) provide the following feedback on speed limit changes proposed as part of Phase Three of Auckland Transport's Safe Speeds Programme:
- I. Walters Road between Cosgrave Road and Grove Road will require the flashing school zone signage to be installed, otherwise the board agrees with the following proposed speed limit:

Road Name	Part of Road	Proposed speed limit	Local board feedback
Walters Road	Between Cosgrave Road and Grove Road	<ul style="list-style-type: none"> <li>• School times 40km/h</li> <li>• Other times 50km/h</li> </ul>	Will need to have the flashing school zone signage

- II. agree to the following proposed speed limit changes:

Road Name	Part of Road	Proposed speed limit	Urban or Rural
Cloud Way	full length	30km/h	Urban
Fort Lincoln Loop	full length	30km/h	Urban
Gingernut Place	full length	30km/h	Urban
Hayfield Way	full length	30km/h	Urban
Hingaia Road	between urban traffic area boundary (Auckland isthmus) and Linwood Road	50km/h	Rural
Hokioi street	full length	30km/h	Urban
Kaakahoa Road	full length	30km/h	Urban
Karera Road	full length	30km/h	Urban
Kauru Way	full length	30km/h	Urban
Mataitai Way	full length	30km/h	Urban
Melody Belle Street	full length	30km/h	Urban
Ockhams Street	full length	30km/h	Urban
Park Estate Road	between motorway bridge and western end of Park Estate Road	40km/h	Urban



E mahi ana mātou i te mahi mō Tāmaki Makaurau

Road Name	Part of Road	Proposed speed limit	Urban or Rural
Pataka Close	full length	30km/h	Urban
Patakatuna Drive	full length	30km/h	Urban
Peketua Street	full length	30km/h	Urban
Songline Road	full length	30km/h	Urban
Te Ipukai Drive	full length	30km/h	Urban
Toporoa Street	full length	30km/h	Urban
Tuarongo Road	full length	30km/h	Urban
Tumu Road	full length	30km/h	Urban
Umuti Lane	full length	30km/h	Urban
Vespa Road	full length	30km/h	Urban

III. note that the following roads are not available on Google maps at this point:

- a. Hokioi Street
- b. Kaakahoa Road
- c. Karera Road
- d. Kauru Way
- e. Mataitai Way
- f. Pataka Close
- g. Patakatuna Drive
- h. Peketua Street
- i. Te Ipukai Drive
- j. Umuti Lane.

- IV. request Auckland Transport include any new roads that appear within the boundaries of areas that already have reduced speed limits, that they also have reduced speed limits to ensure consistency in an area.
- V. request Auckland Transport investigate the traffic speeds on Walters Road from Grove Road to Battalion Drive.
- VI. request Auckland Transport investigate options to slow traffic in Gosper Road, Waiata Shores, between Brylee Drive and Te Napi Drive, as traffic is speeding up after Brylee Drive.
- VII. request Auckland Transport investigate options for slowing traffic in the roading precinct bounded by Clevedon Road, Settlement Road, Dominion Road and Marne Road, which includes Scott Road and Kelvin Road.
- VIII. request Auckland Transport investigate the installation of a flush median lane to allow traffic to safely turn right into the Holy Trinity School on Airfield Road.
- IX. request Auckland Transport investigate reducing speed limits in other areas where there are high concentrations of people, such as cultural and religious facilities so that they are treated in the

## E mahi ana mātou i te mahi mō Tāmaki Makaurau

same manner as schools, eg: Papakura Marae, Churches, Gurdwara Sikh Temple, community facilities, sports fields etc.

- X. support the submission received in the Speed Limit Reduction consultation requesting maintenance of foliage around intersections.
- XI. request Auckland Transport investigate the installation of the Clevedon Road, Papakura, raised pedestrian crossing as the board has received complaints that there is no warning signage and the tar seal has sunk on either side of the crossing which is creating noise issues for the neighbouring community.

**CARRIED**

E mahi ana mātou i te mahi mō Tāmaki Makaurau

## **Puketāpapa Local Board**

### **Resolution number PKTPP/2022/1**

**MOVED by Deputy Chairperson J Turner, seconded by Chairperson J Fairey:**

**That the Puketāpapa Local Board:**

- a) provide feedback on speed limit changes proposed as part of Phase Three of Auckland Transport's Safe Speeds Programme.
- b) note the dramatic reduction of 47% fewer deaths on roads that have had their speeds lowered in Auckland, while other roads have seen deaths increase.
- c) note the widespread support for some speed reduction work in Puketāpapa, with differing levels of support for 30km/h as a limit.
- d) request an investigation into physical works that can be implemented alongside the speed reduction to change the environment.
- e) endorse the inclusion of Frederick Street into the plan, recognising the importance of this road to the 'network' of slow speeds in the area
- f) request Seacliff Road be included, noting the high level of feedback on this road.
- g) request resourcing for education and enforcement.

**CARRIED**

E mahi ana mātou i te mahi mō Tāmaki Makaurau

## **Rodney Local Board**

### **Resolution number RD/2022/2**

**MOVED by Member S Garner, seconded by Member C Smith:**

**That the Rodney Local Board:**

- a) request Auckland Transport staff provide an updated and amended report with the correct speed limit changes proposed as part of Phase Three of Auckland Transport's Safe Speeds Programme to the local board members and delegate to Members B Houlbrooke and L Johnston to approve the local board feedback.

**CARRIED**

1. The amended report was provided by Auckland Transport on 26 May 2022.
2. The delegated local board members have since reviewed the amended report sent by email on 26 May 2022 and provide the following feedback.

### **Feedback from the Rodney Local Board**

- a) Support the reduced speed limits proposed as part of Phase Three of Auckland Transport's Safe Speeds Programme in general, however request that community feedback be taken into account particularly with regard to no exit roads.

Beth Houlbrooke  
Deputy Chairperson, Rodney Local Board

Louise Johnston  
Member, Rodney Local Board

Date: 7 June 2022

E mahi ana mātou i te mahi mō Tāmaki Makaurau

## Upper Harbour Local Board

### Resolution number UH/2022/54

**MOVED by Member N Mayne, seconded by Member A Atkinson:**

**That the Upper Harbour Local Board:**

- a) receive the report on speed limit changes proposed as part of Phase Three of Auckland Transport's Safe Speeds Programme.
- b) do not support the blanket 24/7 nature of speed reductions to 30km/h.
- c) believe the 40km/h school zones are working well around schools in Upper Harbour currently where they are in place.
- d) have specific concerns with reductions proposed on the following roads due to the collector role they play:
  - I. Kyle Road
  - II. Orwell Road.

**CARRIED**

E mahi ana mātou i te mahi mō Tāmaki Makaurau

## **Waiheke Local Board**

### **Resolution number WHK/2022/71**

**MOVED by Chairperson C Handley, seconded by Member R Tucker:**

**That the Waiheke Local Board:**

- a) in principle support the proposed Waiheke speed limit changes publicly consulted upon subject to:
  - I. error corrections in relation to street descriptions.
  - II. identification of areas for future speed reduction investigation, consultation and consideration including prioritising Fossil Bay School and Waiheke Primary School.
  - III. and any further consultation related detailed local board feedback.
- b) delegate Chair Cath Handley to provide this feedback by Friday 3 June 2022.
- c) acknowledge Auckland Transport's Xinghao Chen for her efficient and collaborative project management on the Waiheke speed reduction process.

**CARRIED**

E mahi ana mātou i te mahi mō Tāmaki Makaurau

## **Waitākere Ranges Local Board**

### **Resolution number WTK/2022/58**

**MOVED by Chairperson S Toms, seconded by Member M Clayton:**

**That the Waitākere Ranges Local Board:**

- a) agree that Item 22 - Local Board feedback on Auckland Transport's proposed speed limit changes be adjourned to the Board's 23 June 2022 business meeting.

**CARRIED**

### **Resolution number WTK/2022/78**

**MOVED by Member S Coney, seconded by Deputy Chairperson G Presland:**

**That the Waitākere Ranges Local Board:**

- b) approve the feedback provided to Auckland Transport's Safe Speeds Programme on part of proposed Phase Three speed limit changes.
- c) request that Auckland Transport engage with the Piha Ratepayers and Residents with a view to reducing speed on Piha Road and Seaview Road from the beginning of the 50 kph zone at the top of Piha hill to the village.

**CARRIED**

### **The Waitākere Ranges Local Board provides the following feedback on the Phase 3 speed limit changes proposed by Auckland Transport:**

- a) support Auckland Transport's 'Vision Zero' aim to reduce death and serious road injuries on Waitākere Ranges rural roads through lower speed limits. The local board do however have concern about the extent of change in this proposal.
- b) note the community feedback on proposed speed limit changes.
- c) Notes that some 115 roads or parts of roads in mostly rural parts of the Waitākere Ranges are included in the phase three proposal.
- d) the extent of change proposed warrants a great deal more communication and engagement to achieve community buy-in. We would like to see a communications plan focussing on achieving safer speeds on Waitākere Ranges roads tailored to the people who live there and visit the area.
- e) ask that the following be taken into account in considering speed limit changes:
  - I. areas around community destinations; areas with high visitor numbers; locations of
  - II. track entrances and on-road sections between tracks; roads with no footpaths where on-road walking occurs.
  - III. whether roads have sufficient pull off places to avoid conflict between vehicles travelling

## E mahi ana mātou i te mahi mō Tāmaki Makaurau

- IV. at different speeds.
- V. promoting speeds that are safe for small buses and school bus routes where those services operate.
- VI. rural roads with higher risk of death or serious injury
- VII. places where there is community demand for safe speeds.
- f) considers safety on the roads is more than just a matter of designated speed limits.
- g) notes that Waitakere rural roads have extensive advisory signs for safe speeds on bends and considers this an accepted way of achieving the same ends.
- h) maintenance of rural roads is a key safety driver and this needs to be significantly improved in the Waitakere Ranges rural area.
- i) **do not support** the proposed speed limit changes for Huia Road and Piha Road. The local board considers these are not fit-for-purpose, will not contribute to safety, and, worse, may promote risk taking with drivers trying to pass slower vehicles on unsafe sections of road, noting there are no passing lanes and few pull over areas.
- j) **do not support** proposed speed reductions of 10km/h, as it seems a small difference, that will add complexity and confusion for drivers and a cost for ratepayers for additional signage.
- k) **support** a 70 km/h speed limit for Scenic Drive and Scenic Drive North to support its function as a sightseeing route; it is winding and narrow; and has intermittent drive-ways.
- l) **support** the proposed changes to Cornwallis Road, Candia Road, Shaw Road, Parker Road, Mountain Road, North Way, Nola Road, Bethells Road, Wairere Road, Waikarekare Road.
- m) **support** slower speed limits on unsealed roads and unsealed portions of roads.
- n) **support** slower speeds on small no exit roads.
- o) notes that where the local board has made no comment it is not opposed to the change.



E mahi ana mātou i te mahi mō Tāmaki Makaurau

## **Waitematā Local Board**

### **Resolution number WTM/2022/97**

**MOVED by Member G Gunthorp, seconded by Deputy Chairperson A Bonham:**

**That the Waitematā Local Board:**

- a) receive the tabled, updated document to replace Attachment A to the agenda report
- b) provide feedback on speed limit changes proposed as part of Phase Three of Auckland Transport's Safe Speeds Programme
- c) support the proposed speed limit changes in Ponsonby South, Parnell East, Western Springs, and Eden Terrace
- d) thank Auckland Transport for the inclusion of Ponsonby South, as per the Waitematā Local Board feedback on Safe Speeds Tranche 2
- e) reiterate our wish for the inclusion of Grey Lynn East and Grey Lynn South in future stages
- f) reiterate the need for gateway treatments, better pedestrian safety in Safe Speed zones, and the creation of Low Traffic Neighbourhoods.

**CARRIED**

E mahi ana mātou i te mahi mō Tāmaki Makaurau

## **Whau Local Board**

### **Resolution number WH/2022/55**

**MOVED by Chairperson K Thomas, seconded by Member W Piper:**






**That the Whau Local Board:**

- a) reiterate its support in principle for reduction in speed limits as part of the Road to Zero programme, alongside other safety interventions such as infrastructure.
- b) reiterate its request, made in March 2022 in respect of the Interim Speed Management Plan but equally relevant here, that staff review the extent of perimeters for areas around schools proposed to be subject to lower speed limits, particularly in the Kelston area, to ensure that the settings are appropriate, noting the potential impacts on surrounding streets.
- c) request that staff include, as part of any review into speed limits around schools, consideration around the times of the day and week at which reductions will operate, noting that in areas such as Kelston with a high concentration of schools the extent of restrictions will be significant.


**CARRIED**

## Attachment 4: Feedback form

### Benefits of the proposed changes

-  A reduction in deaths and serious injuries
-  Make it safer for children walking or cycling to school
-  Social and financial benefits potentially save \$4.3m per life saved and \$6.5m per injury prevented
-  Safe and appropriate speed limits suitable for the road conditions
-  On roads where speed limits were changed on 30 June 2020, fatalities have reduced by 67% compared to an average of the prior five years.


### Trade-off


-  Journey times for some motorists will increase, by less than 1-2 minutes in most cases.

On over 90% of the roads we propose changes on, most drivers are already travelling slower than the current speed limit due to the road conditions and environment.

### Vision Zero

Auckland Transport is taking a Vision Zero approach to road safety. That means we are striving to have zero deaths or serious injuries on our transport system by 2050. Ensuring speed limits are safe and appropriate across our road network supports our Vision Zero goals.

 36 people died on Auckland roads in 2020

 489 people were seriously injured in 2020

### Have your say, we're listening

Improving the safety and efficiency of our transport network is important. Doing nothing is not an option once we discover speed limits are not safe and appropriate. Because you live and drive on these roads and have local knowledge, you can help us to make sure what we do is the best option.

### Your feedback can potentially influence:

- The new speed limit we implement
- The section of road we make the change to
- Whether any other measures should be taken rather than, or in addition to, changing the speed limit for any particular road.

### To have your say, please go to: [AT.govt.nz/haveyoursay](https://at.govt.nz/haveyoursay)


If you have difficulty completing the online form, or want to present your views on the proposal to AT in person, please call us on **09 355 3553** or email us at [ATSpeedProgramme@AT.govt.nz](mailto:ATSpeedProgramme@AT.govt.nz)


Give your feedback by 3 April 2022

### Join our online webinars


To keep people safe during Covid-19, our planned public drop-in sessions have moved online. We have organised a number of online webinars where you can find out more about the proposals and ask questions of the project team.

For event information, please visit [AT.govt.nz/haveyoursay](https://at.govt.nz/haveyoursay) or scan the QR code.






### Have your say



## Proposed speed limit changes

### Safe Speeds Programme – Phase 3

Give your feedback by 3 April 2022



Auckland Transport's Safe Speed programme is part of an integrated nationwide road safety strategy (Road to Zero). The outcome is to make Aotearoa New Zealand roads safe where no one is killed or seriously injured on our roads.

### What's happening?

AT is proposing to set new permanent speed limits on more than 1,600 roads around Auckland.

These changes will be predominantly around schools, but also rural marae, high-risk rural roads, town centres and some residential roads in Manurewa.

Many roads in Tāmaki Makaurau have speed limits which aren't suitable for the conditions, contributing to Aucklanders being hurt or killed on our roads.

### Which roads will this affect?

The proposed speed limit changes could be on the road you live on, or on roads you travel on. The roads we propose changing the speed limits of are:

-  **Around schools**  
Approximately 990 roads near 82 schools around Auckland
-  **Town centre roads**  
Takapuna, Devonport and Glen Innes town centres
-  **Rural roads**  
There are 415 rural roads. These include areas such as Ōhau Peninsula, Waitikere, Ōkura, Sillwater, Waitere and Whenuapai
-  **Residential roads**  
58 roads in Manurewa
-  **Community requests**  
Approximately 41 roads mostly in Pokeny and Rodney
-  **Marae**  
18 roads near 8 marae

### Areas where speed limit changes are proposed

The proposed changes are spread over 113 suburbs across the region, in 20 local board areas.

To find out which roads we propose to change the speed limits of, please visit [AT.govt.nz/haveyoursay](https://at.govt.nz/haveyoursay)

If the proposed changes are approved following public consultation, they will come into force in late-2022.



AT is proposing a 30km/h speed limit in the Waiheke Island township of Oneroa

### Why these roads were selected

The current speed limits on these roads are not safe and appropriate, often due to the characteristics of the roads, which includes:

- Unsealed roads
- Narrow roads and/or narrow shoulder widths
- No road markings
- The number of twists and turns
- The number of people in the area walking and on bikes.

Many of the roads we propose changing the speed limits of have a history of crashes. When we find that speed limits are not safe and appropriate, we are legally required to propose changes.

**To learn more, please visit our website.**

### Safe speeds save lives

No matter what the reason is for a crash, speed determines whether or not people survive.

### Death and injury percentages

Impact speed km/h	Death % risk
30	10%
40	32%
50	80%
60	95%

Survivability rates vary significantly based on a number of factors and scenarios. AT takes a preventative approach with respect to the survivability of our most vulnerable road users. Data taken from Research Report AT-1066-18 published in March 2018 by Ausroads - the Association of Australian and New Zealand Road Transport and Traffic Authorities.

**Please share your feedback with us below.**

PRIVACY: AT is committed to protecting our customers' personal information. We will manage your personal information in accordance with our Customer Privacy Policy.

The information you provide in this submission may be shared with Auckland Council elected members (including local boards) and may otherwise be disclosed by AT in response to an information request.

**1a) Which road would you like to provide feedback on?**

Name of road: \_\_\_\_\_

**1b) What do you think of the proposed speed limit change on this road?**

- I agree with the proposed speed limit change on this road
- I think the current speed limit on this road should be kept the **same**
- The speed limit should be **higher** than what's proposed (but lower than the current speed limit)
- The speed limit should be **lower** than what's proposed
- Other

**1c) Why do you feel this way?**

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**2a) Which road would you like to provide feedback on?**

Name of road: \_\_\_\_\_

FORM\_24/08/21

**2b) What do you think of the proposed speed limit change on this road?**

- I agree with the proposed speed limit change on this road
- I think the current speed limit on this road should be kept the **same**
- The speed limit should be **higher** than what's proposed (but lower than the current speed limit)
- The speed limit should be **lower** than what's proposed
- Other

**2c) Why do you feel this way?**

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**3a) Which road would you like to provide feedback on?**

Name of road: \_\_\_\_\_

**3b) What do you think of the proposed speed limit change on this road?**

- I agree with the proposed speed limit change on this road
- I think the current speed limit on this road should be kept the **same**
- The speed limit should be **higher** than what's proposed (but lower than the current speed limit)
- The speed limit should be **lower** than what's proposed
- Other

**3c) Why do you feel this way?**

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**4) If you have any general feedback on the proposed speed limit changes, please provide it below.**

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Personal Information**

Providing personal details is optional. Providing your postal or email address ensures that we can contact you with updates to the project.

Name: \_\_\_\_\_

Email address: \_\_\_\_\_

Phone number: \_\_\_\_\_

Street address: \_\_\_\_\_

Suburb: \_\_\_\_\_

Postcode: \_\_\_\_\_

Which local board area do you live in: \_\_\_\_\_