



Safe Speeds Programme

Public feedback on proposed speed limit changes March/April 2022

Feedback related to Papakura Local Board area



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

During March and April 2022, 95 people from within the Papakura Local Board area submitted on the Safe Speeds Programme - proposed speed limit changes through an online form.

Additional submissions were received via pin drops on an online interactive map, email submissions and written submissions. Submitters were able to provide feedback on one or more roads within their submission, plus provide supporting information or commentary. The number of individual comments is greater than the number of submitters, as many submitters commented on more than one road. The online map and written submissions are in addition to those completed via online form, as submitters were not required to give a Local Board when using these methods.



Part B – Feedback on roads within the local board area proposed for speed limit changes

In the first part of the feedback form, respondents were asked to choose a road (and a part of the road) to provide feedback on. They were also asked what they thought of the proposed speed limit changes for that section. Specifically, they were asked:

- What do you think of the proposed speed limit change for this road? (*tick-box answers*)
- Why do you feel this way? (*open-ended answers*)

This section outlines:

- The sentiment expressed by respondents towards the proposed speed limit changes for each road within the Papakura Local Board area ('What do you think of the proposed speed limit change for this road?')
- A summary of the open-ended feedback received for each road within the Papakura Local Board area ('Why do you feel this way?').

Please note:

- Some submitters expressed sentiment for roads with multiple 'parts' but did not specify the section of the road they were referring to. Where it was not apparent which 'part' of the road the submitter meant, or their feedback related to the full road, their sentiment was added to all the road segments.
- Submitter open-ended feedback could contribute to more than one theme.



Road name	Cloud Way
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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



Road name	Fort Lincoln Loop
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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



Road name	Gingernut Place
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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



Road name	Hayfield Way
Part of road	Full length
Proposal	Current 70kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none">• Speed limit should not be below 50kph.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none">• Main feeder road to subdivision.• Proposed limit is too slow for an arterial route.

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

Road name	Hingaia Road
Part of road	between 370m east of Oakland Road and Linwood Road
Proposal	Current 60kph: Proposed 50kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	5

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Will match other parts of road. Lots of school traffic. New housing development in area.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Major arterial road. Engineered for cars to travel at 60kph.
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> Current speed is appropriate. Problem with this section is the merge from 2 lanes to 1, not speed. Recently been reduced from 70kph to 60kph.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Traffic lights required on intersection with Oaklands Road.

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



Road name	Hokioi Street
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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



Road name	Kaakahoa Road
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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



Road name	Karera Road
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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



Road name	Kauru Way
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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



Road name	Mataitai Way
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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



Road name	Melody Belle Street
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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



Road name	Ockhams Street
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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

Road name	Park Estate Road
Part of road	between motorway bridge and western end of Park Estate Road
Proposal	Current 80kph: Proposed 40kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be lower than what is proposed	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> • This is a narrow, residential road. • The road was designed for a slower speed limit (40kph). • This road is designed to be used by active mode users. • Cyclists and pedestrians regularly use this road.

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



Road name	Pataka Close
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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



Road name	Patakatuna Drive
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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



Road name	Peketua Street
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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



Road name	Songline Road
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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



Road name	Te Ipukai Drive
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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



Road name	Toporoa Street
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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



Road name	Tuarongo Road
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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



Road name	Tumu Road
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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



Road name	Umuti Lane
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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



Road name	Vespa Road
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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

Road name	Walters Road
Part of road	between Cosgrave Road and Grove Road
Proposal	Current 50kph: Proposed Variable 40kph or 50kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> This stretch of Walters Road is a school road, and access to a major local amenity (Bruce Pulman). It is not safe to walk on this road.
Reduced speed limit will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> The reduced speed limit will make drivers frustrated.
The reduced speed limit is unnecessary <i>Mentions: 6</i>	<ul style="list-style-type: none"> This road is safe at the current speed limit (flat, straight, visibility is good, safe footpaths). There is already a traffic light-controlled crossing for pedestrians. The rationale for changing speed limits is weak and inconsistent. There is no connection between current speed limits and accidents. Improvements are needed, not speed reductions A slow speed limit is not necessary outside of peak school hours.

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> This road is designed for higher speeds.
Too many changes in speed limits along the road (or in area) will be confusing <i>Mentions: 1</i>	<ul style="list-style-type: none"> Too many changes in speed limits along the road will be confusing.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Educate people how to drive better and safer. Accidents happen because of bad drivers (not because of speed limits).
Only support the proposed speed limit for outside school <i>Mentions: 1</i>	<ul style="list-style-type: none"> It is a good idea to reduce the speed limit outside the school. It wouldn't be appropriate to reduce the speed limit on the rest of the road (beyond the school).
Other physical improvements suggested <i>Mentions: 3</i>	<ul style="list-style-type: none"> Put a roundabout on Walters Road to ease congestion. Walters Road needs some improved pedestrian infrastructure - there's no path on the northern side currently.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> The proposal seems inconsistent in its implementation - proposed changes for some sections of the road and not others.

AT recommended way forward

Implement safe and appropriate speed limit as proposed



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

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

- To prevent having lots of themes that were only mentioned once or twice we grouped suggestions into suburbs and used the ‘main points’ for the themes to identify the roads being mentioned.
- Some suburbs are situated within more than one local board area, as such there may be some roads in this section which are not relevant to the Papakura Local Board area. It saved a significant amount of time reporting in this way.
- Submitters could see comments made by other people in different pin drops on the map. Due to this, there was occasional feedback in response to another submitter’s suggestion – for example, someone suggests a lower speed limit for one road, and another states the speed limit here should not be lowered. This has resulted in occasional opposition to lower speed limits where there are no changes proposed.

Suburb	Takanini
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Feedback Theme	Main points
Other roads/suggestions for reduced speed limits <i>Mentions: 7</i>	<ul style="list-style-type: none"> • Airfield Road: This section of the road goes past a primary school and should be 30kph, at all times. • Airfield Road: Drivers tend to speed on this road as it is straight and has 80kph sections. • Airfield Road: Lower the speed limit around the school only. There is no need to change the speed limit on the rest of the road. • Airfield Road, Takanini has new residential houses and there is a Primary school, Holy Trinity. There is no median lane, and the speed is 60kph - this should be lower for the safety of children and residents. • Mill Road: There is a school and early childhood centre on this road, so drivers need to take additional care. • Mill Road: There is a large volume of traffic, including many trucks (associated with the Quarry) using this road, so a lower speed limit would be safer for the school and childcare centres on this road. • Longford Drive: Drivers speed down Longford Drive. It is a wonder there has not been a crash already.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Porchester Road: Please do something about this intersection - needs traffic lights or a roundabout. It is an accident hotspot.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Cosgrave Road: Lowering the speed limit would add to congestion. (No change proposed). • Survila Street: Lowering the speed limit would add to congestion. (No change proposed). • Mill Road (Ardmore): Lowering the speed limit would add to congestion. (No change proposed).



Suburb	Papakura
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none">• Orion Street, Smith's Avenue, Calvert Street and Bates Street: speed bumps would be a good deterrent for speeding traffic.



Suburb	Alfriston
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Feedback Theme	Main points
Other physical improvements suggested <i>Mentions:</i>	<ul style="list-style-type: none">Alfriston School on Alfriston and Mill Roads - road is currently 80kph and is a danger to students and teachers. Lots of trucks, and the noise is a disruption to class: Engine breaking should be banned outside the school, and trucks should not be allowed to park opposite.



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

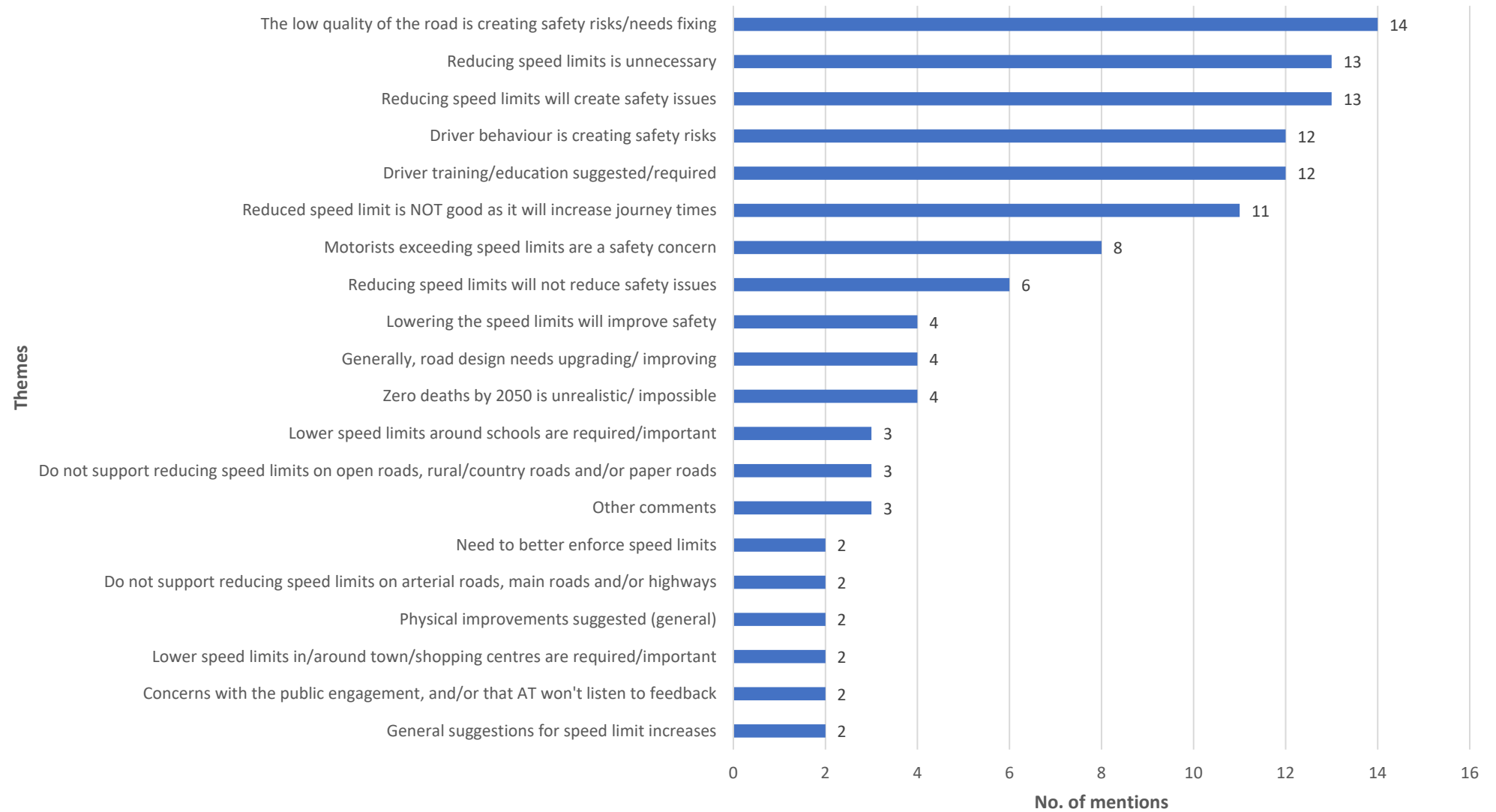
The feedback form also provided the opportunity for respondents to provide general comments on the Safe Speed Programme. Most this feedback was general in nature and could not be attributed to a particular road.

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

Please note:

- The “*Mentions*” in the themes column of the tables indicates the number of times that theme was mentioned by people from the Papakura Local Board area.
- It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Papakura Local Board area, just themes.

Top 20 general themes: Papakura Local Board Residents



Overall sentiment towards the Safer Speeds Programme

Feedback Theme	Main points
<p>Generally, support the safe speeds programme</p> <p><i>Mentions: 13</i></p>	<ul style="list-style-type: none"> • Lowering the speed limits will improve safety (4) • Driver behaviour is creating safety risks (1) • The low quality of the road is creating safety risks/needs fixing (1) • Need to better enforce speed limits (1)
<p>Generally, do NOT support the safe speeds programme</p> <p><i>Mentions: 44</i></p>	<ul style="list-style-type: none"> • Driver training/education suggested/required (11) • Driver behaviour is creating safety risks (9) • Reducing speed limits is unnecessary (9) • Reducing speed limits will create safety issues (8) • Reduced speed limit is NOT good as it will increase journey times (7) • Motorists exceeding speed limits are a safety concern (6) • The low quality of the road is creating safety risks/needs fixing (5) • Reducing speed limits will not reduce safety issues (4) • Zero deaths by 2050 is unrealistic/impossible (4) • Generally, road design needs upgrading/improving (3) • Do not support reducing speed limits on open roads, rural/country roads and/or paper roads (2) • General suggestions for speed limit increases (2) • Need to better enforce speed limits (1) • Suggestions for licensing/ law changes (1) • Concerns with the public engagement, and/or that AT won't listen to feedback (1) • Motorists going SLOWER than the speed limit are a safety concern (1)
<p>I support some proposals and do NOT support other proposals in the Safe Speed Programme</p> <p><i>Mentions: 20</i></p>	<ul style="list-style-type: none"> • The low quality of the road is creating safety risks/needs fixing (8) • Reducing speed limits will create safety issues (5) • Reducing speed limits is unnecessary (4) • Reduced speed limit is NOT good as it will increase journey times (4)

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Lower speed limits around schools are required/important (3) • Driver behaviour is creating safety risks (2) • Reducing speed limits will not reduce safety issues (2) • Motorists exceeding speed limits are a safety concern (2) • Lower speed limits in/around town/shopping centres are required/important (2) • Do not support reducing speed limits on arterial roads, main roads and/or highways (2) • Driver training/education suggested/required (1) • Do not support reducing speed limits on open roads, rural/country roads and/or paper roads (1) • Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes (1) • Reducing speed limits is about revenue gathering (not safety) (1) • Generally, road design needs upgrading/ improving (1) • Only implement speed limit reductions during specific times and/or don't support 24/7 implementation (1) • Concerns with the public engagement, and/or that AT won't listen to feedback (1) • Lower speed limits on rural/unsealed/winding/narrow roads are required/important (1) • Too many changes in speed limits along the road (or in area) are/will be confusing (1) • Concerns/disagree with speed limit reduction around schools (1) • Other suggestions for reduced vehicle speeds (1) • Other comments (3)

General positive comments about the Safe Speeds Programme

Note: It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Papakura Local Board area, just themes.

Feedback Theme	Main points
<p>Lowering the speed limits will improve safety</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • Lower speed limits will improve road safety and reorient public spaces to encourage walking, cycling and other forms of healthy transport. • Lower speed limits will protect cyclists, children, pedestrians, vulnerable people, horse riders on the road. • Reduced limits will force those currently speeding (and those who see 100kph as a target) to slow down. • Current speed limits in residential areas are too high to be safe. • High speeds (above current limit) contribute to more injuries and reducing speed can help. • Safer feeling community and atmosphere. • People tend to exceed the speed limit at least a little, particularly around schools and school buses: a lower limit will help. • People are driving faster and more recklessly, including main roads as well as residential streets. • New developments/increased pedestrians/traffic volumes in the area - need lower speed limits for safety. • There is a lot of evidence showing that lower speeds increase the likelihood of a vulnerable road user surviving a crash. • Lower speeds improve reaction times and stopping distance in the event of an accident. • Have been accidents in this area - agree with speed reductions to help prevent these. • Will be safer on roads that are narrow and/or have no shoulder/are dangerous to drive at current limit. • International experience has proven roads are much safer when their speed is set to the slowest user of those roads, and in particular when they are not set to that of cars. • Will lower the crash rate on roads where that is an issue due to speed. • We should make all roads 30kph and then increase speeds on the roads that have sufficient safety features. • 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 50kph and parked cars whose doors may open at any time. • The proposed 24/7 30kph 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. • Will improve bad habits people have of driving fast at unsafe speeds. • The reduction in speed is directly correlated to reduction in risk of an accident and injury when an accident does happen.

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

Note: It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Papakura Local Board area, just themes.

Feedback Theme	Main points
<p>Reducing speed limits will create safety issues <i>Mentions: 13</i></p>	<ul style="list-style-type: none"> • Reduced speed limits result in frustration and impatience, leading to poor decisions, dangerous/risky overtaking, using bus lanes, tailgating, hesitation, near misses, and congestion. • Will cause issues with speeds changing from one street to another. • Will make driving around Auckland even more chaotic. • Crash/death toll has been higher since speed limits have been lowered - negative outcomes do not justify more changes of the same. • 30kph (outside of city centre and schools) will do more harm than good because many will not comply. • Will increase number of accidents (some obeying, some not; frustration; distraction). • A Penn State University study concluded crashes increase due to complacency (i.e. not concentrating) if the speed limits are set more than 16km/h below the engineering standard. "We found there was an increase in fatal, and injury crashes at locations with posted speed limits set 10 miles per hour or more below engineering recommendations." • Reducing the speed limit will make it harder for emergency volunteers to get to the [Fire] station to attend an emergency when needed. • Lower speed limits will delay emergency services and first responders and potentially cost lives - ambulances are only allowed to travel 15kph/20kph/30kph over the speed limit. • High number of signs/visual pollution/inconsistent speeds is leading to confusion, frustration, and accidental law breaking. • If you try to reduce speeds on arterial roads, there will likely be very little compliance and therefore higher actual speeds across the targeted area. • People driving under the speed limit is what causes the accidents, and this proposal will make it worse. They cause people to make angry, irrational decisions/driving because of holding other drivers up. • Cruise control doesn't work/struggles at 30kph. • Very difficult to drive heavy vehicles at 30kph. • This will be making drivers worse/unfamiliar with roads everywhere else (with higher speed limits that they would now be unused to). • I'd rather keep my eyes on the pedestrians and cyclists, not my speedometer/worrying that I've missed yet another speed change. • Last year (2021) the road toll was the highest it has been in the last 4 years - proving that the lower speed limits did not produce the results you state it was there to provide - and actually did the opposite. • Changing speed limits is going to do more harm.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Reducing speed limits too far make people speed up in other areas to make up the time lost. • 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. • Lower speed limits will increase journey times and result in fatigue and more time on the road, which increases the chances of being involved in a crash (regardless of the speed you/other drivers are travelling). • I've seen people cross more in front of slower cars than in front of cars doing the speed limit, and cyclists pull out in front of cars going 40kph or below. • Slowing modern cars down to less than 30kph 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 40kph often have better vision of pedestrians. • Drivers will be frustrated by the change and will likely ignore it, leading to a dangerous false sense of safety for vulnerable road users. • Reducing speed limits this much (60%, from 100kph to 40kph) is going to infuriate drivers. • 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). • Manual vehicles can struggle to keep driving at 30kph - it is only a temporary speed - cars themselves want to go faster. • Lower speed limits make 'speedsters' go even faster. • Distracted drivers and drivers on their phones (playing games, texting) are a huge problem, and lower speed limits will make this worse. • 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. • With a 30kph limit, bicycles and scooters will be overtaking cars which will be incredibly unsafe. • Where significant changes are made that not justified by evidence, the road will be more dangerous. • 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.
<p>Reducing speed limits will not reduce safety issues</p> <p><i>Mentions: 6</i></p>	<ul style="list-style-type: none"> • Reduced speed limits have not/will not make the roads safer. • Speed limits are not the issue (it is road condition/ driver behaviour/education/ distraction/ licencing/ pedestrian behaviour/ road design, etc). • The drivers that cause accidents aren't mindful of speed limits anyway. • Lower speed limits won't help if the issue is poor road layouts/design. • Poor driving skills/illegal behaviour is the issue, which will not be changed by lower speed limits. • Constantly reducing speed limits is just 'nannying' people, not solving the problem at all.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Lower speed limits are impractical/will not work because people will not abide by them. • Logging trucks are making the road unsafe, not the speed limit. • Reduced speed limits need to be accompanied by engineering to make the road look like the limit is appropriate, or it will not work. • If you try to reduce speeds on arterial roads, there will likely be very little compliance and therefore higher actual speeds across the targeted area. • The safer speeds program is unlikely to achieve the intended outcome of zero deaths. • The sign company will be the only one who benefits from these decisions. • Blanket speed limit decreases will not solve all the death and injury issues. • 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. • Speed is the symptom not the cause, focus on the cause and this will fix the problem. Fix the symptoms (speed) and the root cause will remain. • Without enforcement, reducing the speed limits will do little to nothing. • 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? • 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. • 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. • All that this proposal will do is punish people who drive well and stick to speed limits, with a longer commute.
<p>Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • This is impeding the city, commerce, and the ability of everyone to go about their day, in favour of AT's ideological hatred of the private vehicle. • Is there any high crash data or evidence of pedestrians being hit to justify changes? • 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. • Not aware of any serious (or any) accidents in some areas for roads proposed for 30kph. • 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. • The research does not support/there is insufficient data that reducing speed limits from 50kph to 30kph will significantly impact injury/death rates. • 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. • Many of the current proposed changes are over-the-top and not based on real risks. • 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.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Publishing the data of accidents within the current vs proposed speed limits, including determined cause (i.e. alcohol involved) will be a convincing argument to support this programme. If crashes are due to alcohol or other factors, then these should be focussed on to fix instead of speed. • 100kph roads should not be considered for lower limits unless significant death toll justifies the change. • High number of signs/visual pollution/inconsistent speeds is leading to confusion, frustration, and accidental law breaking. • 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. • Are AT people going out and seeing if these reductions are working or is it all computer simulation, calculations, and reconfiguration? • 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. • There has been a complete failure of justification of the reduced speeds. Where are the stats showing the accidents / injuries / fatalities on each of these roads? • 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. • How many of the 36 deaths on Auckland roads in 2020 occurred on roads you are proposing changes to? • Look at the accidents in the last 5 years (posted on the Devonport Community Facebook site), none are in the area in which you are "proposing" to lower the speed limits. • 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. • Request for evidence of injury/crash data for specific area, including cause of crash, speed of vehicles, and if any pedestrian/cyclist involvement. • I don't believe "Current guidelines do not recommend speed limits of 70kph or 90kph 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 90kph then as a human race we have a big problem - these people should not be on the roads. • The stated benefits of these speed changes have been exaggerated by manipulation of statistics (such as using figures prior to and during the pandemic lockdowns). Comparing 18 months accidents with a 5-year number, when a lot of the 18 months data was during lockdowns is not a fair comparison. • I call into question the calculations that the death risk figures from the AR-R560-18 report, which were cited in the AT Proposed speed limit changes brochure.

<p>Too many changes in speed limits along the road (or in area) are/will be confusing <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Frequent changes in speed limits mean drivers are watching for signs or watching their speedometer, rather than watching the road. • Will cause issues with speeds changing from one street to another. • Too confusing having inconsistent speeds for no clear reason. • By introducing too many variables or speed limits too slow you are causing confusion, frustration and interruptions to traffic flows. • Changes in speeds and traffic conditions are a bigger safety issue than higher speed limits. • Waiheke Island should have fewer changes in speed limit, e.g. be 30kph throughout, or for example Donald Bruce Road should have fewer than the currently proposed three different speed limits along its length. • Better, cheaper, quicker, and less confusing for drivers to make a few simple rules and apply them everywhere: e.g. shopping strips and schools 30kph; low building density roads 80kph; bends and intersections and everything else 50kph. • Lower the speed limit for the whole area, nice and simple, no confusion, tinkering, ongoing costs etc.
<p>Reduced speed limit is not good as it will increase journey times <i>Mentions: 11</i></p>	<ul style="list-style-type: none"> • Traffic lights are still phased for the old 50kph limits, so driving at reduced limits means you catch every red light. • Reducing speeds in some areas adds significant time to journeys and fails to clear congestion. • Does not make sense to reduce speed limits on roads with bus services. • Businesses and drivers should be compensated for additional time and fuel spent travelling. • The estimate of increased journey times is significantly understated for people who live and commute rurally (e.g. top of Awhitu Road to the city is more than '1-2 minutes' delay). • It needs to be balanced without compromising the network and creating congestion. • Proposed changes are going to cause congestion/ gridlock. • People in rural areas will suffer the most, with extended journey times, fuel costs and engine wear. • Overall travel time costs have not been truly accounted for - 20% increase per person adds up. • The inability to move around Auckland with ease will be detrimental to the long-term attractiveness/ economic success of Auckland. • The proposal is going to increase/encourage rat-running behaviour/speeding to make up for lost time. • 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 work day hours Monday to Friday. • Decreasing speed limits in so many areas will make daily life unbearable for the average person. • It will add to inflation as goods & services will cost more with longer travel times. • 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.

<p>Reducing speed limits is unnecessary</p> <p><i>Mentions: 13</i></p>	<ul style="list-style-type: none"> • Many of these roads can be driven on safely at higher speeds provided drivers are competent and attentive. • Raised pedestrian crossings/existing traffic calming/traffic lights/roundabouts already slow down traffic (no need for lower limits). • Area is not busy and lower limits are unnecessary as schools have footpaths connecting them already (Greenhithe). • Roads in town centres and near schools already have traffic slowing measures. • Roads are already perfectly safe at current speed limits. • Cars are getting safer, with shorter stopping distances, and lots of safety features for occupants, other road users, and pedestrians. • Should not apply where cyclists and pedestrians are separated from cars. • The 60kph and 80kph speed limit reductions throughout East Auckland (e.g. Te Irirangi Drive, Chapel Road, Pakuranga Highway) make no sense as the roads are wide with minimal conflict zones, and designed to be driven at this speed. • By your own assessment 90% of the drivers are ALREADY travelling slower than the existing speed limit. • Unnecessary where there are not high accident rates and speeding/traffic volumes/pedestrian numbers. • Schools already have safe speed zones in the morning and closing time, and town centres have significant traffic lights and pedestrian crossing areas. Therefore, 30kph zones are not required. • Drivers who already ignore current speed limits will not suddenly adhere to a lower one. • Instant fines and disqualifications will work best to reduce speed on roads. • Reducing all streets to 30kph where they are not near schools, local parks and aged care facilities, is excessive. • It will be bad for public morale if the limits for safe roads are reduced as this will look like a revenue gathering scheme. • While I support and embrace the intent of the programme, speed limit proposals in areas that do not warrant it are not the way to achieve the outcome. • The roads are already congested - there is no reason to lower speed limits as people are already forced to drive slowly.
<p>Reducing speed limits is about revenue gathering (not safety)</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Poor attempt to address the issue - speed limits are easier to enforce than other safety measures and are good revenue-gathering opportunities. • Are businesses/drivers going to be compensated for additional time/fuel spent travelling or is this more about revenue gathering? • Lower speed limits will just be exploited by mobile speed camera operators. • Reducing speeds on safe 100kph country roads seems like financially based policing. • 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. It feels like a revenue generation approach. • 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 - although a penalty still needs to be incurred, lower fines might get paid more often.

<p>Driver behaviour is creating safety risks <i>Mentions: 12</i></p>	<ul style="list-style-type: none"> • Investigate other aspects of road safety (e.g. people using phones while driving) to reduce accidents on these roads (not speed limit reduction). • There are a lot of bad drivers in New Zealand. • Lower speed limits do not make people drive safer. • Need to better enforce basic road rules rather than imposing a slower speed. • Issues are due to poor driving technique such as jumping lights; driving along pavements; illegal u- turns; not indicating, etc (not speed). • Should instead focus on preventing tired/distracted drivers, or alcohol-related crashes. • 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. • Putting speed bumps on main roads don't fix the problem, they cause people to avoid those roads and use other roads. • 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. • People often fail to stop or even slow down for pedestrian crossings. • People don't tend to drive to conditions or the speed limit, tailgate, or have little consideration for other road users. • Reducing the speed limits panders to/'nannies' the incompetent drivers who then have no reason to learn to drive better. • Road deaths are mostly the cause of drunk or drugged driving. • 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. • Advertise the evils of poor and anti-social driving rather than spending on promoting the virtues of reduced speed limits. • This proposal is punishing everyone instead of focusing on those who aren't using due care while on the roads (both pedestrians and drivers). • Slower speed limit would reduce rat-running behaviour. • Safety issues are less about speed and more about the people who drive with no licenses and drive people on restricted licenses. • Many drivers cross the centre line repeatedly even on blind corners. This is not speed dependent, even slow drivers do this. • Lower speeds will make it less likely that drivers will cross the centreline when traversing right hand bends which is currently very common.
<p>Motorists going SLOWER than the speed limit are a safety concern <i>Mentions: 0</i></p>	<ul style="list-style-type: none"> • 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. • 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. • People drive too slowly (usually while looking at their phones) which cause frustration and overtaking in dangerous locations out of desperation. • At the moment, some tourists tend to drive a lot slower than the speed limit as is (sometimes 30-60kph below the limit which is very dangerous).

<p>Motorists exceeding speed limits are a safety concern <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Will increase number of accidents due to speed differences between those following and those ignoring new speed limits. • Lower speed limits are impractical/ will not work because people will not abide by them. • 30kph (outside of city centre and schools) will do more harm than good because many will not comply. • People don't tend to drive to conditions or the speed limit. • 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. • Reducing speeds by 20kph on open roads is not beneficial as locals or regular drivers to the area will continue to drive 100kph. • The introduced 30kph 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. • Most people drive at least 10kph faster than the current limit – a 30kph limit will mean they will be going 40kph, which is still better than current. • 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.
<p>Driver training/education suggested/required <i>Mentions: 12</i></p>	<ul style="list-style-type: none"> • Money would be better spent on improving/subsidising driver training/teaching young learners to be courteous on our roads. • Reducing speed limits is not the answer - teach people to drive well, confidently, and safely. • More/better driver training needs to be available/encouraged/required. • 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. • Learning to drive is NOT just about the road code. Drivers need to be TAUGHT how to drive, recognise hazards etc. • 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. • Driver education/defensive driver training WORKS. • Foreign immigrants and visitors need to be taught how to drive on NZ roads, by taking the NZ driving test. • We don't need to slow traffic down, but we do need initiatives to get drivers to stay alert and look for hazards. • 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. • 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. • Focus should be concentrated on improving driver training and regular competency tests rather than just slowing the speed. • If AT wants to save the most lives, they should focus on people wearing seatbelts.

	<ul style="list-style-type: none"> • Rural roads have some very dangerous curves and narrowing widths in places, some locals (not visitors) drive at speeds higher than 100kph. An education programme for residents would be of value. • Cyclists licencing requirements will keep cyclists safer on roads. • Start funding driver schools etc, everyone should know fundamental differences between AWD RWD FWD etc and how to control them should they need to. • 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. • 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. • 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.
<p>Need to better enforce speed limits Mentions: 2</p>	<ul style="list-style-type: none"> • Is AT going to purchase several hundred more speed cameras or simply see what effects really are after a certain time frame? • This is an inefficient proposal, as people who speed will still speed - go after the speeders instead of everyone else. • There is no need to make these areas a slow zone all the time, just double fines to those not slowing down during school start/finish times. • Needs to be better/more policing and enforcement action - it's not speed limits, it's those that exceed them that is the problem. • Enforcement needs to be consistent, not occasional. • If the authorities cannot police the current speed limits, they will be unable to properly police the proposed changed speed limits. • How can enforcement happen when people have police-tracking gadgets? • The problem is not the speed limits on most roads, it's the (lack of) enforcement of speed limits. • If the police monitored both the current speed limits and policed the red-light runners, we can make our roads safer without causing further delays due to reduced speed limits. • Policing these changes will be impossible/difficult/expensive/pointless unless enforced. • Higher accident rate brings greater enforcement. Lower the speed limit in those areas, position fixed speed cameras and advertise their presence. • We should be pushing for more capacity in the police force to ensure safety, not punishing those following the rules. • Enforce the temporary speed limit at roadworks. • Harsher penalties needed for speed offences (e.g. instant 28 day roadside disqualification whenever an offender is caught 20kph above the limit, not 40kph as current). • Put extra speed cameras before even considering lowering the speed limits.

<p>The low quality of the road is creating safety risks/needs fixing <i>Mentions: 14</i></p>	<ul style="list-style-type: none"> • Instead, spend money on better quality/more regular maintenance of the roads. • Roads are not kept to a realistic/safe standard, despite the fuel tax and registration fees collected every year. • The real danger on rural roads is lack of maintenance. • Some roads are in terrible condition and aren't safe at any speed. • Fix the roads to improve safety so there is no need to lower speed limits. • 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. • Some roads are poorly maintained and poorly designed - these locations should have lower limits. • 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. • 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. • 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. • Fixing the roads themselves is a better start. The condition of the road is horrific the speed is not an issue. • Fix potholes properly in the first place, so you don't need to re-fix them three months later. • This proposal is just trying to replace/cover up/lower costs poor road quality/maintenance.
<p>Generally, road design needs upgrading/improving <i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • Make safer roads as most fatalities involve two vehicles, not pedestrians. • Some roads are poorly maintained and poorly designed - these locations should have lower limits. • Need to improve quality of road markings (especially at night in rain), visibility, poor road naming for directions, centrelines. • Fix/invest in infrastructure to accommodate greater speeds instead of lowering limits. • Need to work on better road design and execute them. • Lowering speed limits won't stop road deaths. Better roads, wider roads, more passing lanes, better road flow, and safer intersections would all help. • Seal the unsealed roads. • The funds could have been better spent on properly sealing roads (using quality materials) and upgrading heavily congested major arterial routes. • The issue is the lack of motorways, and the growing presence of road haulage due to lack of investment in rail. • More should also be done to implement safer designs alongside safer speeds. • 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). • 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.

- Too many road junctions are on blind corners with traffic flow controls.
- Too many bus stops are adjacent to the corner of a junction - why increase hazards in an already hazardous zone?
- Infrastructure/roads should change to match the new speed limits - this means making roads narrower and corners tighter.
- Shrubbery needs to be trimmed away from signs, crossings, and intersections.
- 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).
- 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.
- 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.
- Seals should be asphalt not chip seal - and maintained.
- 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?
- High level roads that include bus/trucks should have asphalt over concrete.
- Where are the upgrades or even the bypass for Kumeu?
- Would rather money be spent on upgrading the Weiti bridge to 4 Lanes.
- 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.
- Need more passing lanes/ slow vehicle bays to encourage safe overtaking.
- The roads need to be re-engineered to be self-explaining roads if drivers are expected to stick to 30kph - the road needs to match the sign.
- This proposal is just overcompensating for poor road design/planning/investment.
- Invest in road upgrades and design BEFORE allowing housing and land development.

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

Note: It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Papakura Local Board area, just themes.

Feedback Theme	Main points
<p>Only implement speed limit reductions during peak traffic times and/or don't support 24/7 implementation</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • 30kph is too slow 24/7 – if this is only about safety around schools, only make it when children are entering/exit school. • Lower speeds around schools should only operate during school hours/not during school holidays. • 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. • Proposed around school zones should be at times of operation, not a blanket area. • A blanket reduction doesn't recognise peak times - have a standard peak time of speed reduction instead. • Common sense is to have times ('windows') those reduced speed apply, e.g. between the hours of 8am to 6pm. • Having 40kph speed limit around schools and school times is sufficient. No need to permanently decrease the limit. • I think 30kph for a set time on each side of school hours would be more suitable (like the existing 40km but extended by about 15 minutes). • The programme should be revised to consider every Auckland road and seek to implement dynamic 30kph limits during peak school times near schools, 40kph limits on residential areas and around schools during non-peak times, and 60kph for appropriate arterial roads. • 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. • Brush stroke solution of reducing speed limits not appropriate in areas where risk increases only at certain times of the day. • 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. • School speed zones should not apply out of school hours, anywhere. • 30kph is way too low, I think 40kph during school times is enough. • 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. • I think it should be 30kph from 7am-9am and 2.30pm-4.00pm.
<p>Do not support reducing speed limits on open roads, rural/country roads and/or paper roads</p>	<ul style="list-style-type: none"> • Rural roads are having lower speed limits applied for no reason - the road environment has not changed since original safe speed limit. • People should slow down around schools, but 40kph is sufficient - reducing speeds on open roads risks dangerous driving. • Reducing speeds on safe 100kph country roads seems like financially based policing. • Rural roads need a road-by-road assessment to address issues as they vary a lot: blanket speed reductions is the wrong approach.

Feedback Theme	Main points
<p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • 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. • Infrastructure on rural roads should be improved instead of lowering limits. • 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. • 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 80kph. • Your notes say that most crashes are on urban roads, so why change the speeds on rural roads? • Roads with no road markings should have these in place instead of lowering speed limits. • If you must lower open road limits, make them 90kph not 80kph due to journey times and emergency services access. • The open roads should be fixed if needed rather than reducing the speed limit. • 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. • Rural roads should have higher speed limits than non-rural roads because they have very little pedestrian and vehicle traffic. • Speed limit reduction from 100kph to 40kph is too drastic. • Suggest 'derestricted' signage instead to indicate open road, but that much of it cannot be driven at speed. • I support an 80kph limit for rural roads. A blanket speed of 60kph is too slow and 40kph is way too low for any rural area.
<p>Do not support reducing speed limits on arterial roads, main roads and/or highways</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • 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 80kph - this could safely be 100kph. • 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. • 50kph is fine as a minimum speed limit on urban roads. 60 or 70kph for main arterial roads. 100kph 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. • I support lowering speed limits throughout except on the arterial roads/motorways/highways. Most expressways are safe to drive 100-110kph and motorways should be around 110-120kph. • Do not support a 40% drop in the speed limit in any area - especially trunk lines and main roads. • 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 100kph.

Feedback Theme	Main points
<p>Concerns/disagree with speed limit reduction around schools</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Roads in town centres and near schools already have traffic slowing measures. • 30kph 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. 40kph is an accepted balance. • Use better techniques (than 30kph 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). • Schools should have entry/exit designs so that cars aren't massed uncontrolled around them. • 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. • 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. • 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. • 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. • Speed limit of 30kph around schools is unreasonable. No one will obey the limit. We are just training drivers to ignore the rules. • Congestion around the school slows traffic due to high volumes - lowering the speed limit has little benefit, and no benefit outside school hours. • Including roads further out from the school will only frustrate drivers and they will be less likely to slow down around the school. • 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 30kph. 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 30kph during those times (arrival and exiting).

General locations where speed limit reductions are supported

Note: It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Papakura Local Board area, just themes.

Feedback Theme	Main points
<p>Lower speed limits around schools are required/important</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • People tend to exceed the speed limit at least a little, particularly around schools and school buses: a lower limit will help. • All streets around schools should be 30kph/10kph or under. • Agree people should slow down around schools but 40kph is sufficient. • There need to be permanent speed reductions around ALL primary schools, irrespective of location. • Safe speeds and parking are a huge issue around schools and local kindergartens. • All Kindergartens should be included in the proposal as these age children don't have much road safety awareness. • Schools have been ignored in many areas.
<p>Lower speed limits on rural/unsealed/winding/narrow roads are required/important</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Our roads are too varied for just 100kph or 50kph - 80kph is far safer for country/winding roads, due to increased traffic volumes. • 100kph is too fast and dangerous for some rural roads - should reduce to 80kph. • Lower speed limits have made a huge difference to rural communities in particular - it's becoming safe to drive / walk our roads • Some roads are narrow and have no shoulder - 80kph (from 100kph) makes sense. • It's required particularly on hilly, snaking roads in West Auckland, which are made ever more treacherous by rain. • Some rural roads are 100kph, 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. • It is absurd that some single-lane country roads have the same speed limit as a motorway. • Lowering some rural roads to 80kph – and changing the open road limits to 80kph too - is a good idea. • City drivers that leave the city are not prepared for country roads, and country roads within 100km of the city centre should be 80kph.
<p>Lower speed limits in/around town/shopping centres are required/important</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Should be 40kph blanket speed for residential streets, and only 30kph in town centre and outside schools. • All streets around town centres should be 30-40kph. • Roads close to and through town centres and beaches should have speed limits reduced to at least 30kph.

Other speed limit/physical improvement suggestions

Note: It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Papakura Local Board area, just themes.

Feedback Theme	Main points
<p>Suggestions for speed limit increases</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • More 80kph speed limits should be increased to 100kph where safe to do so. • There is no need to change the speed limits on these roads. Most of them should be back at 100kph. • Most expressways are safe to drive 100-110kph and motorways should be around 110-120kph. • If anything, some roads should be increased. • 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. • The world is getting faster not slower, our speed limits are far too slow now, and we should be putting them up NOT down. • Our motorways should have much higher speed limits like in Germany. • Please change the speeds back to what they were before starting this road calming initiative. People should drive to the conditions. • 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. • In general AT should always offset a speed decrease in one location with an increase in another. That way travel times can be maintained. • 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. • There are so many examples in the world where increasing the speed limits on roads has resulted in steep decline in incidents. • Increase speeds on motorways to 120kph with minimums of 90kph. If driver and car cannot do these speeds, they are not fit for motorway purpose.
<p>Other suggestions for reduced vehicle speeds</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Instead, we need enforcement or traffic calming that stops people from exceeding the posted speed limit (not lower limits). • There are streets where just one or two humps would be sufficient to slow traffic. • Speed humps don't need to be so big that people are encouraged to drive big cars that can get over the bumps. • Raised crossings/speed bumps/judder bars/'stop' signs are more effective/will be better than lower speed limits. • Traffic calming around schools is a good thing. • Speed bumps/traffic calming alongside lower limits would help people stick to the limit. • Strongly disagree with these rough speed bumps everywhere, instead of just a speed camera.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Highly reconsider traffic calming strategies instead of a blanket 30kph speed limit which hardly anyone is going to follow anyway. Designs like at Hobsonville Point is what I was expecting. • Better spend the money on traffic calming within built up areas/villages/towns so we can enjoy our local streets safely (without cars speeding around causing noise and pollution). • Way too many speed humps. • On the roads where the speed is dropped to 30kph or 40kph I assume all the road humps and raised crossings will be removed because the vehicles will be driving slow enough. • HATE the raised platforms on otherwise perfectly safe roads – vehicles have to slow down and/or stop for pedestrian crossings anyway: Prefer normal pedestrian crossings with the round flashing orange pedestrian crossing lights (not full traffic lights systems), are all that is needed. • Sticking new road signs up is different from designing the roads to encourage slower driving. Placement of barriers, narrowing roads, raised platforms and other traffic calming measures are needed. • 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). • Too many roads in Auckland have speed bumps. For those of us with back injuries, these are very uncomfortable to drive over, and I have also been told they are not good for vehicles. • Should not have physical traffic calming (speed bumps) in areas that don't have accidents.
Physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> • 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. • Review traffic light phasing to improve traffic flow. • 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. • Residential roads with high crash rates should have reduced speeds or more yellow lines to prevent parked cars causing blind corners. • Fix parking and bike lane access/focus on superior construction of safe zones/barriers for cycleways and footpaths. • Roads need to be made wider to accommodate modern/bigger vehicles. • Need more centre barriers to separate traffic. • Feeder roads need to be widened to allow better traffic flow. • Install light-controlled crossings (instead of lowering speed limits) if the concern is pedestrian safety. • Change off-street parking regulations to clear cars from parking along streets, both sides, and therefore improve road safety through clearer roads. • The better way to reduce accidents is to improve the road and remove roadside obstructions (overgrown trees, narrow bridges, blind bends, potholes).

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Rural roads need to be better maintained, and for passing lanes to be installed. • Improve visibility around crossings and bike lanes. • Stop people parking on verges and footpaths that greatly reduce visibility of pedestrians. • 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. • Install slow vehicle bays on the roads you wish to slow down. That way people can pass safely and not put others at risk. • 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. • Safe speeds and parking are a huge issue around schools and local kindergartens. • 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. • If you want to make the road safer, install road barriers (instead of lowering speed limits). • Traffic light phasing needs to be synched better for a 30kph 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. • 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. • Invest in rail to remove the growing volumes of road haulage in New Zealand. • Need safer/more pick up zones for parents around schools. • 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. • Invest this money into red light camera and drunk driving checks. • Roads with no road markings should have these in place instead of lowering speed limits. • 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. • 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.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • 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. • AT needs to hurry up and put in the motorway bypass from West Gate to Waimauku. • 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. • 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. • 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. • 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. • 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. • Expenditure should be focused on accident black spots such as the Royal Oak roundabout which should be converted to a traffic light-controlled system. • 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. • Ban parking on the berms. • 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. • 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. • Have pedestrian crossing lights synchronise with the traffic lights so that the green zone traffic will not be interrupted.

Other comments and concerns

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Feedback Theme	Main points
<p>Concerns with the public engagement, and/or that AT won't listen to feedback</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Expect Auckland Council/AT will not listen to or do what people want anyway. • AT acts arbitrarily and does not take taxpayers feedback into account. • I disagree with your strategy of sending out pamphlets asking for feedback with three days to respond and no direct link provided. • 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. • 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. • 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. • I can't see what changes you are making on the map in this website. • Re Takapuna Town Centre: The brochure refers wrongly to Devonport, but the map is correct. • Online form doesn't have the correct roads in Henderson suburb. • 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. • Because there is not enough consultation on the changes. Ask the people instead of assuming you have got it right. • 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. • There are too many roads to review at one time to provide an opinion on the whole safe speeds programme. • AT has no accountability - previous concerns/requests to AT have been brushed off with no explanation. • Materials are inconsistent and contradict themselves - traffic lights vs roundabout for safety, for example. • What is there to consult on when you have a Vision Zero policy, just do it. • Don't put your junk mail pamphlets in a letter box marked 'No Junk Mail'. • 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.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • 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. • Spend less money on reducing speeds and this consultation - invest in making the roads themselves safer instead (maintenance). • 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. • 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. • It is patronizing to even suggest that you want feedback if you are blatantly ignoring the rights of law-abiding drivers. • Online survey is very hard to find. • QR code links to a wrong URL. • Some sections of the roads mentioned don't appear to exist. • 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? • Concerned most people are not able to have their say due to their personal circumstances. • 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. • Note your map shows Hibiscus Drive incorrectly named as Eaves Bush Parade. • 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.
<p>Zero deaths by 2050 is unrealistic/ impossible</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • Zero deaths is a fantasy - there will always be deaths if there are cars and roads. • The goal of no deaths or serious injuries is unrealistic. • The only way to achieve zero vehicle incidents is by removing all vehicles, and that is just not acceptable. • You may as well ban cars buses and bikes completely if your aim is zero deaths. • The only way we will see zero crashes is if all cars are autonomous and communicating to each other. • So long as there are people, there will never be zero deaths. • The 'zero deaths' goal is pie-in-the-sky ideology that is underpinning extreme and impractical changes and proposals, like this one.
<p>Suggestions for licensing/law changes</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Licensing in NZ: all drivers should re-sit their licence every 5/10/15 years – there should be an ongoing review of driving ability. • Make licenses harder to get with a heavier focus on driver training.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • The age of 16 is too low to expect a child to handle a vehicle: the driver age is too low and too easy. • Lower speed limits do not make people drive safer - introduce a Hazard Awareness course as part of the driving test (for example). • Make the defensive driving course compulsory (not rewarding with lessened Restricted time) • Drivers should need to log 'x' hours with an instructor before receiving your licence. • 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. • 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. • Make getting a full driver license compulsory after certain amount of time. • 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. • Make road usage and driving mandatory in schools. • 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. • 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). • Double fines for those speeding in a school zone. • Increase fines/punishment/penalties for crossing the centreline/driving on the wrong side of the road/dangerous driving/. • Restrict the performance of cars for new drivers for at least the first year of holding a full driver's license. • Ban undertaking on all roads. • Fines for drivers sitting in outside/overtaking lane. • 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. • 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. • Speed limit changes won't change behaviour unless speed camera fines increase drastically to make people take them seriously. • Parking distance before and after speed humps must be increased and if they are not respected then the car owners need to be penalized.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • 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. • 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.
<p>Other comments</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • Roading network has not been improved despite petrol surcharge. • The state of the roads needs huge investment which our regional fuel tax should be going to. • Make new/near-new cars more affordable/available to raise the average safety of all cars on the road. • To maintain this programme would be to commit significant police resource that is instead needed to do real policing, and crime prevention. • 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. • 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. • 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. • 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. • 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. • 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. • 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. • 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. • Your 'Death/injury percentages' chart is contentious, with are other studies giving evidence to the contrary. Your policy is decidedly anti-private vehicle with the purpose to drive the public onto busses. This policy has been politicised. • What is the cost of implementing this programme? At a time when the cost of living is skyrocketing, and rates are increasing. • Perhaps AT should focus on some of the dangerous driving of their bus drivers. • 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. • 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?

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Modern vehicles have cruise control and active safety systems which only work above 40kph. • 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. • 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. • Remove the filter lights on feeder roads to the motorway that simply add to the already growing frustration of drivers. • 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. • Consider congestion charge zones to reduce commuters from outside the central city suburbs from driving into these suburbs with exemptions for residents. • 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. • 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. • 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. • Many of these roads do not fit within the "self-explaining roads" that comprise the majority of changes. • Are the changes likely to slow down the bus routes? Will there be changes to routes to accommodate changes? • 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. • Need to reduce amount of foliage at intersections that obstruct visibility and consider this in future planning for planting. • More emphasis needs to be put on drug and alcohol testing, more rigorous policing of seat belt use and cell phone usage. • Visual pollution on every bend in the road (e.g. signage) is very obnoxious. • Where speed limit review is on an unmarked road, markings should be added first before speed limit is dropped. • Instant disqualification for 20kph (instead of 40kph) over limit and instant fine for running a stop sign would help reduce incentives to speed. • 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. • 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? • Submitter's manual car struggled to maintain 30kph - it put too much strain on the motor.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • 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 • The public need to see the evidence justifying these changes, the cost of this list and consultation, and the hundreds of thousands to implement. • Will the names of councillors supporting these changes be published so I know who is responsible for this? • 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. • The current trend to move to bikes (electric or not)/electric scooters and other powered transportation, the majority can and easily exceed 30kph - will they be policed in the same manner as a car? • I propose the speed limit on the Harbour Bridge be reduced to 50kph 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. • 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. • Get rid of the trucks clogging our highways and byways/trucks should have a 90kph limit. • All main Highways should be tolled as it is often overseas - users to pay. • 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. • As a motorcycle license assessor, because of the frequent speed changes, I must change my NZTA Authorised Assessment Routes every year. • 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. • The law needs to be revised to ban private cars exceeding 110kph to be imported, or to have them modified to limit their speed to 110kph (of course, except special vehicles like police cars). Their overall weight also needs to be reduced. • 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. • 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". • Need to include some of the roads that AT intends or is currently sealing as part of the seal extension programme.





Safe Speeds Programme

Public feedback on proposed speed limit changes March/April 2022

Feedback related to Puketāpapa Local Board area



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

During March and April 2022, 54 people from within the Puketāpapa Local Board area submitted on the Safe Speeds Programme - proposed speed limit changes through an online form.

Additional submissions were received via pin drops on an online interactive map, email submissions and written submissions. Submitters were able to provide feedback on one or more roads within their submission, plus provide supporting information or commentary. The number of individual comments is greater than the number of submitters, as many submitters commented on more than one road. The online map and written submissions are in addition to those completed via online form, as submitters were not required to give a Local Board when using these methods.



Part B – Feedback on roads within the local board area proposed for speed limit changes

In the first part of the feedback form, respondents were asked to choose a road (and a part of the road) to provide feedback on. They were also asked what they thought of the proposed speed limit changes for that section. Specifically, they were asked:

- What do you think of the proposed speed limit change for this road? (*tick-box answers*)
- Why do you feel this way? (*open-ended answers*)

This section outlines:

- The sentiment expressed by respondents towards the proposed speed limit changes for each road within the Puketāpapa Local Board area ('What do you think of the proposed speed limit change for this road?')
- A summary of the open-ended feedback received for each road within the Puketāpapa Local Board area ('Why do you feel this way?').

Please note:

- Some submitters expressed sentiment for roads with multiple 'parts' but did not specify the section of the road they were referring to. Where it was not apparent which 'part' of the road the submitter meant, or their feedback related to the full road, their sentiment was added to all the road segments.
- Submitter open-ended feedback could contribute to more than one theme.

Road name	Bagley Street
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Drivers use this as a cut through road. • Cars uses it as a speed track up and down the street, even worse with the speed bumps in it. • Roads and streets are for people, not vehicles. Make neighbourhoods more walkable/human-centred.
Only support the reduced speed limit during school operation times <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Only support reduced speed limits around school opening and closing times.
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> • This is not a busy street – no need for a lower limit. • Traffic is sufficiently slowed by the speed humps on this street.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Make all roads in the area 40kph, not 30kph.
Reducing speed limits will not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Nobody is going to drive 30kph at night. • Impossible to enforce unless there's a speed camera on every street.
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Cars drive on this road at excessive speeds day and night.

Why do you feel this way?	
Feedback Theme	Main points
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Widen the footpaths to make the road safer for pedestrians. • Make the speed humps into pedestrians' crossings. • Address issues caused by on-road parking on this street.
Other comments	<ul style="list-style-type: none"> • This proposal is going to have significant impact on the day-to-day lives of people living in this area. • Auckland Transport should provide statistics on accidents in the area involving children and speed. • Roads and streets are for people, not vehicles. Prioritising traffic flow makes neighbourhoods severed, isolated and continually unsafe places to be in.

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

Road name	Belfast Street
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> • The current speed of buses and cyclists on this road are a disaster waiting to happen. • Need to lower the speed of traffic to make the road safer for those travelling downhill. • Reducing the speed limit will make the road safer for pedestrians - especially the most vulnerable. • Will encourage more people to walk.
Only support the reduced speed limit during school operation times <i>Mentions: 7</i>	<ul style="list-style-type: none"> • Speed limits should not be reduced outside of school drop-off and pick-up times. • Only support reduced speed limits around peak school traffic times, not 24/7.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Actual speed of moving vehicles is 30kph-40kph, due to speed humps and the road gradient, so a limit change will make no difference.

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 13</i>	<ul style="list-style-type: none"> • Unsure why this road needs a speed limit reduction - this road is safe at the current speed limit. • This street is already too slow. • The speed bumps have already slowed traffic on this road enough. • Having the bus route on this road has slowed traffic down and caused congestion. • We don't need further restrictions around Hillsborough Primary.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> • This road is already slow due to congestion. Reducing the speed limit would make this road unusable.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Buses speed on this road. • Cyclists ride fast and dangerously on this road, dodging around buses and parked cars.
Generally, the road design needs upgrading/improving <i>Mentions:</i>	<ul style="list-style-type: none"> • The speed tables on this street are a hazard and need to be removed.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Make all roads in the area 40kph, not 30kph.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> • The reduced speed limit is unsuitable for this road
Other suggestions for reduced vehicle speeds <i>Mentions: 6</i>	<ul style="list-style-type: none"> • Reducing the speed limit would make this road unusable. • This is a main road used by hundreds of commuters. • There are other ways to slow traffic that would be more effective.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Put in speed cameras.

Why do you feel this way?	
Feedback Theme	Main points
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Remove the traffic tables on Carlton Street - they are dangerous for traffic coming downhill. • Widen the footpaths to make the road safer for pedestrians. • Make speed humps into raised pedestrians crossings. • Address issues with on-road parking on this street.
Other comments	<ul style="list-style-type: none"> • The speed limit should be increased to at least 60kph. • Do not support the new bus route on this road. • Auckland Transport won't listen to public opinion anyway. • Auckland Transport should provide statistics on whether current speed limits result in accidents.

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



Road name	Bluff Terrace
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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



Road name	Carlton Street
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be lower than what is proposed	2
I only support the reduced speed limit for a certain period of the day	8
I think the current speed limit on this road should be kept the same	6
I agree with the proposed speed limit change on this road	3
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	2

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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



Road name	Farnol Street
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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



Road name	Filgate Street
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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



Road name	Foote Street
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> • There is safe off-road access to the school for pedestrians. • The reduced speed limit is not needed.
The proposed speed limit reductions lack local knowledge <i>Mentions: 1</i>	<ul style="list-style-type: none"> • This proposal has been made with no consideration or real data.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> • There are too many cars parked on the road - actions should be taken to address this issue before changing speed limits.

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

Road name	Frederick Street
Part of road	between Queenstown Road and the southern end of Frederick Street
Proposal	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I only support the reduced speed limit for a certain period of the day	3
I think the current speed limit on this road should be kept the same	9
I agree with the proposed speed limit change on this road	2
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Lowering the speed limit won't do anything. People will ignore whatever limit is put in place. If you are lowering speed limits, drink driving limits should also be changed.
The reduced speed limit is unnecessary <i>Mentions: 12</i>	<ul style="list-style-type: none"> This road is safe at the current speed limit (flat, straight, visibility is good, very few hazards on the side of the road, no side roads). Unsure why this road needs a speed limit reduction. No need for this change. Speed humps the entire length of this street slow traffic down sufficiently, so there is no need to set a lower speed limit. There are never children in this area. Not close to a school. Surrounding streets already have a 40kph limit at school time, so reducing the speed limit seems extreme for this area.
Reduced speed is not good as it will increase journey times <i>Mentions: 2</i>	<ul style="list-style-type: none"> Reducing the speed limit will slow traffic too much. Reducing the speed limit will inconvenience more people than it will help.

Why do you feel this way?	
Feedback Theme	Main points
The proposed speed limit reductions lack local knowledge <i>Mentions: 2</i>	<ul style="list-style-type: none"> The proposed speed limit has been set by people that are not familiar with the road. This speed reduction is just another council band aid, without any real study.
Only support the reduced speed limit during school operation times <i>Mentions: 3</i>	<ul style="list-style-type: none"> It makes sense to reduce speed limits for school drop-off/pick up times.
The reduced speed limit is unsuitable for this road <i>Mentions: 2</i>	<ul style="list-style-type: none"> A limit of 30kph is too slow for this street. This is a major thoroughfare for commuters.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none"> 40kph would be safer and more appropriate.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> Current speed limits are not enforced in this area.
Proposal is a waste of money <i>Mentions: 2</i>	<ul style="list-style-type: none"> There is no need for the proposal, it is a waste of money.
Other physical improvements suggested <i>Mentions: 4</i>	<ul style="list-style-type: none"> The intersection of Frederick Street and Goodall Street is too complex, poorly marked, and dangerous. Car parking on this road has created a hazard that council needs to address. Widen the footpaths to make the road safer for pedestrians. Make the speed humps into raised pedestrians crossings.
Other comments	<ul style="list-style-type: none"> The Council has allowed too much subdivision in this area. This is a police 'cash-cow' area. Auckland Transport needs to be torn apart and built from the ground up by people with some sense of what is needed to actually make road safer.



AT recommended way forward

Implement safe and appropriate speed limit as proposed

Road name	Goodall Street
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I only support the reduced speed limit for a certain portion of the road	1
I only support the reduced speed limit for a certain period of the day	2
I think the current speed limit on this road should be kept the same	4
I agree with the proposed speed limit change on this road	1
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> The road is currently used by a lot of commuters and through-traffic who often speed. The reduced speed will discourage through-traffic and reduce congestion. Reducing the speed limit to 40 kph would make this street safer. Taking measures to slow traffic on this road will make this neighbourhood more walkable.
Reduced speed limit will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> A slower speed limit will encourage speedo watching, which is more dangerous.
Reduced speed limit will not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> No one will follow a reduced speed limit.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> There are already speed humps to slow traffic down.

Why do you feel this way?	
Feedback Theme	Main points
Only support the reduced speed limit for a certain time of day <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Only support reducing the speed limit for peak traffic times.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none"> • 40kph would be better.
Driver behaviour is causing safety risks <i>Mentions: 3</i>	<ul style="list-style-type: none"> • People don't give way correctly. • Vehicles speed on this street, and it is used as a 'rat-run' • I have seen several dangerous accidents on the road due to speed going up the hill, more than going down. • Speed racers using this road as a cut through became a problem after Belfast got judder bars.
Generally, road design needs upgrading/improving <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Extend the two lanes on Hillsborough Road through Goodall Street and add traffic lights. • The intersection at Herd Road is a terrible design.
Only support the reduced speed limit during school operation times <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Only decrease the speed on the road during school times.
The reduced speed limit is unsuitable for this road <i>Mentions: 2</i>	<ul style="list-style-type: none"> • This is an important thoroughfare that relieves pressure on the intersection at Herd Road. • It is near impossible to travel down Goodall Street at 30kph (steep gradient).
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Install speed cameras. • Maintain the given speed limit but deter the joy riders and criminal behaviour.
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Put in speed humps along this road (like Belfast, Carlton, Frederick Streets).

Why do you feel this way?	
Feedback Theme	Main points
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Widen the footpaths to make the road safer for pedestrians. • Make the speed humps into raised pedestrians crossings. • Put traffic lights at the top of Goodall Street, as this is very dangerous crossing. • Put a 'Stop' sign at the bottom of the hill clearer. • Highlight the road median, which always gets damaged - make it brighter and more attractive. • Cut down the trees on the side of road by the cemetery, which minimise view. • Fix broken footpaths.
Other comments	<ul style="list-style-type: none"> • It is dangerous turning into Goodall Street from Lynfield, as huge pile ups occur due to the cars parked on the side of road, making it one lane when busy. • Ban real estate agents from putting signs at the top of Goodall Street, which minimises the view when turning right onto Hillsborough Road. • Open access to bush walks between Goodall Street and Belfast Street - it has been closed for several years.

AT recommended way forward

Implement safe and appropriate speed limit as proposed

Road name	Hendry Avenue
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be lower than what is proposed	1
I only support the reduced speed limit for a certain period of the day	1
I think the current speed limit on this road should be kept the same	5
I agree with the proposed speed limit change on this road	7
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 8</i>	<ul style="list-style-type: none"> • Current speed limit is too fast. • Lowering the speed limit will make the road safer for cyclists. • This is a steep and narrow hill. • Reducing the speed limit will reduce the risk of serious crashes. • Current speed limit is unsafe/proposed limit will be safer.
Reduced speed limit will create safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Lowering speed limits can cause drivers to focus more on speed than on the road, causing accidents.
Reduced speed limit will not reduce safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> • People who speed won't adhere to a lower speed limit anyway. • A reduction in speed limit alone, without improvements to the walking and bike riding infrastructure, will not improve safety along Hendry Avenue.

Why do you feel this way?	
Feedback Theme	Main points
<p>The reduced speed limit is unnecessary</p> <p><i>Mentions: 5</i></p>	<ul style="list-style-type: none"> • Unsure why this road needs a speed limit reduction - the current limit of 50kph works fine. • Cyclists travel on this road faster than the proposed speed limit. • Traffic calming measures already in place (speed bumps, road narrowing) have already reduced the speed of traffic. • There have been no accidents on this road at the current speed limit. • The majority of drivers are safe.
<p>Reduced speed is not good as it will increase journey times</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Reducing the speed limit will slow cycle journey times.
<p>Reduce the speed limit further than proposed for a section of the road</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • The single lane section of Hendry Avenue should be 10kph because it functions as a shared space.
<p>Only support the reduced speed limit during school operation times</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Support reducing the speed limit around peak school hours, but not 24/7.
<p>Driver behaviour is causing safety risks</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • People drive far too fast on this road, which is a steep and narrow hill. • Drivers use this road as a rat run to avoid the motorway.
<p>Generally, road design needs upgrading/improving</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • Remove access to through-traffic. • Close the cul-de-sacs off from one another with a pedestrian and cycling only link between.
<p>Alternative speed limit suggested (instead of as proposed)</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • 40kph would suffice.
<p>The reduced speed limit is unsuitable for this road</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • This is a main cycling route. • It wouldn't be safe to slow a bike down to 30kph going downhill on this road.

Why do you feel this way?	
Feedback Theme	Main points
Other physical improvements suggested <i>Mentions: 7</i>	<ul style="list-style-type: none"> • Put up signs to warn motorists about cyclists. • Improve bike lanes and cycling infrastructure. • Put up signs advocating right-of-way. • Widen the footpaths. • A cyclist bypass for speed bumps would be good. • Take a section off the shoulder of the southwestern motorway to form a flattened, protected section of cycle lane here.
Other comments	<ul style="list-style-type: none"> • The connection point between Upper and Lower Hendry Avenue is particularly dangerous. • The cycle bump bypasses would be a waste of time if the limit is lowered. • The safest thing to do is remove access to through-traffic and prioritise pedestrians and cyclists. • If AT want to define it as a 'quiet route' on their cycling maps, then they need to slow traffic to quiet levels. • The design of this section as part of Auckland's cycle network should be properly re-evaluated.

AT recommended way forward

Implement safe and appropriate speed limit as proposed

Road name	Hoskins Avenue
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> A lower speed limit will make this neighbourhood more walkable.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> A 30kph speed limit will not be effective because of the gradient of the street.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> This is a dead-end street. The amount of on-street parking slows traffic anyway.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none"> 40kph speed limit will be more effective.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Put speed humps along this road to slow traffic.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Widen the footpaths. Make speed humps into raised pedestrians crossings.



AT recommended way forward

Implement safe and appropriate speed limit as proposed



Road name	Kelsey Crescent
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none">Lower speed limits can cause drivers to focus more on speed than on the road, causing accidents.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none">There is no point in lowering the speed limit as no one can drive fast on this road anyway.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none">Changing the speed limit here seems like a waste of money.

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



Road name	Lilac Grove
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none"> Far better for the entire area to have 40kph limit.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> This is such a short street it is not possible for a car to drive at 50kph. Traffic drives slowly on this road anyway. Speeds in the surrounding area are restricted through existing speed bumps and bus routes, making speed on this road slow anyway.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Widen the footpaths. Make speed humps into raised pedestrians crossings.

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



Road name	McIlroy Avenue
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none">• Current speed limits are fine.• There is no need for speed reductions.• Small cul-de-sac.
Other comments	<ul style="list-style-type: none">• Have there been any incidents involving children and speed?

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



Road name	Pallister Drive
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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



Road name	Stephen Lysnar Place
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none">• 40kph would be safe limit.

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

Road name	Sunnyridge Place
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> • No children wandering around. • There are parked cars, so speed is never an issue. • No need to formalise it and make our lives so restrictive.

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



Road name	Tynor Place
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
Driver behaviour is creating safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none">• Drivers are the only issue with the roads, not the speed limit.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none">• There is nothing wrong with the current speed limit.

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



Road name	Viking Avenue
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none">• Love that this area will become a slow zone.

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



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

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

- To prevent having lots of themes that were only mentioned once or twice we grouped suggestions into suburbs and used the ‘main points’ for the themes to identify the roads being mentioned.
- Some suburbs are situated within more than one local board area, as such there may be some roads in this section which are not relevant to the Puketāpapa Local Board area. It saved a significant amount of time reporting in this way.
- Submitters could see comments made by other people in different pin drops on the map. Due to this, there was occasional feedback in response to another submitter’s suggestion – for example, someone suggests a lower speed limit for one road, and another states the speed limit here should not be lowered. This has resulted in occasional opposition to lower speed limits where there are no changes proposed.

Suburb	Hillsborough
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Feedback Theme	Main points
<p>Other roads/suggestions for reduced speed limit</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • Around Hillsborough Primary School needs to include roads like Hillsborough Road between Olsen Avenue and Littlejohn Street, Littlejohn Street and Currie Avenue should be included in the safe speeds zone. Not only are they close to Hillsborough Primary, but there is a Playcentre off these roads. Littlejohn St has a lot of children who walk along it to and from school, and it is a fairly narrow road with quite a lot of traffic. • Hillsborough Road and Queenstown Rd (including roundabout with Frederick St) should also be reduced. • The school zone is quite large so either should be time bound ie 1 hour either side of school beginning and ending, or include further suburban roads. • Should also include the top end of Frederick Street, Rendcomb Place and Bamfield Place. • Should only apply to Belfast Road and Carlton Road which both border the school.
<p>Other roads/suggestions for reduced speed limit – Seacliffe Road</p> <p><i>Mentions: 19</i></p>	<ul style="list-style-type: none"> • Should be 30kph. Cars speed on this road, which is dangerous especially when wet, high volume of pedestrians. • 30kph along Frederick Street should continue to the end of the cul-de-sac on Frederick Street and along Seacliffe Road. The Frederick Street and Seacliffe Road intersection and roundabout is dangerous, and there is excessive speeding. There are many pedestrians using this road, including children and cyclists. • Reduce the speed limit to 40kph. • Should be included in the Safe Speed Zone around Hillsborough Primary School. • Most traffic heading towards the school comes up Seacliffe Road and they drive fast around the two blind corners. • Should be included in the Safe Speed Zone around Hillsborough Primary School, but don
<p>Other roads/suggestions for reduced speed limit</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Seacliffe Road: Put in speed bumps at regular intervals along this road. • Seacliffe Road needs chicanes or other speed calming methods to slow traffic.
<p>Other roads/suggestions for speed limit increases</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Herd Road: This road could be increased to 60kph if on-street parking was removed. This would encourage people to use this road, rather than back streets to Hillsborough Road.
<p>Other physical improvements suggested</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • Herd Road: This is the arterial road and improvements need to be made for better traffic flow. Get rid of the parked cars near the traffic lights. The left lane at the intersection should be a left turn only. • Seacliffe Road: Widen footpaths. • Put a roundabout on the turn at the top of Hillsborough Road into Richardson Road - this will slow traffic and make right turning into Richardson Road safer. • Add a pedestrian crossing on this section of Hillsborough Road to get to bus stops on both sides (traffic lights will help this).

Feedback Theme	Main points
Other roads/suggestions for reduced speed limit <i>ALL SUBURB – Mentions: 1</i>	<ul style="list-style-type: none"> Drop the speed for the entire length of Hillsborough Road to 40kph and make all roads in the area 40kph.
Alternative speed limit suggested (instead of as proposed) <i>All suburb) - 1</i>	<ul style="list-style-type: none"> Drop the speed for the entire length of Hillsborough Road to 40kph and make all roads in the area 40kph.
The reduced speed limit is unnecessary <i>All suburb) - 3</i>	<ul style="list-style-type: none"> All the roads in Hillsborough should have reduced speed limits.
Other physical improvements suggested <i>All suburb) - 1</i>	<ul style="list-style-type: none"> Widen footpaths and put in more safe pedestrian crossing points - will improve overall road safety, make neighbourhoods more walkable and thus be more inter-connected and human-centred.

Suburb	Mount Roskill
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Feedback Theme	Main points
Other roads/suggestions for reduced speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> Richardson Road needs wider footpaths, and a lower speed limit or speed humps/camera, particularly near May Road School and the shops, as vehicle speeds are so fast and there is a lot of pedestrian traffic. With all the development in the area the traffic volume and noise has increased a lot. There are no cycle lanes either.
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Richardson Road needs wider footpaths, and a lower speed limit or speed humps/camera, particularly near May Road School and the shops, as vehicle speeds are so fast and there is a lot of pedestrian traffic. With all the development in the area the traffic volume and noise has increased a lot. There are no cycle lanes either.

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

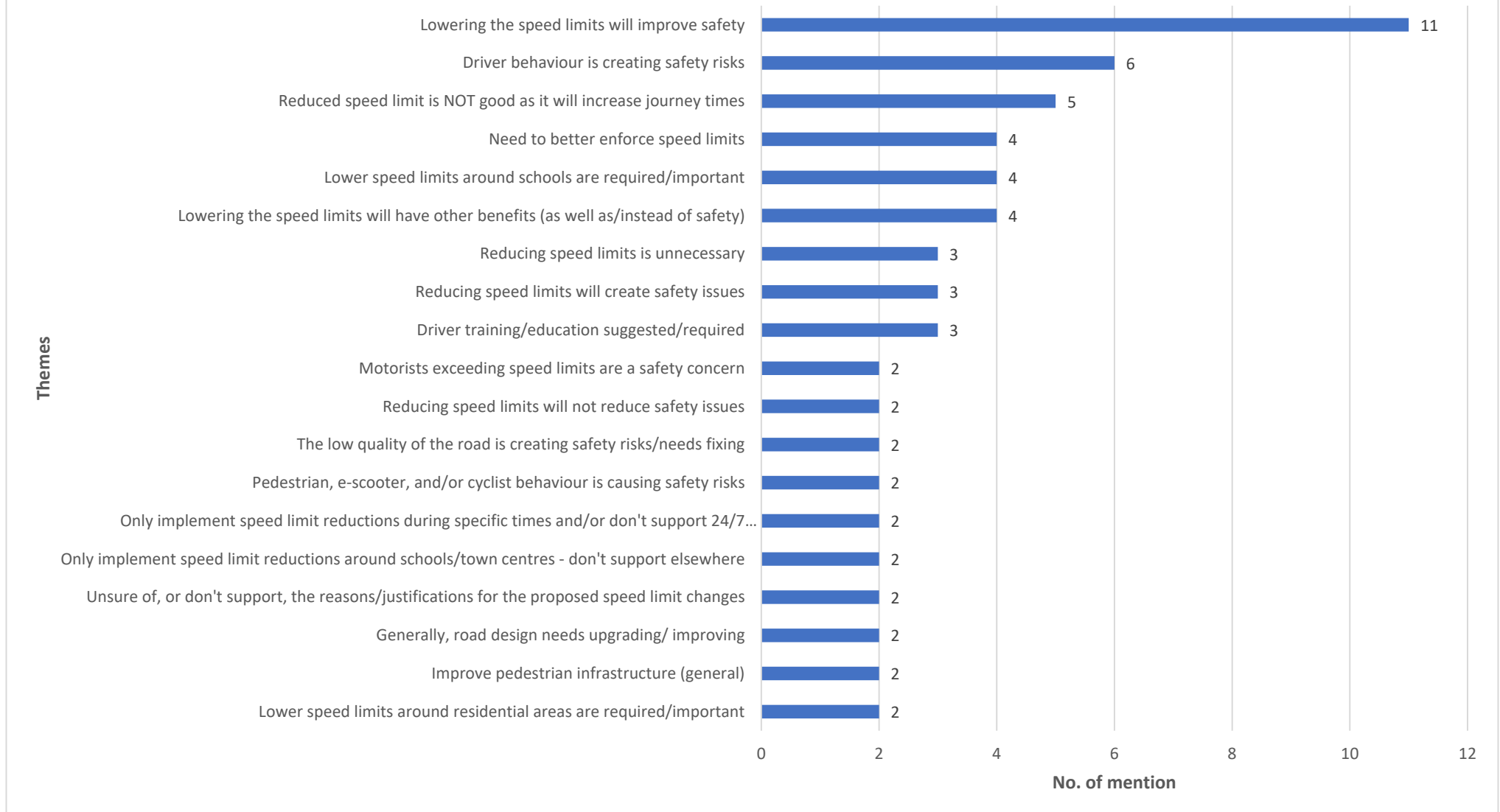
The feedback form also provided the opportunity for respondents to provide general comments on the Safe Speed Programme. Most this feedback was general in nature and could not be attributed to a particular road.

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

Please note:

- The “*Mentions*” in the themes column of the tables indicates the number of times that theme was mentioned by people from the Puketāpapa Local Board area.
- It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Puketāpapa Local Board area, just themes.

Top 19 general themes: Puketāpapa Local Board Residents



Overall sentiment towards the Safer Speeds Programme

Feedback Theme	Main points
<p>Generally, support the safe speeds programme</p> <p><i>Mentions: 20</i></p>	<ul style="list-style-type: none"> • Lowering the speed limits will improve safety (10) • Lowering the speed limits will have other benefits (as well as/instead of safety) (4) • Lower speed limits around schools are required/important (2) • Need to better enforce speed limits (2) • Lower speed limits around residential areas are required/important (2) • Concerns with the public engagement, and/or that AT won't listen to feedback (1) • Improve pedestrian infrastructure (1) • Improve public transport (1)
<p>Generally, do NOT support the safe speeds programme</p> <p><i>Mentions: 12</i></p>	<ul style="list-style-type: none"> • Reduced speed limit is NOT good as it will increase journey times (4) • Driver behaviour is creating safety risks (3) • The low quality of the road is creating safety risks/needs fixing (2) • Driver training/education suggested/required (2) • Pedestrian, e-scooter, and/or cyclist behaviour is causing safety risks (2) • Reducing speed limits will create safety issues (1) • Reducing speed limits will not reduce safety issues (1) • Reducing speed limits is about revenue gathering (not safety) (1) • Generally, road design needs upgrading/ improving (1) • Zero deaths by 2050 is unrealistic/ impossible (1) • Improve pedestrian infrastructure (1) • New speed limits need to be clearly signposted (1) • Too many changes in speed limits along the road (or in area) are/will be confusing (1) • Other suggestions for reduced vehicle speeds (1)

<p>I support some proposals and do NOT support other proposals in the Safe Speed Programme</p> <p><i>Mentions: 14</i></p>	<ul style="list-style-type: none"> • Driver behaviour is creating safety risks (3) • Reducing speed limits is unnecessary (3) • Reducing speed limits will create safety issues (2) • Motorists exceeding speed limits are a safety concern (2) • Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes (2) • Need to better enforce speed limits (2) • Only implement speed limit reductions during specific times and/or don't support 24/7 implementation (2) • Only implement speed limit reductions around schools/town centres (2) • Lowering the speed limits will improve safety (1) • Reducing speed limits will not reduce safety issues (1) • Driver training/education suggested/required (1) • Reduced speed limit is NOT good as it will increase journey times (1) • Do not support reducing speed limits on open roads, rural/country roads and/or paper roads (1) • Lower speed limits around schools are required/important (1) • Generally, road design needs upgrading/ improving (1) • The proposed speed limit reductions lack local knowledge (1) • Physical improvements suggested (1) • Other comments (1)
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General positive comments about the Safe Speeds Programme

Note: It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Puketāpapa Local Board area, just themes.

Feedback Theme	Main points
<p>Lowering the speed limits will improve safety</p> <p><i>Mentions: 11</i></p>	<ul style="list-style-type: none"> • Lower speed limits will improve road safety and reorient public spaces to encourage walking, cycling and other forms of healthy transport. • Lower speed limits will protect cyclists, children, pedestrians, vulnerable people, horse riders on the road. • Reduced limits will force those currently speeding (and those who see 100kph as a target) to slow down. • Current speed limits in residential areas are too high to be safe. • High speeds (above current limit) contribute to more injuries and reducing speed can help. • Safer feeling community and atmosphere. • People tend to exceed the speed limit at least a little, particularly around schools and school buses: a lower limit will help. • People are driving faster and more recklessly, including main roads as well as residential streets. • New developments/increased pedestrians/traffic volumes in the area - need lower speed limits for safety. • There is a lot of evidence showing that lower speeds increase the likelihood of a vulnerable road user surviving a crash. • Lower speeds improve reaction times and stopping distance in the event of an accident. • Have been accidents in this area - agree with speed reductions to help prevent these. • Will be safer on roads that are narrow and/or have no shoulder/are dangerous to drive at current limit. • International experience has proven roads are much safer when their speed is set to the slowest user of those roads, and in particular when they are not set to that of cars. • Will lower the crash rate on roads where that is an issue due to speed. • We should make all roads 30kph and then increase speeds on the roads that have sufficient safety features. • 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 50kph and parked cars whose doors may open at any time. • The proposed 24/7 30kph 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. • Will improve bad habits people have of driving fast at unsafe speeds. • The reduction in speed is directly correlated to reduction in risk of an accident and injury when an accident does happen.

Feedback Theme	Main points
<p>Lowering the speed limits will have other benefits (as well as/instead of safety)</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • Lower speed limits will reduce vehicle noise/dust nuisance for residents, especially from trucks. • Lower speed limits will encourage walking, cycling and other forms of healthy transport. • Lower speeds will largely obviate the need to create more speed humps. This will be a cost saving. • Closer and more connected community. • Will reduce rat-running behaviour/ heavy vehicle usage. • More of a pleasant journey for pedestrians/cyclists. • Will reduce private vehicles and increase public transport usage. • Lower speeds will make it less likely that drivers will cross the centreline when traversing right hand bends, which is currently very common. • 30kph 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. • Sends the message that the road is for more than just cars. • Finally gives some consideration to other road users, not just cars. • 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. • Higher speeds lead to increased congestion because drivers end up braking suddenly or moving with indicating. • Will improve bad habits people have of driving fast at unsafe speeds.

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

Note: It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Puketāpapa Local Board area, just themes.

Feedback Theme	Main points
<p>Reducing speed limits will create safety issues</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • Reduced speed limits result in frustration and impatience, leading to poor decisions, dangerous/risky overtaking, using bus lanes, tailgating, hesitation, near misses, and congestion. • Will cause issues with speeds changing from one street to another. • Will make driving around Auckland even more chaotic. • Crash/death toll has been higher since speed limits have been lowered - negative outcomes do not justify more changes of the same. • 30kph (outside of city centre and schools) will do more harm than good because many will not comply. • Will increase number of accidents (some obeying, some not; frustration; distraction). • A Penn State University study concluded crashes increase due to complacency (i.e. not concentrating) if the speed limits are set more than 16km/h below the engineering standard. "We found there was an increase in fatal, and injury crashes at locations with posted speed limits set 10 miles per hour or more below engineering recommendations." • Reducing the speed limit will make it harder for emergency volunteers to get to the [Fire] station to attend an emergency when needed. • Lower speed limits will delay emergency services and first responders and potentially cost lives - ambulances are only allowed to travel 15kph/20kph/30kph over the speed limit. • High number of signs/visual pollution/inconsistent speeds is leading to confusion, frustration, and accidental law breaking. • If you try to reduce speeds on arterial roads, there will likely be very little compliance and therefore higher actual speeds across the targeted area. • People driving under the speed limit is what causes the accidents, and this proposal will make it worse. They cause people to make angry, irrational decisions/driving because of holding other drivers up. • Cruise control doesn't work/struggles at 30kph. • Very difficult to drive heavy vehicles at 30kph. • This will be making drivers worse/unfamiliar with roads everywhere else (with higher speed limits that they would now be unused to). • I'd rather keep my eyes on the pedestrians and cyclists, not my speedometer/worrying that I've missed yet another speed change. • Last year (2021) the road toll was the highest it has been in the last 4 years - proving that the lower speed limits did not produce the results you state it was there to provide - and actually did the opposite. • Changing speed limits is going to do more harm.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Reducing speed limits too far make people speed up in other areas to make up the time lost. • 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. • Lower speed limits will increase journey times and result in fatigue and more time on the road, which increases the chances of being involved in a crash (regardless of the speed you/other drivers are travelling). • I've seen people cross more in front of slower cars than in front of cars doing the speed limit, and cyclists pull out in front of cars going 40kph or below. • Slowing modern cars down to less than 30kph 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 40kph often have better vision of pedestrians. • Drivers will be frustrated by the change and will likely ignore it, leading to a dangerous false sense of safety for vulnerable road users. • Reducing speed limits this much (60%, from 100kph to 40kph) is going to infuriate drivers. • 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). • Manual vehicles can struggle to keep driving at 30kph - it is only a temporary speed - cars themselves want to go faster. • Lower speed limits make 'speedsters' go even faster. • Distracted drivers and drivers on their phones (playing games, texting) are a huge problem, and lower speed limits will make this worse. • 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. • With a 30kph limit, bicycles and scooters will be overtaking cars which will be incredibly unsafe. • Where significant changes are made that not justified by evidence, the road will be more dangerous. • 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.
<p>Reducing speed limits will not reduce safety issues</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Reduced speed limits have not/will not make the roads safer. • Speed limits are not the issue (it is road condition/ driver behaviour/education/ distraction/ licencing/ pedestrian behaviour/ road design, etc). • The drivers that cause accidents aren't mindful of speed limits anyway. • Lower speed limits won't help if the issue is poor road layouts/design. • Poor driving skills/illegal behaviour is the issue, which will not be changed by lower speed limits. • Constantly reducing speed limits is just 'nannying' people, not solving the problem at all.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Lower speed limits are impractical/will not work because people will not abide by them. • Logging trucks are making the road unsafe, not the speed limit. • Reduced speed limits need to be accompanied by engineering to make the road look like the limit is appropriate, or it will not work. • If you try to reduce speeds on arterial roads, there will likely be very little compliance and therefore higher actual speeds across the targeted area. • The safer speeds program is unlikely to achieve the intended outcome of zero deaths. • The sign company will be the only one who benefits from these decisions. • Blanket speed limit decreases will not solve all the death and injury issues. • 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. • Speed is the symptom not the cause, focus on the cause and this will fix the problem. Fix the symptoms (speed) and the root cause will remain. • Without enforcement, reducing the speed limits will do little to nothing. • 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? • 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. • 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. • All that this proposal will do is punish people who drive well and stick to speed limits, with a longer commute.
<p>Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • This is impeding the city, commerce, and the ability of everyone to go about their day, in favour of AT's ideological hatred of the private vehicle. • Is there any high crash data or evidence of pedestrians being hit to justify changes? • 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. • Not aware of any serious (or any) accidents in some areas for roads proposed for 30kph. • 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. • The research does not support/there is insufficient data that reducing speed limits from 50kph to 30kph will significantly impact injury/death rates. • 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. • Many of the current proposed changes are over-the-top and not based on real risks. • 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.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Publishing the data of accidents within the current vs proposed speed limits, including determined cause (i.e. alcohol involved) will be a convincing argument to support this programme. If crashes are due to alcohol or other factors, then these should be focussed on to fix instead of speed. • 100kph roads should not be considered for lower limits unless significant death toll justifies the change. • High number of signs/visual pollution/inconsistent speeds is leading to confusion, frustration, and accidental law breaking. • 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. • Are AT people going out and seeing if these reductions are working or is it all computer simulation, calculations, and reconfiguration? • 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. • There has been a complete failure of justification of the reduced speeds. Where are the stats showing the accidents / injuries / fatalities on each of these roads? • 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. • How many of the 36 deaths on Auckland roads in 2020 occurred on roads you are proposing changes to? • Look at the accidents in the last 5 years (posted on the Devonport Community Facebook site), none are in the area in which you are "proposing" to lower the speed limits. • 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. • Request for evidence of injury/crash data for specific area, including cause of crash, speed of vehicles, and if any pedestrian/cyclist involvement. • I don't believe "Current guidelines do not recommend speed limits of 70kph or 90kph 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 90kph then as a human race we have a big problem - these people should not be on the roads. • The stated benefits of these speed changes have been exaggerated by manipulation of statistics (such as using figures prior to and during the pandemic lockdowns). Comparing 18 months accidents with a 5-year number, when a lot of the 18 months data was during lockdowns is not a fair comparison. • I call into question the calculations that the death risk figures from the AR-R560-18 report, which were cited in the AT Proposed speed limit changes brochure.

<p>Too many changes in speed limits along the road (or in area) are/will be confusing <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Frequent changes in speed limits mean drivers are watching for signs or watching their speedometer, rather than watching the road. • Will cause issues with speeds changing from one street to another. • Too confusing having inconsistent speeds for no clear reason. • By introducing too many variables or speed limits too slow you are causing confusion, frustration and interruptions to traffic flows. • Changes in speeds and traffic conditions are a bigger safety issue than higher speed limits. • Waiheke Island should have fewer changes in speed limit, e.g. be 30kph throughout, or for example Donald Bruce Road should have fewer than the currently proposed three different speed limits along its length. • Better, cheaper, quicker, and less confusing for drivers to make a few simple rules and apply them everywhere: e.g. shopping strips and schools 30kph; low building density roads 80kph; bends and intersections and everything else 50kph. • Lower the speed limit for the whole area, nice and simple, no confusion, tinkering, ongoing costs etc.
<p>Reduced speed limit is not good as it will increase journey times <i>Mentions: 5</i></p>	<ul style="list-style-type: none"> • Traffic lights are still phased for the old 50kph limits, so driving at reduced limits means you catch every red light. • Reducing speeds in some areas adds significant time to journeys and fails to clear congestion. • Does not make sense to reduce speed limits on roads with bus services. • Businesses and drivers should be compensated for additional time and fuel spent travelling. • The estimate of increased journey times is significantly understated for people who live and commute rurally (e.g. top of Awhitu Road to the city is more than '1-2 minutes' delay). • It needs to be balanced without compromising the network and creating congestion. • Proposed changes are going to cause congestion/ gridlock. • People in rural areas will suffer the most, with extended journey times, fuel costs and engine wear. • Overall travel time costs have not been truly accounted for - 20% increase per person adds up. • The inability to move around Auckland with ease will be detrimental to the long-term attractiveness/ economic success of Auckland. • The proposal is going to increase/encourage rat-running behaviour/speeding to make up for lost time. • 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 work day hours Monday to Friday. • Decreasing speed limits in so many areas will make daily life unbearable for the average person. • It will add to inflation as goods & services will cost more with longer travel times. • 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.

<p>Reducing speed limits is unnecessary</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • Many of these roads can be driven on safely at higher speeds provided drivers are competent and attentive. • Raised pedestrian crossings/existing traffic calming/traffic lights/roundabouts already slow down traffic (no need for lower limits). • Area is not busy and lower limits are unnecessary as schools have footpaths connecting them already (Greenhithe). • Roads in town centres and near schools already have traffic slowing measures. • Roads are already perfectly safe at current speed limits. • Cars are getting safer, with shorter stopping distances, and lots of safety features for occupants, other road users, and pedestrians. • Should not apply where cyclists and pedestrians are separated from cars. • The 60kph and 80kph speed limit reductions throughout East Auckland (e.g. Te Irirangi Drive, Chapel Road, Pakuranga Highway) make no sense as the roads are wide with minimal conflict zones, and designed to be driven at this speed. • By your own assessment 90% of the drivers are ALREADY travelling slower than the existing speed limit. • Unnecessary where there are not high accident rates and speeding/traffic volumes/pedestrian numbers. • Schools already have safe speed zones in the morning and closing time, and town centres have significant traffic lights and pedestrian crossing areas. Therefore, 30kph zones are not required. • Drivers who already ignore current speed limits will not suddenly adhere to a lower one. • Instant fines and disqualifications will work best to reduce speed on roads. • Reducing all streets to 30kph where they are not near schools, local parks and aged care facilities, is excessive. • It will be bad for public morale if the limits for safe roads are reduced as this will look like a revenue gathering scheme. • While I support and embrace the intent of the programme, speed limit proposals in areas that do not warrant it are not the way to achieve the outcome. • The roads are already congested - there is no reason to lower speed limits as people are already forced to drive slowly.
<p>Reducing speed limits is about revenue gathering (not safety)</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Poor attempt to address the issue - speed limits are easier to enforce than other safety measures and are good revenue-gathering opportunities. • Are businesses/drivers going to be compensated for additional time/fuel spent travelling or is this more about revenue gathering? • Lower speed limits will just be exploited by mobile speed camera operators. • Reducing speeds on safe 100kph country roads seems like financially based policing. • 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. It feels like a revenue generation approach. • 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 - although a penalty still needs to be incurred, lower fines might get paid more often.

<p>Driver behaviour is creating safety risks <i>Mentions: 6</i></p>	<ul style="list-style-type: none"> • Investigate other aspects of road safety (e.g. people using phones while driving) to reduce accidents on these roads (not speed limit reduction). • There are a lot of bad drivers in New Zealand - lower speed limits do not make people drive safer. • Need to better enforce basic road rules rather than imposing a slower speed. • Issues are due to poor driving technique such as jumping lights; driving along pavements; illegal u- turns; not indicating, etc (not speed). • Should instead focus on preventing tired/distracted/drunk/drugged drivers. • 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. • Putting speed bumps on main roads don't fix the problem, they cause people to avoid those roads and use other roads. • 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. • People often fail to stop or even slow down for pedestrian crossings. • People don't tend to drive to conditions or the speed limit, tailgate, or have little consideration for other road users. • Reducing the speed limits panders to/'nannies' the incompetent drivers who then have no reason to learn to drive better. • 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. • Advertise the evils of poor and anti-social driving rather than spending on promoting the virtues of reduced speed limits. • This proposal is punishing everyone instead of focusing on those who aren't using due care while on the roads (both pedestrians and drivers). • Slower speed limit would reduce rat-running behaviour. • Safety issues are less about speed and more about the people who drive with no licenses and drive people on restricted licenses. • Many drivers cross the centre line repeatedly even on blind corners. This is not speed dependent, even slow drivers do this. • Lower speeds will make it less likely that drivers will cross the centreline when traversing right hand bends which is currently very common.
<p>Motorists exceeding speed limits are a safety concern <i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Will increase number of accidents due to speed differences between those following and those ignoring new speed limits. • Lower speed limits are impractical/will not work because people will not abide by them. • 30kph (outside of city centre and schools) will do more harm than good because many will not comply. • 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. • Reducing speeds by 20kph on open roads is not beneficial as locals or regular drivers to the area will continue to drive 100kph. • The introduced 30kph 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. • Most people drive at least 10kph faster than the current limit – a 30kph limit will mean they will be going 40kph, which is still better than current.

<p>Driver training/education suggested/required</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • Money would be better spent on improving/subsidising driver training/teaching young learners to be courteous on our roads. • Reducing speed limits is not the answer - teach people to drive well, confidently, and safely. • More/better driver training needs to be available/encouraged/required. • 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. • Learning to drive is NOT just about the road code. Drivers need to be TAUGHT how to drive, recognise hazards etc. • 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. • Driver education/defensive driver training WORKS. • Foreign immigrants and visitors need to be taught how to drive on NZ roads, by taking the NZ driving test. • We don't need to slow traffic down, but we do need initiatives to get drivers to stay alert and look for hazards. • 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. • 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. • Focus should be concentrated on improving driver training and regular competency tests rather than just slowing the speed. • If AT wants to save the most lives, they should focus on people wearing seatbelts. • Rural roads have some very dangerous curves and narrowing widths in places, some locals (not visitors) drive at speeds higher than 100kph. An education programme for residents would be of value. • Cyclists licencing requirements will keep cyclists safer on roads. • Start funding driver schools etc, everyone should know fundamental differences between AWD RWD FWD etc and how to control them should they need to. • 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. • 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. • 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.
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<p>New speed limits need to be clearly signposted</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Especially with many different speed limits in an area, there needs to be frequent signage to remind people. • When you change a speed to a "SAFE SPEED" - you really need to put a colour on the road, like they do in Australia - Worlds Best Practices - that's where most drivers look (not at the trees on the side of the road). • Signposting of speed limits and enforcement around schools and suburban areas is crucial. • If the signage is clear regarding the speed limits that would be great. Currently it's not wonderful around schools. • Be more proactive with speed signs on both posts either side of the road and with painted signs on the road - both when there is a speed change, as at present, and as reminders at various distances along roads. Perhaps the reminders could be painted signs using non-slip paint. It is possible to miss a speed change sign because of other things happening when driving and so reminders are useful. • Unless you live in an area and use certain roads you will not necessarily see signs due to obstruction of large vehicles – more signage required, particularly painted on-road.
<p>Need to better enforce speed limits</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • Is AT going to purchase several hundred more speed cameras or simply see what effects really are after a certain time frame? • This is an inefficient proposal, as people who speed will still speed - go after the speeders instead of everyone else. • There is no need to make these areas a slow zone all the time, just double fines to those not slowing down during school start/finish times. • Needs to be better/more policing and enforcement action - it's not speed limits, it's those that exceed them that is the problem. • Enforcement needs to be consistent, not occasional. • If the authorities cannot police the current speed limits, they will be unable to properly police the proposed changed speed limits. • How can enforcement happen when people have police-tracking gadgets? • The problem is not the speed limits on most roads, it's the (lack of) enforcement of speed limits. • If the police monitored both the current speed limits and policed the red-light runners, we can make our roads safer without causing further delays due to reduced speed limits. • Policing these changes will be impossible/difficult/expensive/pointless unless enforced. • Higher accident rate brings greater enforcement. Lower the speed limit in those areas, position fixed speed cameras and advertise their presence. • We should be pushing for more capacity in the police force to ensure safety, not punishing those following the rules. • Enforce the temporary speed limit at roadworks. • Harsher penalties needed for speed offences (e.g. instant 28 day roadside disqualification whenever an offender is caught 20kph above the limit, not 40kph as current). • Put extra speed cameras before even considering lowering the speed limits.

<p>The low quality of the road is creating safety risks/needs fixing <i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Instead, spend money on better quality/more regular maintenance of the roads. • Roads are not kept to a realistic/safe standard, despite the fuel tax and registration fees collected every year. • The real danger on rural roads is lack of maintenance. • Some roads are in terrible condition and aren't safe at any speed. • Fix the roads to improve safety so there is no need to lower speed limits. • 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. • Some roads are poorly maintained and poorly designed - these locations should have lower limits. • 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. • 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. • 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. • Fixing the roads themselves is a better start. The condition of the road is horrific the speed is not an issue. • Fix potholes properly in the first place, so you don't need to re-fix them three months later. • This proposal is just trying to replace/cover up/lower costs poor road quality/maintenance.
<p>Generally, road design needs upgrading/improving <i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Make safer roads as most fatalities involve two vehicles, not pedestrians. • Some roads are poorly maintained and poorly designed - these locations should have lower limits. • Need to improve quality of road markings (especially at night in rain), visibility, poor road naming for directions, centrelines. • Fix/invest in infrastructure to accommodate greater speeds instead of lowering limits. • Need to work on better road design and execute them. • Lowering speed limits won't stop road deaths. Better roads, wider roads, more passing lanes, better road flow, and safer intersections would all help. • Seal the unsealed roads. • The funds could have been better spent on properly sealing roads (using quality materials) and upgrading heavily congested major arterial routes. • The issue is the lack of motorways, and the growing presence of road haulage due to lack of investment in rail. • More should also be done to implement safer designs alongside safer speeds. • 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). • 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.

	<ul style="list-style-type: none"> • Too many road junctions are on blind corners with traffic flow controls. • Too many bus stops are adjacent to the corner of a junction - why increase hazards in an already hazardous zone? • Infrastructure/roads should change to match the new speed limits - this means making roads narrower and corners tighter. • Shrubbery needs to be trimmed away from signs, crossings, and intersections. • 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). • 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. • 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. • Seals should be asphalt not chip seal - and maintained. • 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? • High level roads that include bus/trucks should have asphalt over concrete. • Where are the upgrades or even the bypass for Kumeu? • Would rather money be spent on upgrading the Weiti bridge to 4 Lanes. • 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. • Need more passing lanes/ slow vehicle bays to encourage safe overtaking. • The roads need to be re-engineered to be self-explaining roads if drivers are expected to stick to 30kph - the road needs to match the sign. • This proposal is just overcompensating for poor road design/planning/investment. • Invest in road upgrades and design BEFORE allowing housing and land development.
<p>Pedestrian, e-scooter, and/or cyclist behaviour is causing safety risks</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Need better road safety education for children. • 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 20kph. • 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. • Bicycles are allowed on most roads with no requirements to check brakes, tyres, or mechanical road worthiness. Unsafe for everyone. • 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.

	<ul style="list-style-type: none"> • Cyclists who never follow any road rules and are the law unto themselves are also a big danger for motorists - reduced speed will help motorists avoid irresponsible cyclists. • More road safety classes in schools to teach children not to run across roads without stopping first and looking both ways then back again. • Pedestrians step out in front of cars while they are texting, talking, or listening to music on their phones. • This proposal is punishing everyone instead of focusing on those who aren't using due care while on the roads (both pedestrians and drivers). • Children/teenagers/pedestrians will still walk in front of oncoming cars. • It is a pedestrian's own responsibility to ensure they don't somehow walk in front of a car going 50kph. • Need to teach people how to cross the road safely. • Cyclists should be legally required to wear more protection than a helmet. • 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. • 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. • 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. • The current trend to move to bikes (electric or not)/electric scooters and other powered transportation many of which can and easily exceed 30kph - will they be policed in the same manner as a car? • Make jaywalking illegal with a hefty fine instead of lowering the speeds on roads that are already reasonable. • 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 40kph or below. • 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.
<p>The proposed speed limit reductions lack local knowledge <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • These decisions (on speed limit reductions) should be made by those who live near and know the roads. • This proposal is created by people who don't live here or drive here and give no thought to moving safely around the suburb. • 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. • We don't all live in the CBD and walk to work - You are being led astray by noisy tiny social media minority lobbying groups. • I feel that whoever proposed these changes have made a broad-brush approach without knowing the geography. • Disagree with a blanket approach to reducing speeds to an area without looking at each road, its length, size etc.

- 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.
- 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.
- 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.
- Please get in your car and drive exactly 30kph through all the streets you are proposing to reduce to this limit, then drive exactly 50kph through some main arterial roads and you will see that the programme is not getting this right. Don't just sit in an office making these decisions.
- 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.

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

Note: It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Puketāpapa Local Board area, just themes.

Feedback Theme	Main points
<p>Only implement speed limit reductions during peak traffic times and/or don't support 24/7 implementation</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • 30kph is too slow 24/7 – if this is only about safety around schools, only make it when children are entering/exit school. • Lower speeds around schools should only operate during school hours/not during school holidays. • 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. • Proposed around school zones should be at times of operation, not a blanket area. • A blanket reduction doesn't recognise peak times - have a standard peak time of speed reduction instead. • Common sense is to have times ('windows') those reduced speed apply, e.g. between the hours of 8am to 6pm. • Having 40kph speed limit around schools and school times is sufficient. No need to permanently decrease the limit. • I think 30kph for a set time on each side of school hours would be more suitable (like the existing 40km but extended by about 15 minutes). • The programme should be revised to consider every Auckland road and seek to implement dynamic 30kph limits during peak school times near schools, 40kph limits on residential areas and around schools during non-peak times, and 60kph for appropriate arterial roads. • 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. • Brush stroke solution of reducing speed limits not appropriate in areas where risk increases only at certain times of the day. • 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. • School speed zones should not apply out of school hours, anywhere. • 30kph is way too low, I think 40kph during school times is enough. • 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. • I think it should be 30kph from 7am-9am and 2.30pm-4.00pm.
<p>Do not support reducing speed limits on open roads, rural/country roads and/or paper roads</p>	<ul style="list-style-type: none"> • Rural roads are having lower speed limits applied for no reason - the road environment has not changed since original safe speed limit. • People should slow down around schools, but 40kph is sufficient - reducing speeds on open roads risks dangerous driving. • Reducing speeds on safe 100kph country roads seems like financially based policing. • Rural roads need a road-by-road assessment to address issues as they vary a lot: blanket speed reductions is the wrong approach.

Feedback Theme	Main points
<p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • 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. • Infrastructure on rural roads should be improved instead of lowering limits. • 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. • 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 80kph. • Your notes say that most crashes are on urban roads, so why change the speeds on rural roads? • Roads with no road markings should have these in place instead of lowering speed limits. • If you must lower open road limits, make them 90kph not 80kph due to journey times and emergency services access. • The open roads should be fixed if needed rather than reducing the speed limit. • 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. • Rural roads should have higher speed limits than non-rural roads because they have very little pedestrian and vehicle traffic. • Speed limit reduction from 100kph to 40kph is too drastic. • Suggest 'derestricted' signage instead to indicate open road, but that much of it cannot be driven at speed. • I support an 80kph limit for rural roads. A blanket speed of 60kph is too slow and 40kph is way too low for any rural area.
<p>Concerns/disagree with speed limit reduction around schools</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Roads in town centres and near schools already have traffic slowing measures. • 30kph 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. 40kph is an accepted balance. • Use better techniques (than 30kph 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). • Schools should have entry/exit designs so that cars aren't massed uncontrolled around them. • 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. • 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.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • 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. • 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. • Speed limit of 30kph around schools is unreasonable. No one will obey the limit. We are just training drivers to ignore the rules. • Congestion around the school slows traffic due to high volumes - lowering the speed limit has little benefit, and no benefit outside school hours. • Including roads further out from the school will only frustrate drivers and they will be less likely to slow down around the school. • 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 30kph. 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 30kph during those times (arrival and exiting).

General locations where speed limit reductions are supported

Note: It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Puketāpapa Local Board area, just themes.

Feedback Theme	Main points
<p>Lower speed limits around schools are required/important</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • People tend to exceed the speed limit at least a little, particularly around schools and school buses: a lower limit will help. • All streets around schools should be 30kph/10kph or under. • Agree people should slow down around schools but 40kph is sufficient. • There need to be permanent speed reductions around ALL primary schools, irrespective of location. • Safe speeds and parking are a huge issue around schools and local kindergartens. • All Kindergartens should be included in the proposal as these age children don't have much road safety awareness. • Schools have been ignored in many areas.
<p>Lower speed limits in residential areas are required/important</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Current speed limits in residential areas are too high. • All residential areas should be 40kph and include some residential 'safe street' spaces. • Treat rural as rural (low traffic, driveways, pedestrians), and urban as urban (high volumes, low speeds). • 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. • All residential streets/ suburban roads/ urban areas should have their speed limited to 30kph. • New Zealanders drive far too fast on suburban streets that are not designed well enough to accommodate today's vehicles.
<p>ONLY implement speed limit reductions around schools/town centres</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Should be 40kph blanket speed for residential streets, and only 30kph in town centre and outside schools. • Lower limits should only apply to the streets directly around schools (nowhere else). • People should slow down around schools, but 40kph is sufficient - reducing speeds on open roads risks dangerous driving. • Speeds around schools and other high care areas should be low. • I accept that schools should have reduced speed limits right around them (not miles away). • Having 40kph speed limit around schools and school times is sufficient. No need to permanently decrease the limit. • Perhaps some of the main thoroughfares could be reduced around school hours to protect the little ones and still give residents their freedoms. • Keep suburbs at 50kph (excepting schools). • 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).

Feedback Theme	Main points
	<ul style="list-style-type: none"><li data-bbox="488 225 1458 248">• The only places where speed limits are needed are close to schools. Within 200 metres.

Other speed limit/physical improvement suggestions

Note: It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Puketāpapa Local Board area, just themes.

Feedback Theme	Main points
<p>Other suggestions for reduced vehicle speeds</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Instead, we need enforcement or traffic calming that stops people from exceeding the posted speed limit (not lower limits). • There are streets where just one or two humps would be sufficient to slow traffic. • Speed humps don't need to be so big that people are encouraged to drive big cars that can get over the bumps. • Raised crossings/speed bumps/judder bars/'stop' signs are more effective/will be better than lower speed limits. • Traffic calming around schools is a good thing. • Speed bumps/traffic calming alongside lower limits would help people stick to the limit. • Strongly disagree with these rough speed bumps everywhere, instead of just a speed camera. • Highly reconsider traffic calming strategies instead of a blanket 30kph speed limit which hardly anyone is going to follow anyway. Designs like at Hobsonville Point is what I was expecting. • Better spend the money on traffic calming within built up areas/villages/towns so we can enjoy our local streets safely (without cars speeding around causing noise and pollution). • Way too many speed humps. • On the roads where the speed is dropped to 30kph or 40kph I assume all the road humps and raised crossings will be removed because the vehicles will be driving slow enough. • HATE the raised platforms on otherwise perfectly safe roads – vehicles have to slow down and/or stop for pedestrian crossings anyway: Prefer normal pedestrian crossings with the round flashing orange pedestrian crossing lights (not full traffic lights systems), are all that is needed. • Sticking new road signs up is different from designing the roads to encourage slower driving. Placement of barriers, narrowing roads, raised platforms and other traffic calming measures are needed. • 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). • Too many roads in Auckland have speed bumps. For those of us with back injuries, these are very uncomfortable to drive over, and I have also been told they are not good for vehicles. • Should not have physical traffic calming (speed bumps) in areas that don't have accidents.

<p>Improve pedestrian infrastructure <i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Consider needs to pedestrians as road users. • Particularly consider pedestrian routes where there are no footpaths. • Consider poorly designed road junctions where pedestrians have no safe options to cross the road. • Wooden (and frequently sloping) footpaths that are slippery and dangerous especially when wet. • Stop people parking on verges and footpaths that greatly reduce visibility of pedestrians. • Rubbish bins totally blocking the footpath. • Cyclists and scooters using footpaths are a hazard for pedestrians. • Instead of making people drive slower, invest in better roads and developing under- and overpasses for pedestrians. • Need to instead focus on superior construction of safe zones/barriers for cycleways and footpaths. • Raised pedestrian crossings are more effective than lowered speed limits. • Improve visibility around crossings and bike lanes. • Need footpaths/more pedestrian access. • Zone areas to safely separate walkers, cyclists, and vehicles. • All main arterials with higher speed limits should have protected cycle lanes, pedestrian only footpaths and frequent pedestrian crossings. • What happened to the diamonds painted on the road before a pedestrian crossing? • Some places don't have any walkways at all - start there and consider speed limits when road condition/walkways are ample and safe. • There should be traffic lights for safe crossings (not reduced speeds). • 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. • 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). • A better option would be to include more pedestrian crossings near schools. • 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.
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<p>Improve public transport</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Reducing speed limits is not the answer - improve driving skills, roads, public transport options, and affordability of new/safe cars. • Public transport needs to be improved before it is an option (extend bus routes, more passenger capacity at peak times, better reliability). • Resources should go into improving public transport instead of speed limits. • Need more/better access to public transport. • Public transport is too slow/expensive/inconvenient/infrequent. • 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. • 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. • Build better public transport links with a reasonable frequency of buses/trains/trams (one bus an hour isn't enough). • Stop building developments/malls on the outskirts with big carparks, this promotes car use not public transport use. • AT needs to be concentrating more on developing public transport systems to get more people off the roads and reduce congestion. • 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? • Advocate for people to use public transport if they cannot go the speed limit and extend the routes of buses etc to more rural areas. • Bus stops are often put in bad places that cause congestion and are dangerous.
<p>Physical improvements suggested</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • 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. • Review traffic light phasing to improve traffic flow. • 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. • Residential roads with high crash rates should have reduced speeds or more yellow lines to prevent parked cars causing blind corners. • Fix parking and bike lane access/focus on superior construction of safe zones/barriers for cycleways and footpaths. • Roads need to be made wider to accommodate modern/bigger vehicles. • Need more centre barriers to separate traffic. • Feeder roads need to be widened to allow better traffic flow. • Install light-controlled crossings (instead of lowering speed limits) if the concern is pedestrian safety. • Change off-street parking regulations to clear cars from parking along streets, both sides, and therefore improve road safety through clearer roads. • The better way to reduce accidents is to improve the road and remove roadside obstructions (overgrown trees, narrow bridges, blind bends, potholes). • Rural roads need to be better maintained, and for passing lanes to be installed.

- Improve visibility around crossings and bike lanes.
- Stop people parking on verges and footpaths that greatly reduce visibility of pedestrians.
- 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.
- Install slow vehicle bays on the roads you wish to slow down. That way people can pass safely and not put others at risk.
- 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.
- Safe speeds and parking are a huge issue around schools and local kindergartens.
- 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.
- If you want to make the road safer, install road barriers (instead of lowering speed limits).
- Traffic light phasing needs to be synched better for a 30kph 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.
- 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.
- Invest in rail to remove the growing volumes of road haulage in New Zealand.
- Need safer/more pick up zones for parents around schools.
- 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.
- Invest this money into red light camera and drunk driving checks.
- Roads with no road markings should have these in place instead of lowering speed limits.
- 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.
- 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.
- 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.
- AT needs to hurry up and put in the motorway bi-pass from West Gate to Waimauku.

- 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.
- 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.
- 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.
- 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.
- 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.
- Expenditure should be focused on accident black spots such as the Royal Oak roundabout which should be converted to a traffic light-controlled system.
- 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.
- Ban parking on the berms.
- 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.
- 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.
- Have pedestrian crossing lights synchronise with the traffic lights so that the green zone traffic will not be interrupted.

Other comments and concerns

Note: It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Puketāpapa Local Board area, just themes.

Feedback Theme	Main points
<p>Concerns with the public engagement, and/or that AT won't listen to feedback</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> Expect Auckland Council/AT will not listen to or do what people want anyway. AT acts arbitrarily and does not take taxpayers feedback into account. I disagree with your strategy of sending out pamphlets asking for feedback with three days to respond and no direct link provided. 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. 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. 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. I can't see what changes you are making on the map in this website. Re Takapuna Town Centre: The brochure refers wrongly to Devonport, but the map is correct. Online form doesn't have the correct roads in Henderson suburb. 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. Because there is not enough consultation on the changes. Ask the people instead of assuming you have got it right. 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. There are too many roads to review at one time to provide an opinion on the whole safe speeds programme. AT has no accountability - previous concerns/requests to AT have been brushed off with no explanation. Materials are inconsistent and contradict themselves - traffic lights vs roundabout for safety, for example. What is there to consult on when you have a Vision Zero policy, just do it. Don't put your junk mail pamphlets in a letter box marked 'No Junk Mail'. 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.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • 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. • Spend less money on reducing speeds and this consultation - invest in making the roads themselves safer instead (maintenance). • 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. • 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. • It is patronizing to even suggest that you want feedback if you are blatantly ignoring the rights of law-abiding drivers. • Online survey is very hard to find. • QR code links to a wrong URL. • Some sections of the roads mentioned don't appear to exist. • 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? • Concerned most people are not able to have their say due to their personal circumstances. • 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. • Note your map shows Hibiscus Drive incorrectly named as Eaves Bush Parade. • 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.
<p>Zero deaths by 2050 is unrealistic/ impossible</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Zero deaths is a fantasy - there will always be deaths if there are cars and roads. • The goal of no deaths or serious injuries is unrealistic. • The only way to achieve zero vehicle incidents is by removing all vehicles, and that is just not acceptable. • You may as well ban cars buses and bikes completely if your aim is zero deaths. • The only way we will see zero crashes is if all cars are autonomous and communicating to each other. • So long as there are people, there will never be zero deaths. • The 'zero deaths' goal is pie-in-the-sky ideology that is underpinning extreme and impractical changes and proposals, like this one.

<p>Other comments</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Rooding network has not been improved despite petrol surcharge. • The state of the roads needs huge investment which our regional fuel tax should be going to. • Make new/near-new cars more affordable/available to raise the average safety of all cars on the road. • To maintain this programme would be to commit significant police resource that is instead needed to do real policing, and crime prevention. • 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. • 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. • 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. • 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. • 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. • 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. • 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. • 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. • Your 'Death/injury percentages' chart is contentious, with are other studies giving evidence to the contrary. Your policy is decidedly anti-private vehicle with the purpose to drive the public onto busses. This policy has been politicised. • What is the cost of implementing this programme? At a time when the cost of living is skyrocketing, and rates are increasing. • Perhaps AT should focus on some of the dangerous driving of their bus drivers. • 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. • 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? • Modern vehicles have cruise control and active safety systems which only work above 40kph. • 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. • 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. • Remove the filter lights on feeder roads to the motorway that simply add to the already growing frustration of drivers.
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- 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.
- Consider congestion charge zones to reduce commuters from outside the central city suburbs from driving into these suburbs with exemptions for residents.
- 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.
- 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.
- 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.
- Many of these roads do not fit within the "self-explaining roads" that comprise the majority of changes.
- Are the changes likely to slow down the bus routes? Will there be changes to routes to accommodate changes?
- 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.
- Need to reduce amount of foliage at intersections that obstruct visibility and consider this in future planning for planting.
- More emphasis needs to be put on drug and alcohol testing, more rigorous policing of seat belt use and cell phone usage.
- Visual pollution on every bend in the road (e.g. signage) is very obnoxious.
- Where speed limit review is on an unmarked road, markings should be added first before speed limit is dropped.
- Instant disqualification for 20kph (instead of 40kph) over limit and instant fine for running a stop sign would help reduce incentives to speed.
- 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.
- 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?
- Submitter's manual car struggled to maintain 30kph - it put too much strain on the motor.
- 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
- The public need to see the evidence justifying these changes, the cost of this list and consultation, and the hundreds of thousands to implement.
- Will the names of councillors supporting these changes be published so I know who is responsible for this?
- 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.

- The current trend to move to bikes (electric or not)/electric scooters and other powered transportation, the majority can and easily exceed 30kph - will they be policed in the same manner as a car?
- I propose the speed limit on the Harbour Bridge be reduced to 50kph 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.
- 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.
- Get rid of the trucks clogging our highways and byways/trucks should have a 90kph limit.
- All main Highways should be tolled as it is often overseas - users to pay.
- 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.
- As a motorcycle license assessor, because of the frequent speed changes, I must change my NZTA Authorised Assessment Routes every year.
- 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.
- The law needs to be revised to ban private cars exceeding 110kph to be imported, or to have them modified to limit their speed to 110kph (of course, except special vehicles like police cars). Their overall weight also needs to be reduced.
- 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.
- 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".
- Need to include some of the roads that AT intends or is currently sealing as part of the seal extension programme.



Safe Speeds Programme

Public feedback on proposed speed limit changes March/April 2022

Feedback related to Rodney
Local Board area



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

During March and April 2022, 600 people from within the Rodney Local Board area submitted on the Safe Speeds Programme - proposed speed limit changes through an online form.

Additional submissions were received via pin drops on an online interactive map, email submissions and written submissions. Submitters were able to provide feedback on one or more roads within their submission, plus provide supporting information or commentary. The number of individual comments is greater than the number of submitters, as many submitters commented on more than one road. The online map and written submissions are in addition to those completed via online form, as submitters were not required to give a Local Board when using these methods.



Part B – Feedback on roads within the local board area proposed for speed limit changes

In the first part of the feedback form, respondents were asked to choose a road (and a part of the road) to provide feedback on. They were also asked what they thought of the proposed speed limit changes for that section. Specifically, they were asked:

- What do you think of the proposed speed limit change for this road? (*tick-box answers*)
- Why do you feel this way? (*open-ended answers*)

This section outlines:

- The sentiment expressed by respondents towards the proposed speed limit changes for each road within the Rodney Local Board area ('What do you think of the proposed speed limit change for this road?')
- A summary of the open-ended feedback received for each road within the Rodney Local Board area ('Why do you feel this way?').

Please note:

- Some submitters expressed sentiment for roads with multiple 'parts' but did not specify the section of the road they were referring to. Where it was not apparent which 'part' of the road the submitter meant, or their feedback related to the full road, their sentiment was added to all the road segments.
- Submitter open-ended feedback could contribute to more than one theme.

Road name	Access Road
Part of road	between 700m southwest of SH16 and 1000m southwest of SH16
Proposal	Current 80kph: Proposed 50kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be higher than the existing speed limit	3
I think the current speed limit on this road should be kept the same	16
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> At peak times there is heavy traffic. It is used as a bypass to avoid congestion on SH16, many people exceeding 100kph. Ladies with prams used to walk to the village, but don't now due to the fast heavy traffic at times. There are no footpaths of significance and no way for pedestrians to cross the bridge safely. This road was a part of a cyclist's circuit in the weekends but is no longer used by the cycle clubs now that vehicles go too fast. Reduced limit will make the road safer and encourage walking/cycling.
Reducing speed limits will create safety issues <i>Mentions: 4</i>	<ul style="list-style-type: none"> Lowering the speed limit will increase accidents on this road caused by dangerous overtaking and tailgating. A reduced speed limit will make the road close to the bridge on the blind hill more dangerous.
The reduced speed limit is unnecessary <i>Mentions: 13</i>	<ul style="list-style-type: none"> Speed limit has already been reduced. This is a quiet straight road, good condition, good visibility, no accidents, minimal housing, and no pedestrians. Only used by locals who know how to drive these rural roads. Needs maintenance, not speed limit reduction. There are double yellow lines down most of it, no issues with speeding.

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed is not good as it will increase journey times <i>Mentions: 4</i>	<ul style="list-style-type: none"> Lowering the limit on rural roads increases the time it takes to travel anywhere and will add to the frustration of commuters.
The proposed speed limit reductions lack local knowledge <i>Mentions: 2</i>	<ul style="list-style-type: none"> This rural road is used typically by locals who know the road and how to drive safely on it. Have lived on this road for 20 years and no accidents observed.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> There is a sudden dip in the road outside the film studios which can hide a number of vehicles from the traffic in the opposing lane. Despite the double yellow line, it is not uncommon to see vehicles passing slow vehicles and suddenly finding they are in trouble.
Generally, road design needs upgrading/improving <i>Mentions: 2</i>	<ul style="list-style-type: none"> Do the upgrades Kumeu needs. A lane for turning traffic would reduce risk.
The low quality of the road is creating safety risks/needs fixing <i>Mentions: 3</i>	<ul style="list-style-type: none"> Better road maintenance is required. Fix the roads to make them safer.
The reduced speed limit is unsuitable for this road <i>Mentions: 3</i>	<ul style="list-style-type: none"> Reducing speed limit to 50km will increase instances of dangerous overtaking. It isn't right to limit driving speeds in a location which has limited public transport. It's a rural road, not many residential properties.
Do not support a reduced speed limit for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> From the movie studio to Station Road should be 100km.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> Current limit is not enforced, so people drive much faster, many over 100kph. There have been at least 4 fatalities in the last 10 years on this road. A local boasted that he could get up to 170kph on a section of the road.

Why do you feel this way?	
Feedback Theme	Main points
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none"> The whole road should be 60kph (not 50kph).
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> There are no barriers to guide vehicles onto the bridge, which is particularly dangerous with the increased traffic volume/speeds.
Other comments <i>Mentions: 3</i>	<ul style="list-style-type: none"> Provide public transport. Provide a fast alternative route. The money needed for these new speed limits could be put into traffic management in the morning on State Highway 16 to reduce congestion.

AT recommended way forward

Implement safe and appropriate speed limit as proposed

The proposal of 50 km/h for Access Road is due to a multitude of factors: the future urban development, medium lane width, narrow shoulder width, straight nature of the road, and severe road-side hazards.

Due to adverse crash history on the road, the collective and personal risk of this road are classified as 'High' and 'High', respectively, due the number of Death and Serious Injury (DSI) crashes, making it a high-risk road.

Crash history from NZTA's CAS database shows 3 crashes in the last 5 years for the second section including 1 fatal, 0 serious, 1 minor, and 1 non-injury crashes.

Road name	Albert Street
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	3

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> • A no exit road, only used by residents. • As there's no footpath, we've been walking on the road since 1987 (it doesn't need lowering).

AT recommended way forward
<p>While we agree with the originally proposed Safe and Appropriate speed (SAAS) of 30km/h, with consideration of feedback from the local community we are taking steps towards this vision by proposing a permanent speed limit that is closer to the safe and appropriate speed (SAAS) with a variable speed limit that aligns with the SAAS. Over time, we will work with the community and explore the right time to consult on further speed limit changes that meet the SAAS.</p> <p>We are recommending a variable speed limit of 30km/h during school drop off and pick up hours with an underlying permanent speed limit of 40km/h.</p>



Road name	Amreins Road
Part of road	between Taupaki Road and 800m south of Taupaki Road
Proposal	Current 80kph: Proposed 60kph

Please note: this road goes through more than one local board area: please let us know if you want a summary of the feedback on the sections in other local board areas.

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> A reduced speed limit would be a welcome change to this road.
Reduced speed limit will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> There is significant evidence that when speed limits are lowered excessively, drivers become distracted and space out.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> 80kph is great for rural roads, 60kph is too low.

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



Road name	Amreins Road
Part of road	between 800m south of Taupaki Road and 1440m north of McEntee Road
Proposal	Current 100kph: Proposed 60kph

Please note: this road goes through more than one local board area: please let us know if you want a summary of the feedback on the sections in other local board areas.

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

Why do you feel this way?	
Feedback Theme	Main points
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none">80kph is great for rural roads, 60kph is too low.

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

Road name	Anderson Road
Part of road	between Westminster Glen to Matakana Road
Proposal	Current 80kph: Proposed 60kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be lower than what is proposed	2
I only support the reduced speed limit for a certain portion of the road	1

Why do you feel this way?	
Feedback Theme	Main points
Reduce the speed limit further than proposed for a section of the road <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Always people exercising/walking dogs etc, and a lot of young children. • Children biking/walking to catch the bus at the end of the road. • There are no footpaths. • There are overhanging trees (which are beautiful) and undulations restricting vision. • It's unsealed and the dust created by speeds higher than 40kph - is bad for the residents near the road (eg: drinking water). • With slower driving, the condition of the gravel road will last longer. • 40kph compared with 60kph won't add much time to travel the length of the road. • Let's make it a bit safer and friendlier. • Tradesmen (unfamiliar with the road) and young people often drive too fast. • It's a road used by all - walking to school bus pick up, people of all ages walking, including parents with prams, bikes, dust is a problem for drinking water - speed needs to 40kph.
Too many changes in speed limits along the road (or in area) will be confusing <i>Mentions: 1</i>	<ul style="list-style-type: none"> • This proposal conflicts with the other two proposed changes for Anderson Road. I guess it's a mistake.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed.
 The description of the road section is incorrect. The proposed speed limit change for Anderson Road is 40 km/h between Westminster Glen and 310m east of Westminster Glen and 60 km/h between 310m east of Westminster Glen and Matakana Road.

Road name	Anderson Road
Part of road	between 310m east of Westminster Glen and Westminster Glen
Proposal	Current 80kph: Proposed 40kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

AT recommended way forward

Implement safe and appropriate road speed limit as proposed, 40 km/h between Westminster Glen and 310m east of Westminster Glen.



Road name	Anderson Road
Part of road	between Matakana Road and 310m east of Westminster Glen
Proposal	Current 80kph: Proposed 60kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be lower than what is proposed	3

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate road speed limit as proposed, 60 km/h between 310m east of Westminster Glen and Matakana Road

Road name	Annandale Road
Part of road	Full Length
Proposal	Current 100kph: Proposed 60kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 5</i>	<ul style="list-style-type: none"> 100kph is too fast - 80kph is good for rural roads.
Reducing speed limits will create safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> Lowering the speed limit will increase accidents on this road. 60kph is too slow for rural roads and will cause a lot of driver frustration.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> This is not a residential street, 60kph is too slow for rural roads.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 6</i>	<ul style="list-style-type: none"> 80kph is suitable for this road. 80kph is good for rural roads, 60kph is too low - it will create frustration.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> Reducing speed limit will be a revenue collection exercise.



AT recommended way forward

Implement safe and appropriate road speed limit as proposed



Road name	Annett Road
Part of road	between Awa Road and Fork Road
Proposal	Current 100kph: Proposed 60kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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



Road name	Annett Road
Part of road	between Fork Road and the western end of Annett Road
Proposal	Current 100kph: Proposed 60kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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

Road name	Awa Road
Part of road	Full Length
Proposal	Current 100kph: Proposed 60kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	2
I think the speed limit should be lower than what is proposed	1
I think the current speed limit on this road should be kept the same	7
I agree with the proposed speed limit change on this road	5

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 6</i>	<ul style="list-style-type: none"> • Significant increase in speeding and traffic volume over the last few years. • Road is dangerous for pedestrians, cyclists and horse riders (often young people). • A number of cars go off the road into the steep ditches. • Blind bends and vehicles travelling at high speed make exiting from driveways unsafe. • New houses are appearing regularly. • People travel too fast for the condition of the road.
The reduced speed limit is unnecessary <i>Mentions: 7</i>	<ul style="list-style-type: none"> • Current speed which has been in place for years is adequate. • Few residential buildings. • Mostly straight road, minimal traffic, rarely any accidents. • 80kph is good for rural roads, 60kph is too low. • A wide, rural road.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Making it take even longer to get out of rural areas.

Why do you feel this way?	
Feedback Theme	Main points
Driver behaviour is causing safety risks <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Danger to pedestrians and animals caused by dangerous driving. • Driver education will make this road safer, not lowering the speed limit. • Another car through a fence last night due to taking a corner too fast - (at least) the 7th accident in 3 years. • Hard to walk along this road without getting pushed in a ditch due to drivers speeding around corners.
The low quality of the road is creating safety risks <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Fix the roads to make them safer (instead of lowering speed limits).
Reduce the speed limit further than proposed for a section of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Have witnessed multiple crashes over almost 4 years and think that dropping to 60kph is not low enough for this road.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> • A lot of boy racers come to race on this road - needs more monitoring.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Money that should be spent on road improvements is instead used to raise council wages. • The people wanting the speed reduction have a monetary interest in doing so.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none"> • 80kph is great for rural roads, 60kph is just too low.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Put in footpaths and a shoulder on the road (instead of lowering speed limits).

AT recommended way forward

Implement safe and appropriate road speed limit as proposed

Road name	Awanohi Road
Part of road	Full length
Proposal	Current 100kph: Proposed 60kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> 100kph is far too fast for an intensifying area.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> Road has clear vision and is in an acceptable condition for the current speed limit. It is already very safe.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 2</i>	<ul style="list-style-type: none"> 80kph would be sensible as both connecting roads are at that limit. It's an open road and a bit windy, but 60kph is too slow, 80kph would be more appropriate.

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





Road name	Barrett Road
Part of road	between Coatesville Riverhead Highway and Lloyd Road
Proposal	Current 80kph: Proposed 60kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none">Proposal is better than current limit - roads connecting to Coatesville Riverhead Highway should be lowered to match (60kph).
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none">60kph is too slow.

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

Road name	Barrier View Road
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	6
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Many weekend travellers speed along this road.
The reduced speed limit is unnecessary <i>Mentions: 6</i>	<ul style="list-style-type: none"> There are no school, retail or other businesses on this road. A footpath runs the length of the road. Never been a speed related accident in 40 years. As a cyclist, it is ridiculous that I will have to buy a speedo to check I'm not going over 30kph. Current speed is suitable, very few children walk to school, most are taken by car.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Many weekend travellers speed on this road making it dangerous for those who live here.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none"> Implement a school speed zone of 40kph, during school hours only.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Provide crossings on the main roads around the school and implement a school speed zone of 40kph during school hours.

AT recommended way forward

While we agree with the originally proposed Safe and Appropriate speed (SAAS) of 30km/h, with consideration of feedback from the local community we are taking steps towards this vision by proposing a permanent speed limit that is closer to the safe and appropriate speed (SAAS) with a variable speed limit that aligns with the SAAS on the streets adjacent to Leigh School. Over time, we will work with the community and explore the right time to consult on further speed limit changes that meet the SAAS.

We are recommending a permanent speed limit of 40km/h on Barrier View Road.

Road name	Bawden Road
Part of road	Full Length
Proposal	Current 80kph: Proposed 60kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be higher than the existing speed limit	2
I only support the reduced speed limit for a certain portion of the road	1
I think the current speed limit on this road should be kept the same	8
I agree with the proposed speed limit change on this road	5

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> • People tend to cut the tight corners. • Residential road, narrow with no footpath. • Livestock, horse-floats, children walking to school, school bus stops, hidden driveways, side streets, no shoulder or passing lane, hair pin curves and off-camber turns.
The reduced speed limit is unnecessary <i>Mentions: 9</i>	<ul style="list-style-type: none"> • Mostly straight, country road with low traffic. • Very few accidents.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> The reduction from 100kph to 80kph was enough. The road has no hairpin turns or off-camber corners and is in decent condition There is good visibility to see pedestrians/cyclists.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> No alternatives (motorway access, public transport etc) - reduced speed will impact residents' ability to move around the area.
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> Lowering the speed limit will not stop the boy racers or dangerous overtaking.
Only support the proposed speed limit for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Only reduce speed on the part of road with the windy s-bend corners.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> More burglaries than car accidents - they are a bigger concern to be addressed.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed

Road name	Bobs Way
Part of road	Full Length
Proposal	Current 80kph: Proposed 60kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Residential road, narrow with no footpath.
Reduce the speed limit further than proposed for a section of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> This road is a cul-de-sac, 50kph would be better.

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



Road name	Boord Crescent
Part of road	Full Length
Proposal	Current 80kph: Proposed 60kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none">This is a residential road, will a lot of horse related activity and traffic.

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

Road name	Cable Road
Part of road	between 560m east of Valley Road and Hinau Road
Proposal	Current 80kph: Proposed 60kph

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

What do you think of the proposed speed limit change for this road? (Pin drops on feedback map*)	No. of mentions
I think the current speed limit on this road should be kept the same	2

**These pin drop sentiments could relate to either section of this road proposed for changes. It is prohibitively time-consuming to cross-reference each location, but if there is a need for more information, please advise the road in question and we will cross-reference the locations as required.*

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions:</i>	<ul style="list-style-type: none"> 60kph on an unsealed road is driving to the conditions.

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

Road name	Cable Road
Part of road	between Valley Road and 560m east of Valley Road
Proposal	Current 100kph: Proposed 40kph

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

What do you think of the proposed speed limit change for this road? (Pin drops on feedback map*)	No. of mentions
I think the current speed limit on this road should be kept the same	2

**These pin drop sentiments could relate to either section of this road proposed for changes. It is prohibitively time-consuming to cross-reference each location, but if there is a need for more information, please advise the road in question and we will cross-reference the locations as required.*

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Make the whole road 60kph for consistency.
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> Why bother changing the limit when no-one does 100kph anyway?
The proposed speed limit reductions lack local knowledge <i>Mentions: 1</i>	<ul style="list-style-type: none"> This proposed limit here is 40kph, but the other end of Cable Road, which is gravel, windy and much more dangerous, has proposed limit of 60kph. Clearly whoever is proposing these changes have never driven on these roads.
Proposal is a waste of money <i>Mentions: 2</i>	<ul style="list-style-type: none"> Waste of money changing the limit when no-one does 100kph anyway.

Why do you feel this way?	
Feedback Theme	Main points
Too many changes in speed limits along the road (or in area) will be confusing <i>Mentions: 1</i>	<ul style="list-style-type: none">• Make the whole road 60kph for consistency.

AT recommended way forward

Based upon consultation feedback received and further technical assessment, the speed limit recommendation has been updated from 40km/h to 60km/h. Refer to Attachment 8 for further details.



Road name	Coster Road
Part of road	Full Length
Proposal	Current 50kph: Proposed 40kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none">• Very little traffic, so a speed limit change would never be policed.

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



Road name	Cotterell Street
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> • There is no school, retail or businesses on this road. • There is a footpath that runs the length of the road.

AT recommended way forward
<p>While we agree with the originally proposed Safe and Appropriate speed (SAAS) of 30km/h, with consideration of feedback from the local community we are taking steps towards this vision by proposing a permanent speed limit that is closer to the safe and appropriate speed (SAAS) with a variable speed limit that aligns with the SAAS on the streets adjacent to Leigh School. Over time, we will work with the community and explore the right time to consult on further speed limit changes that meet the SAAS.</p> <p>We are recommending a permanent speed limit of 40km/h on Cotterell Street.</p>



Road name	Cumberland Street
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> A no exit road, only used by residents.
Only support reduced speed limit during school operation times <i>Mentions: 1</i>	<ul style="list-style-type: none"> 35kph-40kph around schools at school time only.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none"> 45kph around town so people respect the town and aware to keep a low speed. 30kph is not realistic or practical.

AT recommended way forward

While we agree with the originally proposed Safe and Appropriate speed (SAAS) of 30km/h, with consideration of feedback from the local community we are taking steps towards this vision by proposing a permanent speed limit that is closer to the safe and appropriate speed (SAAS) with a variable speed limit that aligns with the SAAS. Over time, we will work with the community and explore the right time to consult on further speed limit changes that meet the SAAS.

We are recommending a variable speed limit of 30km/h between Pakiri Road and Hill Street during school drop off and pick up hours with an underlying permanent speed limit of 40km/h for the full length of the road.



Road name	Cuthbert Road
Part of road	Full Length
Proposal	Current 100kph: Proposed 60kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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

Road name	Dairy Flat Highway
Part of road	between Hibiscus Coast Highway and 100m southwest of Pine Valley Road
Proposal	Current 80kph: Proposed 60kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be higher than the existing speed limit	4
I think the current speed limit on this road should be kept the same	19
I agree with the proposed speed limit change on this road	3

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> Drivers speed off the motorway up to Pine Valley Road. Very busy section of road, lower limit will improve safety and traffic flow from side roads. Stop people going so fast after the roundabout.
Reducing speed limits will not reduce safety issues <i>Mentions: 3</i>	<ul style="list-style-type: none"> Changing the speed limit will not influence the dangerous drivers. Speed is not the issue - it's mobile phones and poor road maintenance. Driver education is needed more than slowing drivers down. The lack of driver education and ease at which licences can be obtained in New Zealand is concerning and both contribute to safety issues.
Reducing speed limits will create safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> Lower speed limit will create frustration and increased speeding. Lower speed limit will make people overtake the cars obeying the new speed limit.
The reduced speed limit is unnecessary <i>Mentions: 15</i>	<ul style="list-style-type: none"> Already been reduced. Rural arterial road, not residential, no pedestrians, almost no cyclists. Modern cars have better safety technology. Has been regularly resurfaced, so safe at 80kph. It's an easy road to drive, 80kph is fine.

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Reducing speed limit will make journey frustratingly slow.
Driver behaviour is causing safety risks <i>Mentions: 5</i>	<ul style="list-style-type: none"> Driver education is needed. Drivers speed off the motorway up to Pine Valley Road. Speed is not the issue - it's mobile phones. People are already overtaking dangerously due to the first reduction.
The low quality of the road is creating safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> Better road surfaces, not lower speeds. Speed is not the issue, it's poor road maintenance.
The reduced speed limit is unsuitable for this road <i>Mentions: 3</i>	<ul style="list-style-type: none"> This is a rural highway and not a heavily populated. Supports vehicles from over 12 trucking companies as well as a significant amount of public traffic. Is used as a through-road from Albany to Silverdale relieving other motorway congestion.
Extend the reduced speed limit to cover more of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> The 60km limit should be extended to the Wilks Road intersection. Ending the 60kph limit just shy of Pine Valley would only increase traffic.
Other roads/suggestions for speed limit increases <i>Mentions: 2</i>	<ul style="list-style-type: none"> All speed limits should be increased (80kph should be 100kph or 110kph), 60kph in towns, 20kph or 40kph around schools, 110kph or 120kph on motorways The 80kph speed limit here is appropriate for approaching the major intersection and motorway connection, but the surrounding roads should be raised to a safer and more appropriate 100kph so 80kph here is a transition speed coming into the motorway intersection.
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> Invest in pedestrian modes of transport before speed limit changes. Clearer signage.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed

This section of Dairy Flat Highway is becoming urbanised and there are new developments and road changes planned. The proposed speed supports the new residential developments, and the developments are also likely to change the speed environment and reduce the operating speed.



Road name	Dairy Stream Road
Part of road	Full Length
Proposal	Current 80kph: Proposed 60kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> • People tend to cut the tight corners. • Residential road, narrow with no footpath. • Deceivingly sharp hairpin turn, 60kph is appropriate.
Reduced speed limit will not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> • A speed limit change will not stop the boy racers or dangerous overtaking.
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Country road with low traffic requires no speed reduction. • 90° corner is well signposted at appropriate 25kph, otherwise road is in good condition with good visibility.

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

Road name	Durey Road
Part of road	Full Length
Proposal	Current 100kph: Proposed 60kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> • 100kph too fast for this road. • Many accidents/near misses at the corner above the old quarry.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> • No motorway access, almost no public transport (no alternatives), reduced speed will impact the ability of residents to move around the area.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Rural road, no footpaths.

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



Road name	Dye Access Road
Part of road	Full Length
Proposal	Current 100kph: Proposed 60kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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



Road name	Dysart Lane
Part of road	Full Length
Proposal	Current 100kph: Proposed 60kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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



Road name	Edward Jonkers Drive
Part of road	Full Length
Proposal	Current 80kph: Proposed 60kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be higher than the existing speed limit	1

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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



Road name	Evans Road
Part of road	Full Length
Proposal	Current 100kph: Proposed 40kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none">Has been several accidents over the last couple of years - 100kph is not suitable for a gravel road in a residential area.

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



Road name	Farrand Road
Part of road	Full Length
Proposal	Current 80kph: Proposed 60kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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



Road name	Ferndale Avenue
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> This is a short street.

AT recommended way forward
<p>While we agree with the originally proposed Safe and Appropriate speed (SAAS) of 30km/h, with consideration of feedback from the local community we are taking steps towards this vision by proposing a permanent speed limit that is closer to the safe and appropriate speed (SAAS) with a variable speed limit that aligns with the SAAS on the streets adjacent to Leigh School. Over time, we will work with the community and explore the right time to consult on further speed limit changes that meet the SAAS.</p> <p>We are recommending a permanent speed limit of 40km/h on Ferndale Avenue.</p>

Road name	Fletcher Road
Part of road	between 20m east of Taha Road and 30m west of Mahana Road
Proposal	Current 100kph: Proposed 40kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Should be 60kph or 80kph.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> The speed limits are fine. Cars are safer these days and the proposals are unproductive and too much.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none"> Should be 60kph or 80kph.

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

Road name	Fletcher Road
Part of road	between Muriwai Road and 20m east of Taha Road
Proposal	Current 100kph: Proposed 40kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Should be 60kph or 80kph.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> The speed limits are fine. Cars are safer these days and the proposals are unproductive and too much.
The low quality of the road is creating safety risks/needs fixing <i>Mentions: 1</i>	<ul style="list-style-type: none"> AT is not maintaining the roads.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none"> Should be 60kph or 80kph.
Other comments <i>Mentions: 2</i>	<ul style="list-style-type: none"> Changing from 100kph to 40kph is ridiculous - please advise how many accidents/fatalities have happened due to speed?

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



Road name	Fletcher Road
Part of road	between 30m west of Mahana Road and the western end of Fletcher Road
Proposal	Current 100kph: Proposed 40kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none">• Should be 60kph or 80kph.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none">• The speed limits are fine. Cars are safer these days and the proposals are unproductive and too much.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 2</i>	<ul style="list-style-type: none">• Should be 60kph or 80kph.

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



Road name	Foley Quarry Road
Part of road	between 1545m northeast of Dairy Flat Highway and the northeastern end of Foley Quarry Road
Proposal	Current 80kph: Proposed 40kph

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

Why do you feel this way?	
Feedback Theme	Main points
Too many changes in speed limits along the road (or in area) will be confusing <i>Mentions: 1</i>	<ul style="list-style-type: none"> Keep it simple and make the whole road 50kph.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none"> Keep it simple and make the whole road 50kph.

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



Road name	Foley Quarry Road
Part of road	between Dairy Flat Highway and 1545m northeast of Dairy Flat Highway
Proposal	Current 80kph: Proposed 60kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I only support the reduced speed limit for a certain portion of the road	1

Why do you feel this way?	
Feedback Theme	Main points
Too many changes in speed limits along the road (or in area) will be confusing <i>Mentions: 1</i>	<ul style="list-style-type: none"> Keep it simple and make the whole road 50kph.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none"> Keep it simple and make the whole road 50kph.

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



Road name	Fork Road
Part of road	Full Length
Proposal	Current 100kph: Proposed 40kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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

Road name	Foster Road (Kumeu)
Part of road	between State Highway 16 and Awa Road
Proposal	Current 80kph: Proposed 60kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	7
I agree with the proposed speed limit change on this road	3
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> This road is not fit for fast traffic and there are a lot of crashes. Traffic volume is growing. Current speed deter walkers and cyclists.
Reducing speed limits will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Lowering the speed limit will increase accidents.
The reduced speed limit is unnecessary <i>Mentions: 9</i>	<ul style="list-style-type: none"> Long straight road with few residential buildings. Crashes do not occur here. Reduction to 80kph already made is suitable for this road. Leave it at 80kph - this is good for rural roads, 60kph is too low.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Making it take even longer to get out of rural areas.
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> Driver education will make this road safer, not dropping the speed limit. Lots of people speed here. Couple of near misses turning into my driveway.

Why do you feel this way?	
Feedback Theme	Main points
Generally, road design needs upgrading/improving <i>Mentions: 1</i>	<ul style="list-style-type: none"> Only problem is turning right onto State Highway 16.
The low quality of the road is creating safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> Road maintenance will make this road safer, not dropping the speed limit.
Extend the reduced speed limit to cover more of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> The speed needs to be reduced beyond Awa Rd, all the way to Hinau Road/School Road.

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

Road name	Foster Road (Waimauku)
Part of road	between the western end of Kauri Crescent and School Road
Proposal	Current 80kph: Proposed 60kph

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

What do you think of the proposed speed limit change for this road? (Pin drops on feedback map*)	No. of mentions
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
I think the current speed limit on this road should be kept the same	2

**These pin drop sentiments could relate to either section of this road proposed for changes. It is prohibitively time-consuming to cross-reference each location, but if there is a need for more information, please advise the road in question and we will cross-reference the locations as required.*

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Lower speeds will make it safer to walk or cycle, which should be encouraged.
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> 80kph is great for rural roads, 60kph is too low. Anything slower than 80kph here is dangerous.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> People doing burnouts here at night-time need policing, as they are driving dangerously.

Why do you feel this way?	
Feedback Theme	Main points
The low quality of the road is creating safety risks/needs fixing <i>Mentions: 2</i>	<ul style="list-style-type: none"> Fix the roads not the speed.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> There is a hill with big corners, people should be driving to the conditions - changing at this point is a waste of money.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> Reducing the speed is a revenue collection exercise.

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

Road name	Foster Road (Waimauku)
Part of road	between Awa Road and the western end of Kauri Crescent
Proposal	Current 80kph: Proposed 60kph

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

What do you think of the proposed speed limit change for this road? (Pin drops on feedback map*)	No. of mentions
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
I think the current speed limit on this road should be kept the same	2

*These pin drop sentiments could relate to either section of this road proposed for changes. It is prohibitively time-consuming to cross-reference each location, but if there is a need for more information, please advise the road in question and we will cross-reference the locations as required.

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> • People speed all the time; they need to slow down. • There are very regular accidents here. • Lower speeds will make it safer to walk or cycle, which should be encouraged.
The reduced speed limit is unnecessary <i>Mentions: 6</i>	<ul style="list-style-type: none"> • Modern cars/responsible drivers can travel these roads safely at the current speed limits. • The road has just been repaired so it can be driven at 80kph, if you think it is unsafe provide the data to prove it. • It is an important commuter route for locals. • 80kph is great for rural roads, 60kph is too low. • Anything slower than 80kph here is dangerous.

Why do you feel this way?	
Feedback Theme	Main points
<p>The low quality of the road is creating safety risks/needs fixing</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • AT needs to maintain to a usable standard, reducing the speed limit is a revenue collecting cop out.
<p>Other comments</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • If you do drop it who will police it and how? • Will it just become another revenue road for those of us who can't afford to live near public transport? • Reducing the speed is a revenue collection exercise.

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



Road name	Green Road
Part of road	Full Length
Proposal	Current 100kph: Proposed 40kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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



Road name	Hamilton Road
Part of road	Full Length
Proposal	Current 100kph: Proposed 40kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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

Road name	Hanham Road
Part of road	between 590m east of Tawa Road and Tawa Road
Proposal	Current 80kph: Proposed 60kph

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

What do you think of the proposed speed limit change for this road? (Pin drops on feedback map*)	No. of mentions
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
I think the current speed limit on this road should be kept the same	2

**These pin drop sentiments could relate to either section of this road proposed for changes. It is prohibitively time-consuming to cross-reference each location, but if there is a need for more information, please advise the road in question and we will cross-reference the locations as required.*

Why do you feel this way?	
Feedback Theme	Main points
Reducing speed limits will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> • People will get incredibly frustrated going 60kph on rural roads.
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Leave it at 80kph - this is great for rural roads, 60kph is too low. • This is wide rural road, with mostly lifestyle or farm properties along its length, very few houses added in the last 20 years. • 60kph is a ridiculous speed for a rural road of this nature, 80kph is fine. • 60kph create more issues as people will get incredibly frustrated.

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

Road name	Hanham Road
Part of road	between Waitakere Road and 590m east of Tawa Road
Proposal	Current 80kph: Proposed 60kph

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

What do you think of the proposed speed limit change for this road? (Pin drops on feedback map*)	No. of mentions
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
I think the current speed limit on this road should be kept the same	2

**These pin drop sentiments could relate to either section of this road proposed for changes. It is prohibitively time-consuming to cross-reference each location, but if there is a need for more information, please advise the road in question and we will cross-reference the locations as required.*

Why do you feel this way?	
Feedback Theme	Main points
Reducing speed limits will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> • People will get incredibly frustrated going 60kph on rural roads.
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> • The first part is straight and perfectly safe at 80kph. • I drive this road often and live nearby and am not aware of accidents due to speed. • Leave it at 80kph - this is great for rural roads, 60kph is too low. • This is wide rural road, with mostly lifestyle or farm properties along it's length, very few houses added in the last 20 years. • 60kph is a ridiculous speed for a rural road of this nature, 80kph is fine. • 60kph create more issues as people will get incredibly frustrated.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed

Road name	Haranui Road
Part of road	between 717m east of South Head Road and end of Haranui Road
Proposal	Current 100kph: Proposed 40kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

AT recommended way forward

Implement safe and appropriate road speed limit as proposed

Road name	Haranui Road
Part of road	between South Head Road and 717 m east of South Head Road
Proposal	Current 100kph: Proposed 40kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reducing speed limits will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> There is only one safe place to overtake logging trucks, so if the speed limit was reduced, people would overtake in risky places.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> There is only one safe place to overtake logging trucks, so if the speed limit was reduced, people would overtake in risky places.

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

Road name	Harbour View Road
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Too many people travel over the speed limit.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> Leave the village area as it is. Lowering to 30kph will anger residents and visitors. Current speed is suitable, very few children walk to school, most are taken by car.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> People treat speed limit as a suggestion rather than a requirement.
Only support the proposed speed limit for outside school <i>Mentions: 1</i>	<ul style="list-style-type: none"> Protect the school zone only.



AT recommended way forward

While we agree with the originally proposed Safe and Appropriate speed (SAAS) of 30km/h, with consideration of feedback from the local community we are taking steps towards this vision by proposing a permanent speed limit that is closer to the safe and appropriate speed (SAAS) with a variable speed limit that aligns with the SAAS on the streets adjacent to Leigh School. Over time, we will work with the community and explore the right time to consult on further speed limit changes that meet the SAAS.

We are recommending a permanent speed limit of 40km/h on Harbour View Road.



Road name	Haszard Road
Part of road	Full length
Proposal	Current 100kph: Proposed 60kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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

Road name	Hauraki Road
Part of road	between Wonderview Road and north of Hauraki Road
Proposal	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I only support the reduced speed limit for a certain period of the day	2
I only support the reduced speed limit for a certain portion of the road	3
I think the current speed limit on this road should be kept the same	12
I agree with the proposed speed limit change on this road	4

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Many people do over the current speed of 50kph. • For those who already exceed the speed limit, they may exceed it by less if the speed limit is decreased. • The Primary School is on this road and children are crossing the length of this road.
Reducing speed limits will not reduce safety issues <i>Mentions: 6</i>	<ul style="list-style-type: none"> • Don't believe safety will be improved by lowering speed limit. • It's pointless lowering the speed limit - people who are going to speed will break the limit regardless. • Many people do not adhere to the current speed limit, so lowering it will make no difference.
The reduced speed limit is unnecessary <i>Mentions: 12</i>	<ul style="list-style-type: none"> • Current 50kph road speed in and around Leigh is safe and acceptable. • Changing all the road to 30kph is unfair on those who abide by the current speed limit. • This road has high visibility, is flat and has low traffic volume so no need to lower the speed limit. • Cannot recall a single serious accident in 27 years. • Traffic around schools needs specific consideration, but blanket speed changes are just cheap and lazy substitutes for proper behavioural analysis. • There are good footpaths on both sides of the roads and not many pedestrians, but if there are people around, the traffic slows down anyway.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> The majority don't go over 40kph anyway. Lowering the speed limit to 30kph for nearly every street in Leigh is uncalled for and unnecessary. There is not much foot traffic, doesn't warrant speed reduction (apart from around the school). Current speed is suitable, very few children walk to school, most are taken by car.
Reduced speed is not good as it will increase journey times <i>Mentions: 2</i>	<ul style="list-style-type: none"> Reduced speed will increase commuting times.
The proposed speed limit reductions lack local knowledge <i>Mentions: 1</i>	<ul style="list-style-type: none"> It is not realistic to reduce to 30kph as we get to Wonderview Road as we just came down a hill and this is the main road coming into Leigh.
Driver behaviour is causing safety risks <i>Mentions: 5</i>	<ul style="list-style-type: none"> Many people do not adhere to the current speed limit of 50kph. Only those who travel over the current speed limit are the problem. Reducing speed limits does not ensure drivers will follow the signs.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Traffic calming work would be far more effective, sleeping policemen (small, raised bands of tarmac) or road narrowing / chicane.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> A pedestrian crossing outside the school (especially on Hauraki Road opposite the main gate where a dip in the road makes visibility very limited) is essential. Signage to 'watch for children' as you approach the school and preschool area (currently there is none).
Only support the reduced speed limit during school operation times <i>Mentions: 4</i>	<ul style="list-style-type: none"> Reduce speed around Leigh School and the village, but nowhere else. Children on their bikes, ride faster than 30km! The speed Limit should remain the same, except for Leigh Primary School start and finish times when it should be lower.
Only support the proposed speed limit for outside the school <i>Mentions: 5</i>	<ul style="list-style-type: none"> Reduce to 30kph starting from Seatoun Avenue to north of Hauraki Road as that portion passes the school and town centre. Focus on the school zone. The triangle around the school and preschool makes sense - the block from the fire station to the shops intersection, but not the rest of Leigh.



AT recommended way forward

While we agree with the originally proposed Safe and Appropriate speed (SAAS) of 30km/h, with consideration of feedback from the local community we are taking steps towards this vision by proposing a permanent speed limit that is closer to the safe and appropriate speed (SAAS) with a variable speed limit that aligns with the SAAS. Over time, we will work with the community and explore the right time to consult on further speed limit changes that meet the SAAS.

We are recommending a variable speed limit of 30km/h between 170m east of Wonderview Road and Cumberland Street during school drop off and pick up hours with an underlying permanent speed limit of 40km/h between Wonderview Road and the northern end of Hauraki Road.

Road name	Henwood Road
Part of road	Full Length
Proposal	Current 80kph: Proposed 60kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

AT recommended way forward

Implement safe and appropriate road speed limit as proposed



Road name	Hill Street
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

AT recommended way forward
<p>While we agree with the originally proposed Safe and Appropriate speed (SAAS) of 30km/h, with consideration of feedback from the local community we are taking steps towards this vision by proposing a permanent speed limit that is closer to the safe and appropriate speed (SAAS) with a variable speed limit that aligns with the SAAS on the streets adjacent to Leigh School. Over time, we will work with the community and explore the right time to consult on further speed limit changes that meet the SAAS.</p> <p>We are recommending a permanent speed limit of 40km/h on Hill Street.</p>

Road name	Hinau Road
Part of road	Full Length
Proposal	Current 80kph: Proposed 60kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be lower than what is proposed	5
I think the current speed limit on this road should be kept the same	2
I agree with the proposed speed limit change on this road	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 6</i>	<ul style="list-style-type: none"> This narrow winding road with no footpaths has residential dwellings and at least 8 school bus stops. Many of the tight corners on this road cannot be negotiated safely at the current speed limit. It is not possible to drive safely at 80kph. Travelling at 40kph on this 80kph road has avoided more than one head on crash and avoided pedestrian harm. A significant section of the road has cliffs, steep drops, or high walls, and many hairpin turns. Several sections of the road merge into a single lane on blind corners. Most household driveways onto this road have limited or no visibility to oncoming traffic.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> 60kph is too slow, 80kph is fine.
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> People drive 100kph on parts of this 80kph limit road. There are many hairpins turns and people are driving in the middle of the road daily. Deliberately travelling at 40kph on this 80kph road has avoided several accidents but it frustrates drivers behind me. This road is well known to many as a place to drive cars fast up and down the hill for sport.

Why do you feel this way?	
Feedback Theme	Main points
Reduce the speed limit further than proposed for a section of the road <i>Mentions: 2</i>	<ul style="list-style-type: none"> Should be 40kph-50kph limit, not the proposed 60kph.
Other physical improvements suggested <i>Mentions: 4</i>	<ul style="list-style-type: none"> Lots of pedestrians and multiple primary school bus stops - footpaths would make it safer. Trimming/removal of trees overhanging the road/on corners would improve visibility.

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

Road name	Hunter Road
Part of road	Full Length
Proposal	Current 100kph: Proposed 60kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> This is a semi-rural road, not a residential street.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none"> 80kph is great for rural roads, 60kph is too low.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> Reducing speed limit is a revenue collection exercise.

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



Road name	James Paige Lane
Part of road	Full Length
Proposal	Current 80kph: Proposed 60kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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



Road name	Joseph Dunstan Drive
Part of road	Full Length
Proposal	Current 100kph: Proposed 60kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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



Road name	Kauri Crescent (East)
Part of road	Full Length
Proposal	Current 80kph: Proposed 40kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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



Road name	Kauri Crescent (West)
Part of road	Full Length
Proposal	Current 80kph: Proposed 40kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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



Road name	Kowhai Terrace
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

AT recommended way forward
<p>While we agree with the originally proposed Safe and Appropriate speed (SAAS) of 30km/h, with consideration of feedback from the local community we are taking steps towards this vision by proposing a permanent speed limit that is closer to the safe and appropriate speed (SAAS) with a variable speed limit that aligns with the SAAS on the streets adjacent to Leigh School. Over time, we will work with the community and explore the right time to consult on further speed limit changes that meet the SAAS.</p> <p>We are recommending a permanent speed limit of 40km/h on Kowhai Terrace.</p>

Road name	Kyle Street
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> • There is no school, retail or businesses on this road. • It's a short, no exit road.

AT recommended way forward
<p>While we agree with the originally proposed Safe and Appropriate speed (SAAS) of 30km/h, with consideration of feedback from the local community we are taking steps towards this vision by proposing a permanent speed limit that is closer to the safe and appropriate speed (SAAS) with a variable speed limit that aligns with the SAAS on the streets adjacent to Leigh School. Over time, we will work with the community and explore the right time to consult on further speed limit changes that meet the SAAS.</p> <p>We are recommending a permanent speed limit of 40km/h on Kyle Street.</p>

Road name	Lascelles Drive
Part of road	Full Length
Proposal	Current 80kph: Proposed 60kph

What do you think of the proposed speed limit change for this road?	No. of mentions
Other	2

Why do you feel this way?	
Feedback Theme	Main points
Reducing speed limits will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> This road was recently changed from a safe and appropriate 100kph to 80kph, which has increased tailgating and overtaking - the speed limit should go back to 100kph.
Other roads/suggestions for speed limit increases <i>Mentions: 2</i>	<ul style="list-style-type: none"> This road was recently changed from a safe and appropriate 100kph to 80kph, which has increased tailgating and overtaking - the speed limit should go back to 100kph. 80kph is too slow for this road.

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

Road name	Lax Crescent
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> No accidents or complaints of dangerous driving. Residents are mature families who drive with care. Road is wide, with designated parking areas. No exit road, people vary rarely speed. There is no school, retail or businesses on this road. Good footpaths.

AT recommended way forward
<p>While we agree with the originally proposed Safe and Appropriate speed (SAAS) of 30km/h, with consideration of feedback from the local community we are taking steps towards this vision by proposing a permanent speed limit that is closer to the safe and appropriate speed (SAAS) with a variable speed limit that aligns with the SAAS on the streets adjacent to Leigh School. Over time, we will work with the community and explore the right time to consult on further speed limit changes that meet the SAAS.</p> <p>We are recommending a permanent speed limit of 40km/h on Lax Crescent.</p>

Road name	Lloyd Road
Part of road	Full Length
Proposal	Current 80kph: Proposed 60kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> • 60kph is too slow.

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

Road name	Mahana Road
Part of road	between 375m north of Mahana Road and Young Garden Lane
Proposal	Current 100kph: Proposed 40kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> The speed limits are fine. Cars are safer these days and the proposals are unproductive and too much.
The low quality of the road is creating safety risks/needs fixing <i>Mentions: 1</i>	<ul style="list-style-type: none"> AT is not maintaining the roads.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> Changing from 100kph to 40kph is ridiculous - please advise how many accidents/fatalities have happened due to speed?

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



Road name	Mahana Road
Part of road	between Fletcher Road and 375m north of Mahana Road
Proposal	Current 100kph: Proposed 40kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none">The speed limits are fine. Cars are safer these days and the proposals are unproductive and too much.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none">It's a rural road used mostly by locals, usually very quiet, it should be 60kph (not 40kph).

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



Road name	Mahana Road
Part of road	between Young Garden Lane and Taha Road
Proposal	Current 100kph: Proposed 40kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> The speed limits are fine. Cars are safer these days and the proposals are unproductive and too much.
The low quality of the road is creating safety risks/needs fixing <i>Mentions: 1</i>	<ul style="list-style-type: none"> AT is not maintaining the roads.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> Changing from 100kph to 40kph is ridiculous - please advise how many accidents/fatalities have happened due to speed?

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



Road name	Matatea Road
Part of road	Full Length
Proposal	Current 50kph: Proposed 40kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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

Road name	Motu Road
Part of road	Full Length
Proposal	Current 80kph: Proposed 60kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reducing speed limits will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> 60kph will cause a lot of driver frustration.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> This is not a residential street, 60kph is too slow for a rural road.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> Reducing to 60kph will be a revenue collection exercise.

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

Road name	Muriwai Road
Part of road	between 140m west of School Road and Oaia Road
Proposal	Current 100kph: Proposed 80kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be lower than what is proposed	3
I only support the reduced speed limit for a certain portion of the road	1
I think the current speed limit on this road should be kept the same	21
I agree with the proposed speed limit change on this road	9
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 7</i>	<ul style="list-style-type: none"> • People drive too fast on this narrow winding road and the current speed limit is dangerous. • There are many driveways on blind corners. • Many people drive over 100kph. • It's a badly engineered road, with no shoulder, often loaded with cyclists and horse floats and tractors, drop it to 80kph please. • It takes 120 seconds longer to get from Muriwai to Waimauku if you drive at 80kph instead of 100kph - it's no big inconvenience.
Reducing speed limits will create safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> • 80kph limit will cause more accidents (more traffic/frustration). • There are only 1-2 places where safe overtaking can occur - this road would be safest when driver frustration is kept to a minimum, rather than by reducing its speed.
The reduced speed limit is unnecessary <i>Mentions: 16</i>	<ul style="list-style-type: none"> • Have driven this road for 48 years at 100kph, never seen an accident. • Modern cars/responsible drivers driving to the conditions this road is safe at the current speed limits. • Not much traffic on weekdays, heavier traffic on weekends slows automatically.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> The road is clear, level and has no pedestrians. 100kph is slow enough thanks.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> You will be robbing hours per month from the residents.
Driver behaviour is causing safety risks <i>Mentions: 8</i>	<ul style="list-style-type: none"> On weekends fearful/incompetent drivers drive at 70kph-80kph, creating frustration for those driving the speed limit. Young drivers need to be taught how to control a vehicle properly, not be frightened to drive a certain way by advertising. People often drive over the current 100kph limit - speed demons are endangering others to and from the beach. Driveways on blind corners, many near misses have been experienced (by speeding cars). If you lower the speed limit, it will cause dangerously slow driving. Some say it's safe in their 'modern' vehicles, but it's the brain behind the wheel that's the issue. If you reduce to 80kph it won't stop the idiots, but most will comply. The only safety concern is the slow drivers who fail to let others pass when safe to do so.
Generally, road design needs upgrading/improving <i>Mentions: 1</i>	<ul style="list-style-type: none"> Change the infrastructure to cope with the increased number of residents, speed limits are not the problem.
The low quality of the road is creating safety risks/needs fixing <i>Mentions: 2</i>	<ul style="list-style-type: none"> Maintain the roads to a usable standard. The road is in poor condition and the ongoing repairs often don't last.
Too many changes in speed limits along the road (or in area) will be confusing <i>Mentions: 1</i>	<ul style="list-style-type: none"> The speed limit keeps changing on this road, confusing visitors.
Reduce the speed limit further than proposed for a section of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> The new speed limit should be 70kph (not 80kph)

Why do you feel this way?	
Feedback Theme	Main points
Extend the reduced speed limit to cover more of the road <i>Mentions: 3</i>	<ul style="list-style-type: none"> The whole of Muriwai Road should be 80kph - the first half is very narrow, has lots of hidden driveways, I see near accidents regularly. When waiting to turn right into Taha Road from Muriwai Road, there is no room for cars to pass. It would be safer if the speed was reduced for this stretch and the open road limit start after that point. If the whole road was 80kph, this would be consistent with the surrounding roads.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 2</i>	<ul style="list-style-type: none"> 80kph causes dangerous overtaking and stress for those trying to adhere to the lower speed, the road is easy driving and should be 90kph. Due to the poor condition the road is kept in and the ongoing repairs that often don't last, I could accept a reduction to 90kph (would prefer 100kph).
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> There are only 2 potential safe passing spots, the rest needs double yellow lines...please! There is a horrible speed bump which has been installed in the last few weeks, is needs to be removed ASAP as it is a safety concern.
Other comments <i>Mentions: 3</i>	<ul style="list-style-type: none"> I didn't read your data properly and previously harangued you to change it. I see you are, my apologies. Reducing the speed limit is a revenue collecting cop out (need better maintenance).

AT recommended way forward

Implement safe and appropriate road speed limit as proposed

Road name	Muriwai Valley Road
Part of road	between Cable Road and Taiapa Road
Proposal	Current 80kph: Proposed 60kph

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

What do you think of the proposed speed limit change for this road? (Pin drops on feedback map*)	No. of mentions
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
I think the current speed limit on this road should be kept the same	2

**These pin drop sentiments could relate to either section of this road proposed for changes. It is prohibitively time-consuming to cross-reference each location, but if there is a need for more information, please advise the road in question and we will cross-reference the locations as required.*

Why do you feel this way?	
Feedback Theme	Main points
Reducing speed limits will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> A lower speed limit will cause road rage, tailgating, aggressive driving behaviour and potentially dangerous overtaking.
The reduced speed limit is unnecessary <i>Mentions: 6</i>	<ul style="list-style-type: none"> This is a rural open road used by residents, no schools or community facilities, no significant history of accidents. [Current limit is 80kph, not open road]. Going down the straight downhill section of this road would be very difficult at 60kph - road should stay at 80kph. Lived on this road for 15 years and never seen an accident. 80kph is good for rural roads, 60kph is too low.

Why do you feel this way?	
Feedback Theme	Main points
<p>The low quality of the road is creating safety risks/needs fixing</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> Potholes and washed-out gravel are the only recurring safety issue on this road.
<p>Alternative speed limit suggested (instead of as proposed)</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> Speed reduction, if any, should be 70kph.

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

Road name	Muriwai Valley Road
Part of road	between Taiapa Road and the southeastern end of Muriwai Valley Road
Proposal	Current 80kph: Proposed 60kph

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

What do you think of the proposed speed limit change for this road? (Pin drops on feedback map*)	No. of mentions
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
I think the current speed limit on this road should be kept the same	2

**These pin drop sentiments could relate to either section of this road proposed for changes. It is prohibitively time-consuming to cross-reference each location, but if there is a need for more information, please advise the road in question and we will cross-reference the locations as required.*

Why do you feel this way?	
Feedback Theme	Main points
Reducing speed limits will create safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> Reduced speed limit will result in dangerous overtaking.
The reduced speed limit is unnecessary <i>Mentions: 6</i>	<ul style="list-style-type: none"> If you can't drive this road at 100kph, you shouldn't be driving. (Current limit is 80kph). This is a rural open road used by residents, no schools or community facilities, no significant history of accidents. (Current limit is 80kph, not open road). 80kph is good for rural roads, 60kph is too low.
The low quality of the road is creating safety risks/needs fixing <i>Mentions: 2</i>	<ul style="list-style-type: none"> Potholes and washed-out gravel are the only recurring safety issue on this road. Fix the roads, not the speed.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed

Road name	Nelson Road
Part of road	Full Length
Proposal	Current 80kph: Proposed 60kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Will make the road far safer.
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> 80kph is great for rural roads, 60kph is too low. 60kph is too slow, will cause congestion and frustration. Never encountered any issues driving this road. This is a wide straight arterial rural road, with a chicane in the middle that naturally people slow down for.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed

Road name	Nixon Road
Part of road	Full Length
Proposal	Current 80kph: Proposed 60kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> Many accidents. There are many blind rises in the road, and an increasing number of cyclists.
The reduced speed limit is unnecessary <i>Mentions: 5</i>	<ul style="list-style-type: none"> 80kph is great for rural roads, 60kph is too low. No pedestrians, good visibility.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> The only safety concern is slow drivers holding up traffic and failing to allow others to pass when safe to do so.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> If the Police enforced section 2.1 of the Road User Rules (keep left/allow vehicles to pass) there would be no safety concerns.
Alternative speed limit suggested (instead of as proposed)	<ul style="list-style-type: none"> 20kph reduction is too much, if you must, lower it to 70kph.

Why do you feel this way?	
Feedback Theme	Main points
Mentions: 1	
Other physical improvements suggested Mentions: 1	<ul style="list-style-type: none"> • More signage.

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

Road name	Oak Valley Road
Part of road	Full Length
Proposal	Current 50kph: Proposed 40kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be higher than the existing speed limit	1
I think the current speed limit on this road should be kept the same	1
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Children walk this road.
Reducing speed limits will not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Lowering the speed limits won't change how people drive.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> This is a cul-de-sac in an executive estate, everyone is very respectful.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Need more training for drivers.
Other roads/suggestions for speed limit increases <i>Mentions: 1</i>	<ul style="list-style-type: none"> All speed limits should be increased (80kph should be 100kph or 110kph), 60kph in towns, 20kph or 40kph around schools, 110kph or 120kph on motorways.



AT recommended way forward

Implement safe and appropriate road speed limit as proposed

Road name	Old Pine Valley Road
Part of road	Full Length
Proposal	Current 100kph: Proposed 60kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reducing speed limits will not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Lowering the speed limit will not stop the boy racers or dangerous overtaking.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Rural road - does not need lower limit.
The reduced speed limit is unsuitable for this road <i>Mentions: 2</i>	<ul style="list-style-type: none"> Rural road, not heavily populated area. This will eventually become the permanent route from Pine Valley to the motorway, so it's important that we protect our ability to travel safely though the area - 100kph will ensure the long-term safety and efficiency of the road.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none"> Should be 100kph here to allow travellers to get through the area safely and without delay.



AT recommended way forward

Implement safe and appropriate road speed limit as proposed

Old Pine Valley Road is becoming urbanised and there are new developments planned in the area. The proposed speed supports the new residential developments, and the developments are also likely to change the speed environment and reduce the operating speed.



Road name	Oregon Park
Part of road	Full Length
Proposal	Current 80kph: Proposed 60kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be lower than what is proposed	1
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Narrow road, no footpaths, walkers, and cyclists.
Reduced the speed limit further than proposed for a section of the road <i>Mentions:</i>	<ul style="list-style-type: none"> There is a cul-de-sac at the end with small children playing, horses and other livestock - reduce to 50kph.

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

Road name	Pakiri River Road
Part of road	between 1700m North of Witten Road (Pakiri Beach holiday park) to the road end
Proposal	Current 60kph: Proposed 40kph

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

Why do you feel this way?	
Feedback Theme	Main points
Generally, road design needs upgrading/improving <i>Mentions: 1</i>	<ul style="list-style-type: none"> Seal the roads, as we're fed up with the dust.
The low quality of the road is creating safety risks/needs fixing <i>Mentions: 1</i>	<ul style="list-style-type: none"> Fix the potholes.
Extend the reduced speed limit to cover more of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Speed limit needs to be 40kph through the village, as trucks speed past the school.

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

Road name	Pakiri Road
Part of road	between Seatoun Avenue and 240 metres west of Seatoun Avenue
Proposal	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	7
I agree with the proposed speed limit change on this road	2
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> • People race down this road and a reduced speed limit would be safer. • It's safer for the many young children who wander around the small growing township. It's a small town, and the few extra seconds it will take to get from one side to other shouldn't bother anybody.
The reduced speed limit is unnecessary <i>Mentions: 6</i>	<ul style="list-style-type: none"> • The speed limit has been lowered here recently so no need to lower it again. • People already drive slowly past the fisheries as they approach the intersection with Seatoun Avenue. • Speed limits are suitable now, very few children walk to school, most are taken to school by car. • It is not right by the school and people don't speed around here.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> • People race down this road and this creates safety risks.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Some people might be concerned about police enforcement - locals may need some assurance that would only occur if there was a large number of speeding complaints.

AT recommended way forward

While we agree with the originally proposed Safe and Appropriate speed (SAAS) of 30km/h, with consideration of feedback from the local community we are taking steps towards this vision by proposing a permanent speed limit that is closer to the safe and appropriate speed (SAAS) with a variable speed limit that aligns with the SAAS. Over time, we will work with the community and explore the right time to consult on further speed limit changes that meet the SAAS.

We are recommending a variable speed limit of 30km/h between Seatoun Avenue and 20m west of Seatoun Avenue during school drop off and pick up hours with an underlying permanent speed limit of 40km/h between Seatoun Avenue and 240 metres west of Seatoun Avenue.

Road name	Parkhurst Road
Part of road	between South Head Road to 722 m south of South Head Road
Proposal	Current 100kph: Proposed 80kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Many accidents here, people are driving too fast.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Many accidents here, people are driving too fast.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed

Road name	Penguin Street
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Speed limits are suitable now, very few children walk to school, most are taken to school by car.

AT recommended way forward
<p>While we agree with the originally proposed Safe and Appropriate speed (SAAS) of 30km/h, with consideration of feedback from the local community we are taking steps towards this vision by proposing a permanent speed limit that is closer to the safe and appropriate speed (SAAS) with a variable speed limit that aligns with the SAAS on the streets adjacent to Leigh School. Over time, we will work with the community and explore the right time to consult on further speed limit changes that meet the SAAS.</p> <p>We are recommending a permanent speed limit of 40km/h on Penguin Street.</p>

Road name	Pine Valley Road
Part of road	between Dairy Flat Highway and 50m southwest of Old Pine Valley Road
Proposal	Current 80kph: Proposed 60kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be higher than the existing speed limit	3
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
I think the speed limit should be lower than what is proposed	1
I think the current speed limit on this road should be kept the same	9
Other	5

Why do you feel this way?	
Feedback Theme	Main points
Reducing speed limits will not reduce safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> Lowering the speed limit will not stop the boy racers or dangerous overtaking. This downhill section is set at 50kph, but no one drives that speed.
The reduced speed limit is unnecessary <i>Mentions: 8</i>	<ul style="list-style-type: none"> Speed limits were already reduced. Small stretch of road with good visibility. Rural road - should be reasonable speed. This section of road will be deleted the new section from Millwater roundabout to Dairy Flat Highway opens.
Reduced speed is not good as it will increase journey times <i>Mentions: 2</i>	<ul style="list-style-type: none"> Journey time has been extended enough. Extending the 60km limit just shy of Pine Valley would only increase traffic.
Driver behaviour is causing safety risks <i>Mentions: 4</i>	<ul style="list-style-type: none"> Stop subdividing our rural land to foreign investors who don't know how to drive. Need more driver training.

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unsuitable for this road <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Location of 50km speed limit in relation to highway speed limit is unhelpful - reducing speed further will make things worse. • This is a rural road and not in a heavily populated area. • Reducing speed on this arterial route will create traffic holdups. • It's rural - return it all to open road speed limit. You're decreasing productivity.
Generally, road design needs upgrading/improving <i>Mentions: 2</i>	<ul style="list-style-type: none"> • 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. • 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.
Extend the reduced speed limit to cover more of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> • We have had 2 cars go through our fence - speed limit should be 50kph to the intersection with Kahikatea Flat Road (whole road).
Other roads/suggestions for speed limit increases <i>Mentions: 3</i>	<ul style="list-style-type: none"> • All speed limits should be increased (80kph should be 100kph or 110kph), 60kph in towns, 20kph or 40kph around schools, 110kph or 120kph on motorways. • The 100kph speed limit should be reinstated to ensure safe and efficient travel through the area. • It's a major and important transport route, it should be 100kph.
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Invest in bus stop shelters and footpaths before speed limit changes. • More safety features needed.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> • This downhill section is set at 50km/h but no one drives that speed as it's a bit ridiculous to slam on your breaks for the roundabout. • When heading towards Milldale there is no speed signage so people (tradies, huge trucks and Milldale residents) drive the speed they want.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed

This section of Pine Valley Road is becoming urbanised and there are new developments and road changes planned. The proposed speed supports the new residential developments, and the developments are also likely to change the speed environment and reduce the operating speed.



Road name	Pioneer Lane
Part of road	Full Length
Proposal	Current 100kph: Proposed 60kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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

Road name	Pomona Road
Part of road	Full Length
Proposal	Current 100kph: Proposed 60kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> Reduce to 80kph - this is good for rural roads, 60kph is too low.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> This rural road is used typically by locals who know the road and how to drive safely on it. Reduced speed limit will massively impact productivity and general functioning of the area.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Speed limit reduction will slow people down and increase journey times.
The proposed speed limit reductions lack local knowledge <i>Mentions: 1</i>	<ul style="list-style-type: none"> It isn't right to limit driving speeds in a location which has limited public transport. This rural road is used typically by locals who know the road and how to drive safely on it.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 2</i>	<ul style="list-style-type: none"> 80kph is good for rural roads, 60kph is too low.



AT recommended way forward

Implement safe and appropriate road speed limit as proposed



Road name	Puke Road
Part of road	Full Length
Proposal	Current 80kph: Proposed 60kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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

Road name	Puriri Avenue
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	3

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> • It's a short, no exit road. • Leave the village as it is. • Speed limits are suitable now, very few children walk to school, most are taken to school by car.

AT recommended way forward
<p>While we agree with the originally proposed Safe and Appropriate speed (SAAS) of 30km/h, with consideration of feedback from the local community we are taking steps towards this vision by proposing a permanent speed limit that is closer to the safe and appropriate speed (SAAS) with a variable speed limit that aligns with the SAAS on the streets adjacent to Leigh School. Over time, we will work with the community and explore the right time to consult on further speed limit changes that meet the SAAS.</p> <p>We are recommending a permanent speed limit of 40km/h on Puriri Avenue.</p>



Road name	Redvale Rise
Part of road	Full length
Proposal	Current 100kph: Proposed 60kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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

Road name	Rosemount Road
Part of road	Full Length
Proposal	Current 80kph: Proposed 60kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> 80kph is too fast for such a short road.

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



Road name	Russell Road
Part of road	Full Length
Proposal	Current 100kph: Proposed 40kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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

Road name	School Road
Part of road	between 545m north of southern junction with Muriwai Road and southern junction with Muriwai Road
Proposal	Current 100kph: Proposed 60kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	3
I agree with the proposed speed limit change on this road	1

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

**These pin drop sentiments could relate to either section of this road proposed for changes. It is prohibitively time-consuming to cross-reference each location, but if there is a need for more information, please advise the road in question and we will cross-reference the locations as required.*

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Lots of homes on blind corners - driving to the conditions you can only go 60kph.
Reducing speed limits will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> 60kph would increase fatigue on these long country roads.

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> • Modern cars/responsible drivers can travel these roads safely at the current speed limits. • 80kph is great for rural roads, 60kph is too low.
The low quality of the road is creating safety risks/needs fixing <i>Mentions: 3</i>	<ul style="list-style-type: none"> • AT needs to maintain to a usable standard, reducing the speed limit is a revenue collecting cop out. • Although recently repaired, the potholes are back - the road is in disrepair.
Reduce the speed limit further than proposed for a section of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Road is very narrow in places, several sharp bends, and no footpath.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Reducing the speed is a revenue collection exercise.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed

Road name	School Road
Part of road	between Hinau Road and 545m north of southern junction with Muriwai Road
Proposal	Current 80kph: Proposed 60kph

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

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

**These pin drop sentiments could relate to either section of this road proposed for changes. It is prohibitively time-consuming to cross-reference each location, but if there is a need for more information, please advise the road in question and we will cross-reference the locations as required.*

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> There is a sunstrike on this road at the time children are catching buses - reduced speed would provide greater safety.
Reducing speed limits will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> 60kph would increase fatigue on these long country roads.
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> Modern cars/responsible drivers can travel these roads safely at the current speed limits. 80kph is great for rural roads, 60kph is too low.

Why do you feel this way?	
Feedback Theme	Main points
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Drivers use this road as a fun zone to and from the beach, losing control on bends and cutting corners. • Four vehicles have lost control on this road in the last month and have rolled or hit the bank.
Generally, road design needs upgrading/improving <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Change the infrastructure to cope with the increased number of residents, speed limits are not the problem.
The low quality of the road is creating safety risks/needs fixing <i>Mentions: 1</i>	<ul style="list-style-type: none"> • AT needs to maintain to a usable standard, reducing the speed limit is a revenue collecting cop out.
Reduce the speed limit further than proposed for a section of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Road is very narrow in places, several sharp bends, and no footpath.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Making this road one way would allow a safe space for pedestrians, bikes and kereru who nest and have flight paths here. • There is a sunstrike on this road at the time children are catching buses - increased space would provide greater safety.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Reducing the speed is a revenue collection exercise.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed

Road name	School Road
Part of road	between northern junction with Muriwai Road and Hinau Road
Proposal	Current 80kph: Proposed 60kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be lower than what is proposed	1
I agree with the proposed speed limit change on this road	1

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

**These pin drop sentiments could relate to either section of this road proposed for changes. It is prohibitively time-consuming to cross-reference each location, but if there is a need for more information, please advise the road in question and we will cross-reference the locations as required.*

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Lots of homes on blind corners, driving to the conditions you can only go 60kph.
Reducing speed limits will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> 60kph would increase fatigue on these long country roads.
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> 80kph is great for rural roads, 60kph is too low.

Why do you feel this way?	
Feedback Theme	Main points
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Boy racers doing burnouts at night, not properly policed.
Reduce the speed limit further than proposed for a section of the road <i>Mentions: 2</i>	<ul style="list-style-type: none"> • It was 50kph until 7 years ago when it was increased to 80kph - locals want it back to 50kph. • I have decided to pay for an independent assessment to prove 60kph is too high (stopping distance from blind corners to driveways). • Road is very narrow in places, several sharp bends, and no footpath.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Reducing the speed is a revenue collection exercise.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed

Road name	Sea View Road
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Some people use this road as a race track.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> There is very little traffic, and the speed limit works well as it is.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Some people use this road as a race track.

AT recommended way forward
<p>While we agree with the originally proposed Safe and Appropriate speed (SAAS) of 30km/h, with consideration of feedback from the local community we are taking steps towards this vision by proposing a permanent speed limit that is closer to the safe and appropriate speed (SAAS) with a variable speed limit that aligns with the SAAS. Over time, we will work with the community and explore the right time to consult on further speed limit changes that meet the SAAS.</p> <p>We are recommending a variable speed limit of 30km/h during school drop off and pick up hours with an underlying permanent speed limit of 40km/h.</p>

Road name	Seatoun Avenue
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I only support the reduced speed limit for a certain period of the day	3
I think the current speed limit on this road should be kept the same	1
I agree with the proposed speed limit change on this road	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> People race down this road and a reduced speed limit would be safer especially near the school and preschool.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> There is very little traffic, and the speed limit works well as it is.
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> Many drivers use their phones while driving which creates safety risks.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> This is the main bypass through to Goat Island Marine Reserve - reduced speed limit would create a bottleneck exiting onto Cumberland Street or Hauraki Road.
Only support the proposed speed limit for outside school <i>Mentions: 1</i>	<ul style="list-style-type: none"> Keeping the speed down around the school area is acceptable, but not for the whole village.

Why do you feel this way?	
Feedback Theme	Main points
Only support the proposed speed limit during school operation times <i>Mentions: 2</i>	<ul style="list-style-type: none"> • During the day (outside pick up/drop off times) there is very little traffic on the roads. • Reduce from 8am-3.30pm only because it is next to the school.

AT recommended way forward

While we agree with the originally proposed Safe and Appropriate speed (SAAS) of 30km/h, with consideration of feedback from the local community we are taking steps towards this vision by proposing a permanent speed limit that is closer to the safe and appropriate speed (SAAS) with a variable speed limit that aligns with the SAAS. Over time, we will work with the community and explore the right time to consult on further speed limit changes that meet the SAAS.

We are recommending a variable speed limit of 30km/h during school drop off and pick up hours with an underlying permanent speed limit of 40km/h.

Road name	South Head Road
Part of road	Between Green Road to 1504m north of Tarawera Road
Proposal	Current 100kph: Proposed 80kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	18
I agree with the proposed speed limit change on this road	5
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> This narrow country road with multiple corners also has animals including wild deer on it - it would be safer at 80km. Too many houses now for 100kph. Many overconfident drivers driving at 110kph+ with no regard for anyone else. 80kph is a better limit.
Reducing speed limits will create safety issues <i>Mentions: 4</i>	<ul style="list-style-type: none"> A decreased speed limit will increase driver frustration and lead to dangerous overtaking on corners. As it is a rural, extremely long road, people don't have the patience to travel at 80kph, which could lead to accidents.
The reduced speed limit is unnecessary <i>Mentions: 14</i>	<ul style="list-style-type: none"> There are long straights for safe overtaking on this road. The 100kph speed limit is safe for this road, in conjunction with driving to the conditions. The condition of this road is good and well maintained. The current speed has not led to any road deaths. This is a favoured route for motorcyclists, reducing the limits harms the motorcycling community who ride as a form of therapy.
Reduced speed is not good as it will increase journey times <i>Mentions: 3</i>	<ul style="list-style-type: none"> A reduced speed limit will slow people down and increase journey times. Reducing speed limit by 20kph on this long road will inconvenience those that travel it every day.

Why do you feel this way?	
Feedback Theme	Main points
The proposed speed limit reductions lack local knowledge <i>Mentions: 3</i>	<ul style="list-style-type: none"> Locals who use this road know how to drive on it. From the experience of daily use, this is a good road which requires no speed decrease.
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> Every week drivers are observed overtaking slow moving vehicles on corners. Many overconfident drivers driving at 110kph+ with no regard for anyone else. 80kph is a better limit.
The low quality of the road is creating safety risks/needs fixing <i>Mentions: 3</i>	<ul style="list-style-type: none"> Fix the road instead of reducing the speed limit. The road is in bad condition from daily use by logging trucks, particularly in the windy bits.
Only support the proposed speed limit for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Suggest an 80kph limit further up before Shelly Beach Rd where the road is windy, and many people speed and pass dangerously, but not for the whole road.
Extend the reduced speed limit to cover more of the road <i>Mentions: 3</i>	<ul style="list-style-type: none"> Change other parts of South Head Road as well - ie by Macnut farm and Waioneke School. I've witnessed cars and logging trucks going well over speed limits including one vehicle overtaking a logging truck at over 100km outside of the school. Extend beyond this point - the road is narrow and windy, lots of accidents. It shouldn't be the same speed as a 2 laned motorway. Reduce the speed from Shelly Beach Road turn off to the top of South Head Road.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Better signage for the corner on Green Road as it catches some tourists out.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> I hope you actually do read the feedback and reconsider this proposed change.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed

Road name	Station Road
Part of road	between 100m south of Nobilo Road and Tawa Road
Proposal	Current 80kph: Proposed 60kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reducing the speed limits will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Reduced speed limit will increase dangerous overtaking and cause accidents.
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> Straight road, in good condition. Rural area, not many residential properties. No accidents. No new houses here, already 50kph where the new houses are.

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

Road name	Taha Road
Part of road	between 20m north of Mahana Road and Muriwai Road
Proposal	Current 100kph: Proposed 60kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Should be 80kph. Should be 60kph.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> The speed limits are fine. Cars are safer these days and the proposals are unproductive and too much.
The low quality of the road is creating safety risks/needs fixing <i>Mentions: 1</i>	<ul style="list-style-type: none"> AT is not maintaining the roads.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none"> Should be 80kph.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> Changing from 100kph to 40kph is ridiculous - please advise how many accidents/fatalities have happened due to speed? It's a rural road used mostly by locals, should be 60kph or 80kph.



AT recommended way forward

Implement safe and appropriate road speed limit as proposed

Road name	Taha Road
Part of road	between 500m north of Fletcher Road and 20m north of Mahana Road
Proposal	Current 100kph: Proposed 60kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Should be 80kph.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> The speed limits are fine. Cars are safer these days and the proposals are unproductive and too much.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none"> Should be 80kph.

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

Road name	Taha Road
Part of road	between Fletcher Road and 500m north of Fletcher Road
Proposal	Current 100kph: Proposed 60kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Should be 80kph.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> The speed limits are fine. Cars are safer these days and the proposals are unproductive and too much.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none"> Should be 80kph.

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

Road name	Taiapa Road
Part of road	between Muriwai Valley Road and 1020m southwest of Muriwai Valley Road
Proposal	Current 80kph: Proposed 60kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	3
I agree with the proposed speed limit change on this road	1

What do you think of the proposed speed limit change for this road? (Pin drops on feedback map*)	No. of mentions
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	2
I think the current speed limit on this road should be kept the same	1

*These pin drop sentiments could relate to either section of this road proposed for changes. It is prohibitively time-consuming to cross-reference each location, but if there is a need for more information, please advise the road in question and we will cross-reference the locations as required.

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 5</i>	<ul style="list-style-type: none"> This is a rural open road used by residents, no schools or community facilities, no significant history of accidents. (Current limit is 80kph, not open road). Clear, sealed road in this section. 80kph is good for rural roads, 60kph is too low.
The low quality of the road is creating safety risks/needs fixing <i>Mentions: 1</i>	<ul style="list-style-type: none"> Potholes and washed-out gravel is the only recurring safety issue on this road.

Why do you feel this way?

Feedback Theme	Main points
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none">• Speed reduction, if any, should be to 70kph.

AT recommended way forward

Implement safe and appropriate speed limit as proposed

Road name	Taiapa Road
Part of road	between 45m north of Taiapa Valley Road and Constable Road
Proposal	Current 80kph: Proposed 60kph

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

What do you think of the proposed speed limit change for this road? (Pin drops on feedback map*)	No. of mentions
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	2
I think the current speed limit on this road should be kept the same	1

**These pin drop sentiments could relate to either section of this road proposed for changes. It is prohibitively time-consuming to cross-reference each location, but if there is a need for more information, please advise the road in question and we will cross-reference the locations as required.*

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> This is a rural open road used by residents, no schools or community facilities, no significant history of accidents. (Current limit is 80kph, not open road). 80kph is good for rural roads, 60kph is too low. The gravel sections are mostly wide and straight - leave it at 80kph.
Generally, road design needs upgrading/improving <i>Mentions: 1</i>	<ul style="list-style-type: none"> One day this may even be sealed!
The low quality of the road is creating safety risks/needs fixing <i>Mentions: 1</i>	<ul style="list-style-type: none"> Potholes and washed-out gravel are the only recurring safety issue on this road.



AT recommended way forward

Implement safe and appropriate speed limit as proposed

Road name	Taiapa Road
Part of road	between 1020m southwest of Muriwai Valley Road and 45m north of Taiapa Valley Road
Proposal	Current 80kph: Proposed 60kph

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

What do you think of the proposed speed limit change for this road? (Pin drops on feedback map*)	No. of mentions
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	2
I think the current speed limit on this road should be kept the same	1

**These pin drop sentiments could relate to either section of this road proposed for changes. It is prohibitively time-consuming to cross-reference each location, but if there is a need for more information, please advise the road in question and we will cross-reference the locations as required.*

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> This is a rural open road used by residents, no schools or community facilities, no significant history of accidents. (Coder note: limit is currently 80kph). 80kph is good for rural roads, 60kph is too low. The gravel sections are mostly wide and straight - leave it at 80kph.
Generally, road design needs upgrading/improving <i>Mentions: 1</i>	<ul style="list-style-type: none"> One day this may even be sealed!
The low quality of the road is creating safety risks/needs fixing <i>Mentions: 1</i>	<ul style="list-style-type: none"> Potholes and washed-out gravel are the only recurring safety issue on this road.



AT recommended way forward

Implement safe and appropriate speed limit as proposed



Road name	Tarawera Road
Part of road	Full Length
Proposal	Current 100kph: Proposed 40kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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

Road name	Tawa Road
Part of road	between 1460m southwest of Station Road and Annandale Road
Proposal	Current 100kph: Proposed 60kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> 80kph is good for rural roads, 60kph is too low. The road is narrow and windy. The speed needs to be lower to make it safer for and encourage walkers and cyclists.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> Has been 100kph for ages - speed is not the problem. There are long straight sections suitable for traveling 100kph, people naturally slow down for corners.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Road safety issues are caused by lack of driver education and poor driving. Good drivers should not have to drive more slowly to make up for poor/poorly trained drivers.
The low quality of the road is creating safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Poorly maintained roads are a safety risk.

Why do you feel this way?	
Feedback Theme	Main points
<p>Too many changes in speed limits along the road (or in area) will be confusing</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Make it 80kph to be consistent in the area.
<p>Proposal is a waste of money</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Money should be used to maintain roads and educate drivers, not to increase council salaries.
<p>Alternative speed limit suggested (instead of as proposed)</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • 80kph is good for rural roads, 60kph is too low.

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

Road name	Top Road
Part of road	Full Length
Proposal	Current 80kph: Proposed 60kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Residential road, narrow with no footpath.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> A dead-end street with no bus stops and low traffic volumes. This is a straight road, not much traffic, no need to change.

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

Road name	Totara Road
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> • There is very little traffic, and the speed limit works well as it is. • Speed limits are suitable now, very few children walk to school, most are taken to school by car.

AT recommended way forward
<p>While we agree with the originally proposed Safe and Appropriate speed (SAAS) of 30km/h, with consideration of feedback from the local community we are taking steps towards this vision by proposing a permanent speed limit that is closer to the safe and appropriate speed (SAAS) with a variable speed limit that aligns with the SAAS. Over time, we will work with the community and explore the right time to consult on further speed limit changes that meet the SAAS.</p> <p>We are recommending a variable speed limit of 30km/h during school drop off and pick up hours with an underlying permanent speed limit of 40km/h.</p>



Road name	Trigg Road
Part of road	between Puke Road and Foster Road
Proposal	Current 80kph: Proposed 60kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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

Road name	Trigg Road
Part of road	between 600m south of State Highway 16 and Puke Road
Proposal	Current 80kph: Proposed 60kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> This road has no streetlights so a reduced speed limit will increase safety.
Reducing speed limits will not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Don't just drop everything to 60kph, it will be ignored.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Infrastructure improvements - road condition, Kumeu bypass, State Highway 16 upgrade, trains.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> Slowing traffic will increase emissions and cost us more in fuel. If you want to encourage electric vehicles, upgrade the power in this area (currently too unreliable).

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



Road name	Trotting Course Drive
Part of road	Full Length
Proposal	Current 80kph: Proposed 40kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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

Road name	Upper Orewa Road
Part of road	between Wainui Road and 506m west of Russell Road
Proposal	Current 50kph: Proposed 60kph

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

Why do you feel this way?	
Feedback Theme	Main points
Other roads/suggestions for speed limit increases <i>Mentions: 2</i>	<ul style="list-style-type: none"> This long straight stretch of rural road does not need have a speed limit as low as 60kph - 80kph would be fine.
Other comments <i>Mentions: 2</i>	<ul style="list-style-type: none"> The proposed speed increase (from 50kph-60kph) will improve the flow of traffic. Setting rural roads to such low speeds achieves nothing - people will drive at the speed best suited to the conditions. Be practical in your adjustments.

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



Road name	Valley Road
Part of road	between Muriwai Valley Road and 1030m southeast of Muriwai Valley Road
Proposal	Current 100kph: Proposed 40kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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



Road name	Valley Road
Part of road	between 1030m southeast of Muriwai Valley Road and southeastern end of Valley Road
Proposal	Current 100kph: Proposed 40kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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

Road name	Valley Road
Part of road	between Muriwai Road and Muriwai Valley Road
Proposal	Current 80kph: Proposed 60kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reducing speed limits will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Reduced speed will create aggressive overtaking and tailgating.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Reduced speed will create aggressive overtaking and tailgating. Straight sealed section of road with very few houses.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none"> If any reduction, only to 80kph.

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



Road name	Waina Drive
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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

Road name	Waitoki Road
Part of road	between Pebble Road and Wainui Road
Proposal	Current 80kph: Proposed 60kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be higher than the existing speed limit	1
I think the speed limit should be lower than what is proposed	3
I only support the reduced speed limit for a certain period of the day	2
I only support the reduced speed limit for a certain portion of the road	1
I think the current speed limit on this road should be kept the same	9
I agree with the proposed speed limit change on this road	12
Other	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 11</i>	<ul style="list-style-type: none"> The primary school entrance has low visibility and is dangerous to negotiate at peak times of the day. Cars queue to enter/exit the school driveway - a reduced speed limit would increase safety. Cars and trucks in the same area where children are getting off and on buses. Heavy haulage trucks passing the school at 80kph at school closing time is incredibly dangerous, with an unacceptably high risk of crashes involving young children.
The reduced speed limit is unnecessary <i>Mentions: 6</i>	<ul style="list-style-type: none"> The current speed limit of 80kph should be kept on this road. This is all farmland and rural road and the school is up a long drive and nowhere near the road - so no need for a speed limit change.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Trucks travel past very fast making it dangerous for cars to exit from the school during peak times of day.

Why do you feel this way?	
Feedback Theme	Main points
The low quality of the road is creating safety risks/needs fixing <i>Mentions: 1</i>	<ul style="list-style-type: none"> Fix the roads properly, don't drop the speed limits.
Reduce the speed limit further than proposed for a section of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Reducing the speed limit from 80kph to 60kph is not enough - 50kph is a safer speed for this section of road.
Only support the proposed speed limit for outside school <i>Mentions: 1</i>	<ul style="list-style-type: none"> The reduced speed limit of 60kph should only be outside the school.
Only support the reduced speed limit for a certain time of day <i>Mentions: 5</i>	<ul style="list-style-type: none"> Only during school pick up/drop off. Variable speed limits should be imposed here - reduced during school opening and closing, rural road at other times. To reduce the speed for the whole day does not make sense - use technology to make it safer.
Other physical improvements suggested <i>Mentions: 3</i>	<ul style="list-style-type: none"> Improve visibility from school entrance/exit on this road as cars queue to get in and out of the driveway. Footpaths would increase safety in this area where children get off and on buses with busy traffic movement going on around them.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed

Road name	Wilks Road
Part of road	between Postman Road to 115 m east of Aeropark Drive
Proposal	Current 100kph: Proposed 80kph

Please note: this road goes through more than one local board area: please let us know if you want a summary of the feedback on the sections in other local board areas.

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	4
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> 100kph is reckless here.
Reducing speed limits will not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Lowering the speed limit will not stop dangerous drivers.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> No need to change speed limit. Many people rely on this road as an alternative to the often-congested Hibiscus Coast Highway and 100kph is already very slow for this road.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Rural road, not heavily populated.
Extend the reduced speed limit to cover more of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> The 60km limit should be extended to cover the Wilks Road intersection.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed

Road name	Wilson Road
Part of road	Full Length
Proposal	Current 80kph: Proposed 60kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> A no-exit road with few houses.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Reducing the speed limit will impact on residents' ability to move around the area.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed



Road name	Witten Road
Part of road	Full Length
Proposal	Current 100kph: Proposed 60kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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

Road name	Wonderview Road
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 7</i>	<ul style="list-style-type: none"> It's a short, dead-end road, very little traffic. There are good footpaths. There is no school, retail or businesses on this road. Speed limits are suitable now, very few children walk to school, most are taken to school by car. The road is wide and well-engineered.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Traffic calming measures better than reductions to the speed limit.

AT recommended way forward
<p>While we agree with the originally proposed Safe and Appropriate speed (SAAS) of 30km/h, with consideration of feedback from the local community we are taking steps towards this vision by proposing a permanent speed limit that is closer to the safe and appropriate speed (SAAS) with a variable speed limit that aligns with the SAAS on the streets adjacent to Leigh School. Over time, we will work with the community and explore the right time to consult on further speed limit changes that meet the SAAS.</p> <p>We are recommending a permanent speed limit of 40km/h on Wonderview Road.</p>

Road name	Woodcocks Road
Part of road	between 150m west of Falls Road and 86m east of Carran Road
Proposal	Current 100kph: Proposed 60kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be higher than the existing speed limit	1
I think the current speed limit on this road should be kept the same	20
I agree with the proposed speed limit change on this road	3
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	2
I think the speed limit should be lower than what is proposed	2

What do you think of the proposed speed limit change for this road? (Pin drops on feedback map*)	No. of mentions
I think the current speed limit on this road should be kept the same	4
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
Other	2

**These pin drop sentiments could relate to either section of this road proposed for changes. It is prohibitively time-consuming to cross-reference each location, but if there is a need for more information, please advise the road in question and we will cross-reference the locations as required.*

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 4</i>	<ul style="list-style-type: none"> This road is narrow so a reduced speed would be safer. Speed should be reduced on this road as it has dangerous heavy vehicle traffic especially near the one lane bridge by Falls Road. There are no footpaths along this road which is regularly used by pedestrians including horse riders - reducing the speed limit will increase safety for all. Due to the motorway construction, speed limit has been 60kph for 5 years, which has made it safer around the one-way bridge - please keep this speed limit.
Reducing speed limits will create safety issues <i>Mentions: 3</i>	<ul style="list-style-type: none"> Dropping the speed limit will frustrate drivers and will cause more accidents. There is nowhere safe to pass on this road, lowering the limit is going to make people impatient and take stupid risks to get past.
The reduced speed limit is unnecessary <i>Mentions: 21</i>	<ul style="list-style-type: none"> This predominantly straight rural road with moderate traffic is simple and safe to drive at 100kph even for drivers with less experience. In 15 years of driving this road almost daily there has been one death and a few accidents - the speed limit is fine as it is. There is low traffic flow from a minimal number of houses which turn off or onto the main road. Stop increasing speed limit restrictions - it makes lives more difficult. This section of the road has never caused any problems to travellers. There are speed warning signs on the corners. 100kph is already very slow for the open road in a modern vehicle being driven by a competent driver with basic motor vehicle handling skills.
Driver behaviour is causing safety risks <i>Mentions: 3</i>	<ul style="list-style-type: none"> The worst drivers are the slow ones who cross the centre line. Accidents are caused by impaired or distracted drivers exceeding the current speed limit.
The low quality of the road is creating safety risks/needs fixing <i>Mentions: 5</i>	<ul style="list-style-type: none"> Fix the road to make it suitable to travel on at 100kph instead of reducing the speed limit. Not enough money is spent on roads in this area. Need to focus on fixing potholes on roads which are a danger to drivers instead of reducing speed limits in multiple places. Roads need to be kept to a better standard.
Too many changes in speed limits along the road (or in area) will be confusing <i>Mentions: 1</i>	<ul style="list-style-type: none"> It would be easier to remember and use consistent speed limits: max 60kph on gravel roads; max 80kph on roads connecting small communities; and max 100kph on roads connecting major centres (highways/motorways).

Why do you feel this way?	
Feedback Theme	Main points
Proposal is a waste of money <i>Mentions: 2</i>	<ul style="list-style-type: none"> Spend money to fix the road to make it suitable to travel on at 100kph instead of reducing the speed limit. It is a waste of money to change the speed limit on a section of road that has never caused any problems to members of the public using it.
Other roads/suggestions for reduced speed limit <i>Mentions: 1</i>	<ul style="list-style-type: none"> Woodcocks Road to the west of the Old Kaipara Road intersection has more tight bends and is potentially more dangerous than the section proposed.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 4</i>	<ul style="list-style-type: none"> Rural road with good surface and visibility, many will ignore a limit of 60kph - 80kph would be more appropriate.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> It would make sense to install an on-ramp onto this road. The only unsafe part of the road is traffic from Warkworth turning right from Woodcocks Road into Old Kaipara Road - there is a bund on the roadside which is often covered in long grass, and this restricts vision.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed.

A proposed speed limit of 60 km/h was selected for Woodcocks Road due to a multitude of factors. These being the medium lane and narrow shoulder width and curved nature of the road. All of these factors contribute to the road's 'Medium-High' infrastructure risk. The crash risk for all road users is high, based on Waka Kotahi Crash Analysis System (CAS), this section of Woodcocks road had seven recorded crashes between 2016 and 2020: two serious, one minor and four non-injury crashes.

After considering all the above factors, the existing speed limit of 100 km/h on Woodcocks Road, is not considered to be a safe and appropriate speed limit for this section of road. The reduced speed limits will also reduce the potential and severity of crash risk for all road users.

Road name	Woodcocks Road
Part of road	between 86m east of Carran Road and Old Kaipara Road
Proposal	Current 100kph: Proposed 60kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be higher than the existing speed limit	1
I think the current speed limit on this road should be kept the same	26
I agree with the proposed speed limit change on this road	5
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	13
I think the speed limit should be lower than what is proposed	2

What do you think of the proposed speed limit change for this road? (Pin drops on feedback map*)	No. of mentions
I think the current speed limit on this road should be kept the same	4
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
Other	2

**These pin drop sentiments could relate to either section of this road proposed for changes. It is prohibitively time-consuming to cross-reference each location, but if there is a need for more information, please advise the road in question and we will cross-reference the locations as required.*

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 6</i>	<ul style="list-style-type: none"> I have seen people walking on this road (no footpath/shoulder) with cars going past at 100kph - is extremely dangerous. This section of road has two commercial operations employing a good number of staff who come and go along with delivery trucks etc. Over the last couple of years there has been several major accidents that I am aware of, and one motorcyclist killed. This is the only road for miles around with a speed limit of more than 80kph and this is very concerning to many locals now that traffic levels are increasing, and more people are living out this way. Edgerley Road (off Woodcocks Road) is part of the Great New Zealand walk from North to South and in the summer hundreds of walkers come along the road. For locals turning in and out of Edgerley, walkers, and horse riders it is not safe to have a 100kph speed here. School buses stop in three places between Edgerley Road and Old Kaipara Road. There is a one-way bridge on a bend. This is a very dangerous piece of road and is used by horse riders, cyclists, school children and walkers. The volume of traffic has increased considerably in the last 20 years. I have witnessed many accidents/near accidents - 60kph is necessary.
Reducing speed limits will create safety issues <i>Mentions: 6</i>	<ul style="list-style-type: none"> Good drivers may become bored and distracted - increasing safety issues. Reducing the speed limit so much will create frustrated drivers and cause dangerous overtaking/increased accidents. At the current 100kph no one overtakes as there is no need to - but a drop to 60kph would likely increase overtaking and add risk.
The reduced speed limit is unnecessary <i>Mentions: 21</i>	<ul style="list-style-type: none"> This predominantly straight rural road with moderate traffic, no major intersections, and few driveways. In 15 years of driving this road almost daily there has been one death and a few accidents. 'Open Road' means drive to the conditions. Speed limit reductions result in more unsafe overtaking moves and more congestion. Locals drive safely on this road. The road condition is very good, with no off cambers or high risk areas. 35 years of travelling on this road every day and no crashes observed on this section of road. 100kph is already very slow for the open road in a modern vehicle being driven by a competent driver with basic motor vehicle handling skills.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> It is already taking longer to get to town because of traffic volumes - a speed reduction will make this worse.

Why do you feel this way?	
Feedback Theme	Main points
<p>The proposed speed limit reductions lack local knowledge</p> <p><i>Mentions: 7</i></p>	<ul style="list-style-type: none"> • In 15 years of driving this road almost daily there has been one death and a few accidents - the speed limit is fine as it is. • No need for a speed reduction. • It is outsiders driving here in the weekends that cause accidents - not local people. • No crashes observed on this section of road. • 60kph from Falls to Curran Road is ok but after that to Old Kaipara Road should be no less than 80kph. • When was the last time there was an accident on this road? • This section of road has 2 straight sections that are perfectly safe at 100kph but mostly driven at 80kph-90kph. • 60kph it will cause some people to dangerously overtake slower vehicles. • There is a bend between two of the straights that could be a cause for head on crashes if impatient drivers try to pass slower drivers. • 100kph is a safe speed.
<p>Driver behaviour is causing safety risks</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • Speed doesn't kill - human error does. • It is outsiders driving here in the weekends that cause accidents - not local people. • More road and driver education should be implemented rather than lowering speed limits. • Drivers need to be focused on their driving and not on their phones. • Fines should be increased and used as a deterrent for distracted drivers who can cause accidents. • Every weekend there is a problem with speeding motorcyclists coming from or on their way to State Highway 16. • Woodcocks Road has become part of a popular circuit for both motorcyclists and car drivers coming from Helensville and Albany. They drive along State Highway 16 towards Wellsford, turn onto West Coast Road, then Woodcocks Road into Warkworth. These aren't people just getting from A to B, but out for a hoon and we see some very high speeds of well over 100kph. I am talking about hundreds of cars and bikes taking this drive over a weekend.
<p>The low quality of the road is creating safety risks/needs fixing</p> <p><i>Mentions: 5</i></p>	<ul style="list-style-type: none"> • Reducing speed limits is just dumbing down drivers and creates frustration - fix the road issues instead. • It seems a cop out to reduce speed limits on safe roads instead of maintaining them properly. • Numerous potholes.
<p>Extend the reduced speed limit to cover more of the road</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • Reduce the speed limit beyond Old Kaipara Road to at least Dennis Road. • Extend the reduced speed limit for the whole road - there have been 2 motorcycle fatalities and numerous accidents in the last 2 years, regardless of lockdown; it is an increasingly popular back road circuit and on a fine weekend there are hundreds more motorcycles and cars, some travelling at high speeds.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> Turning in and out of Edgerley Road is dangerous at times; Edgerley Road is part of the "Great New Zealand Walk" and from spring to autumn we have hundreds of walkers making this journey. From the end of Edgerley Road they have to cross Woodcocks Road and walk around 200m to meet the continuation of the track – have been a number of close calls with tourist walkers (and children and horse riders) and vehicles approaching over the rise. When traffic is diverted from SH1, people approach the 25kph warning corners at 100kph – whole road needs to be reduced.
Proposal is a waste of money <i>Mentions: 4</i>	<ul style="list-style-type: none"> Rather than spend money on repeatedly reducing speed limits, spend it on driver education and making sure the standards are adequate for driving on New Zealand roads. Fix the road to make it suitable to travel on at 100kph instead of reducing the speed limit. It is a stupid idea to spend money on speed reduction initiatives which many will ignore - people need to be taken with you when making changes.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 10</i>	<ul style="list-style-type: none"> 80kph is more sensible for sealed roads, 60kph for unsealed roads, eg Old Kaipara Road. The whole road should be 80kph. Make it 80kph - everyone will just ignore 60kph. Should be no less than 80kph.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed.

A proposed speed limit of 60 km/h was selected for Woodcocks Road due to a multitude of factors. These are the medium lane and narrow shoulder width, curved nature of the road, and high roadside hazards. All of these factors contribute to the road's 'Medium-High' infrastructure risk. The crash risk for all road users is high, based on Waka Kotahi Crash Analysis System (CAS), this section of Woodcocks Road had four recorded crashes between 2016 and 2020: one fatal, two serious, and one minor injury crash.

After considering all the above factors, the existing speed limit of 100 km/h on Woodcocks Road, is not considered to be a safe and appropriate speed limit for this section of road. The reduced speed limits will also reduce the potential and severity of crash risk for all road users.



Road name	Worrall Road
Part of road	Full Length
Proposal	Current 100kph: Proposed 40kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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

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

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

- To prevent having lots of themes that were only mentioned once or twice we grouped suggestions into suburbs and used the ‘main points’ for the themes to identify the roads being mentioned.
- Some suburbs are situated within more than one local board area, as such there may be some roads in this section which are not relevant to the Rodney Local Board area. It saved a significant amount of time reporting in this way.
- Submitters could see comments made by other people in different pin drops on the map. Due to this, there was occasional feedback in response to another submitter’s suggestion – for example, someone suggests a lower speed limit for one road, and another states the speed limit here should not be lowered. This has resulted in occasional opposition to lower speed limits where there are no changes proposed.

Suburb	Dairy Flat
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Feedback Theme	Main points
Reducing speed limits will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Selman Road: since the speed limit was reduced on Kahikatea Flat Road, traffic now travels faster here 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 here only 6 months after the speed reduction.
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> Escott Road - in the last 5 years a lot more families have moved here. There are a lot of pedestrians/children/horse riders - need the speed reduced to 50kph/60kph or speed bumps. Three Oaks Road - in the last 5 years a lot more families have moved here. There are a lot of pedestrians/children/horse riders - need the speed reduced to 50kph/60kph or speed bumps.
Other roads/suggestions for reduced speed limit <i>Mentions: 3</i>	<ul style="list-style-type: none"> Horseshoe Bush Road - all of Dairy Flat should be lowered to 60kph until past the Dairy Flat Primary School going south, so people drive slower where there are higher volumes of pedestrians and school children. Postman Road - childcare centre, children often walking, speed should be reduced. Escott Road - in the last 5 years a lot more families have moved here. There are a lot of pedestrians/children/horse riders - need the speed reduced to 50kph/60kph or speed bumps. Three Oaks Road - in the last 5 years a lot more families have moved here. There are a lot of pedestrians/children/horse riders - need the speed reduced to 50kph/60kph or speed bumps. Escott Road needs a lower speed limit - suggest 80kph: road is narrow with no footpath or street lighting, always have people walking, animals, horses, and are too dangerous for highway speeds.
Other roads/suggestions for reduced speed limit <i>ALL SUBURB – Mentions: 2</i>	<ul style="list-style-type: none"> All of Dairy Flat should be lowered to 60kph until past the Dairy Flat Primary School going south, so people drive slower where there are higher volumes of pedestrians and school children. The slow speed environment would have significant benefits around the library and Windsor reserve - where there is a destination playground - which should also be considered for slow speed zones. Dairy Flat School should be included in the safe speed proposal, due to rapid growth in the area. Should be a blanket 30kph in residential areas, 50kph on main roads, 80-100kph for motorways, not random areas.

Suburb	Coatesville
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Feedback Theme	Main points
Other roads/suggestions for speed limit increases <i>Mentions: 16</i>	<ul style="list-style-type: none"> Coatesville-Riverhead Highway and Blackbridge Road should be raised to 70kph. Coatesville-Riverhead Highway is now 60kph all the way which is unnecessary/pointless.
Other roads/suggestions for reduced speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> In the previous round, Glenmore Road (Coatesville) was not changed - 80kph road surrounded by 60kph roads, used for walking, cycling and horse-riding, with no footpath, and several dangerous sections with near-misses.

Suburb	Helensville
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Feedback Theme	Main points
<p>Other roads/suggestions for reduced speed limits <i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • Railway Street reduced speed limit should extend to after Pipiwai Street, as there is a bad blind corner which people speed and overtake dangerously. • Mill Road needs lower speed limit: Currently 70kph - way too high for this very built-up area. • Commercial Road needs lower speed limit: Currently 50kph - too high for this narrow road, with high volumes of logging trucks. • Garfield Road needs lower speed limit: road around primary school. • Rimu Road needs lower speed limit: road around primary school. • Rata Road needs lower speed limit: road around primary school. • Rautawhiri Road needs lower speed limit due to having a college exit here. • The schools in this area have a combined total 1300+ students exiting at 1km radius: speed limits need to be brought down. • State Highway 16 from the Helensville showgrounds to Kahikatea Flat Road needs to be reduced from 100kph to 80kph due to all the accidents that keep happening here. • The roads surrounding Helensville's two schools should also be reduced to 30kph before and after school like nearby Parakai.
<p>Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Railway Street: request for speed cameras both ways, as excessive speed is a real problem on that straight, and many children walk on that road with no footpaths.
<p>Other roads/suggestions for speed limit increases <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Peak Road in Helensville is now 80kph all the way which is unnecessary/pointless.



Suburb	Huapai
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Feedback Theme	Main points
Other physical improvements suggested <i>ALL SUBURB - Mentions: 1</i>	<ul style="list-style-type: none">• Huapai roads have no street lights and poor visibility makes them more dangerous.

Suburb	Kaukapakapa
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Feedback Theme	Main points
<p>Other roads/suggestions for reduced speed limits</p> <p><i>Mentions: 6</i></p>	<ul style="list-style-type: none"> • Peak Road: due to increased development in Kumeu and Silverdale, traffic has greatly increased. There have been several fatalities on Peak Road at the Kaukapakapa end, and many motorbikes and cars exceed the speed limit. The new subdivision has increased pedestrian and traffic volumes. • Oyster Point Road should have lower limit than 100kph - small residential road, many children and dogs, and horses walking with no berm. Suggest 80kph. • Alpine Road should have lower limit than 100kph - small residential road, many children and dogs, and horses walking with no berm. Suggest 80kph. • Mclachlan Road should have lower limit than 100kph - small residential road, many children and dogs, and horses walking with no berm. Suggest 80kph. • West Road/Pinchgut Road is winding and dangerous with logging trucks - should be lower than 100kph. • Downer Access Road should have lower limit than 100kph - rural, unsealed, narrow, and children and adults walk to the nearby village - no footpath, and is difficult to see, be seen by, or get out of the way of, oncoming vehicles. Also, a dust hazard at speed, and currently 100kph. • No roads in my area of Helensville and Kaukapakapa have had speed reduced. State Highway 16 from the Helensville showgrounds to Kahikatea Flat Road needs to be reduced from 100kph to 80kph due to all the accidents that keep happening here. • The stretch of SH16 in Kaukapakapa by the intersection of Peak Road should be 60kph, not 80kph.
<p>Other roads/suggestions for speed limit increases</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Kahikatea Flat Road: speed limit should be increased to 100kph. The road is long and straight and is the only road to get to the northern motorway. The 80kph speed limit has resulted in long lines of cars all following closely together, proving that 80kph is inappropriate and 100kph would allow smooth flow of traffic once more. • Rapson Road: the recent speed limit reductions cost me approximately 26 hours per year extra on the road, it should go back to a safer and more appropriate 100kph.

Suburb	Kumeu
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Feedback Theme	Main points
Other roads/suggestions for reduced speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Riverhead Road is currently 80kph and should be 60kph (ASAP) like other roads in the area: traffic volumes have increased dramatically and these, including trucks, at current speed limits is loud and dangerous for children waiting for the bus, and other pedestrians on the road. • There is a mental health care facility at 219 Riverhead Road where patients are free to walk where they wish. Many vehicles exceed 80kph limit because speed cameras are only set up on the 50kph section of Riverhead Road.
Other roads/suggestions for speed limit increases <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Taupaki Road: speed limit was recently reduced to 60kph, which is too slow - it needs to be 80kph or 100kph to ensure safe and efficient travel throughout the region. • Old North Road: the speed limit here is too slow, needs to be changed back to a safer and more appropriate 100kph.
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> • The focus should be on Old North Road and Old Railway Road where accidents occur every week. • Morning traffic management required on State Highway 16 to reduce congestion. • Accidents occur between Brigham Creek Road and Kumeu BP due to busy road, impatient and distracted (not due to speed). • Accolage Boulevard - current 50kph too high, need calming measures or reduction to 30kph, to make it safe for children walking/riding bikes, as per your design manual (30kph for local roads).
Reduced speeds will be safer <i>ALL SUBURB - Mentions: 1</i>	<ul style="list-style-type: none"> • Traffic goes too fast and is dangerous. High traffic speeds also act as a deterrent for walkers and cyclists because it feels unsafe.
Other physical improvements suggested <i>ALL SUBURB - Mentions: 2</i>	<ul style="list-style-type: none"> • Kumeu roads have no street lights and poor visibility makes them more dangerous. • Roads are barely maintained in this part of Auckland (Kumeu).

Suburb

Leigh

Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 6</i>	<ul style="list-style-type: none"> Grand View Road: Matheson Bay is a popular beach, lots of families walking, 30kph would be safer. Grand View Road: is a residential street, but there is no signage to indicate the speed limit. Families and kids walk down the road to enjoy the beach. There are often cars parked on both sides of the street so it's always an obstacle course. The speed limit must be reduced, or speed bumps installed. I cannot understand why Grand View Road, Matheson Bay Road and Kendale Drive were not included in your proposal. The speed reduction should also be on Leigh Road from the intersection of Frost Road to the top of Leigh Road where it joins Hauraki Road (where a reduction has been mooted). This is where vehicles speed the most. A lowering to 30km, with lot of signage about the school and preschool / presence of children, accompanied by a much-needed pedestrian crossing outside the main gate of the school on Hauraki Road, would be supported by the community (not lowering limits in the whole suburb).
The low quality of the road is creating safety risks/needs fixing <i>Mentions: 1</i>	<ul style="list-style-type: none"> Frost Road: the tarmac at the corner is showing the classic ribbed condition, generally due to high-speed cornering.
Driver behaviour is creating safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Leigh Road: the hill part is becoming a dangerous raceway - up and down the hill. From Frost Road to the entrance of Wonderview Road seems to entice drivers to go over 50kph, and the tarmac at the corner of Frost Road is showing the classic ribbed condition, generally due to high-speed cornering.
The reduced speed limit is unnecessary <i>ALL SUBURB - Mentions: 12</i>	<ul style="list-style-type: none"> No accidents or complaints of dangerous driving, residents are mature families who drive with care and consideration for the conditions. It serves no purpose to reduce the speed limit. You have identified 18 roads in Leigh, but none in Omaha, Point Wells or Snells Beach, and only 1 road in Warkworth - clearly a conflict of interest in this decision making. Don't believe safety will be improved in any measurable way by reducing speed limits. Cannot recall a single serious accident in 27 years, cannot understand how reducing the speed limits will help with the aim of zero deaths. Speed limits are suitable now. Lowering to 30kph will only serve to anger residents and visitors alike and will generally not be adhered to. Very few children walk to school, most are taken by car as there is no public transport.
The reduced speed limit will create safety risks <i>ALL SUBURB - Mentions: 3</i>	<ul style="list-style-type: none"> It will be dangerous as impatient drivers pass vehicles travelling at 30kph. This will create an increase in crashes where there is currently less overtaking vehicles. Emergency vehicles can only exceed the speed limit by 15kph. At 30 this means 45kph. It puts lives at risk.

Feedback Theme	Main points
<p>Reduced speed limit is not good as it will increase journey times</p> <p><i>ALL SUBURB - Mentions: 2</i></p>	<ul style="list-style-type: none"> Reducing speed limits will increase commuting times.
<p>Reduced speed limit will be safer</p> <p><i>ALL SUBURB - Mentions: 2</i></p>	<ul style="list-style-type: none"> Throughout all of Leigh - reduced speed limits will be safer for the many young children who wander around the small growing township. It's a small town, and the few extra seconds it will take to get from one side to other shouldn't bother anybody. Support speed reductions in Leigh. Suggest moving the 50kph speed zone from the Leigh side of Kourataki Road halfway down the hill towards Ti Point Road. This would give vehicles time to slow down before they came over the top of the hill. I think the signage could be improved too. The current 50kph sign is easily missed by vehicles coming over the top of the hill into Leigh at 80kph.
<p>Only support the proposed speed limit for outside school</p> <p><i>ALL SUBURB - Mentions: 3</i></p>	<ul style="list-style-type: none"> The roads here are undulating and steep in places. The reduction of speed to 30kph is not sensible except around the school and preschool at 9.00am and 3.00pm. More monitoring outside the Leigh School entrance and/or temporary speed reductions for 15 minutes before and after school near the school entrance may be of some benefit and would be more likely to be adhered to. The roads around Leigh except for the areas immediately adjacent to the Primary School and the Preschool are totally satisfactory with the current speed limit.
<p>The low quality of the road is creating safety risks/needs fixing</p> <p><i>ALL SUBURB - Mentions: 1</i></p>	<ul style="list-style-type: none"> None of these roads are unsealed and if their condition is poor, it is because our community needs a better injection into road maintenance. We pay the same rates so should be afforded the same repairs.

Suburb	Mahurangi West
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Feedback Theme	Main points
Other roads/suggestions for reduced speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> Mahurangi West Road (Puhoi to Mahurangi West) should be 50-60kph, instead of 80kph like currently: many kids that catch the bus and that must cross the road. The road has no foot path on either side and has many locals who use it to run or walk their dog, and has a high volume of traffic, much of which are driving to the regional park without knowledge of the many turns.



Suburb	Matakana
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Feedback Theme	Main points
Other roads/suggestions for reduced speed limits <i>ALL SUBURB - Mentions: 1</i>	<ul style="list-style-type: none">• If Leigh has lower speed limits proposed, then so should Matakana.

Suburb	Matheson Bay
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Feedback Theme	Main points
Other roads/suggestions for reduced speed limits <i>Mentions: 2</i>	<ul style="list-style-type: none"> Grand View Road should be 30kph: leads to the beach reserve, has restricted visibility due to road design, narrow sections, a hairpin bend at #47 that is dangerous at speed, and parked vehicles. Yoga studio, osteopathy practice, families with school aged children. Many campervans and larger vehicles attempt to access the beach and reserve on this local residential street. No roads in Matheson Bay part of Leigh are included (and should be).

Suburb	Muriwai
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Suggest Motutara Road have physical traffic calming installed to keep vehicle speed at 50kph - 'hoons' and noisy four wheel drive vehicles constantly speed up and down this road, and there is never police or cameras to enforce limits.
Other roads/suggestions for reduced speed limits <i>Mentions: 2</i>	<ul style="list-style-type: none"> Oaia Road and Motutara Road in Muriwai should be reduced to 40kph: they pass through a residential neighbourhood with footpaths adjacent that are often used by children. The roads get very busy in weekends by people visiting the beach. Motutara Road, Oaia Road and Waitea Road (and surrounding roads) are a nightmare in summer with high, fast traffic volumes, and should have lower speed limit (at least drop Motutara and Waitea to 40kph immediately). The village and road is not designed to handle these volumes or speeds of traffic. Muriwai Road from Waimauku to Muriwai is not a 100kph road - it should be 80kph with double yellow 'no passing' lines painted - it is a clear and present danger.
Reduced speed will be safer <i>ALL SUBURB - Mentions: 1</i>	<ul style="list-style-type: none"> Traffic goes too fast and is dangerous. High traffic speeds also act as a deterrent for walkers and cyclists because it feels unsafe.

Suburb	Pakiri
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Feedback Theme	Main points
Other roads/suggestions for reduced speed limit <i>Mentions: 2</i>	<ul style="list-style-type: none"> Bjorklund Road: makes sense to reduce to 60kph as well (small side road off Pakiri River Road). Rahuikiri Road: needs to be slower as it constantly gets used as a race track.
Generally, road design needs upgrading/improving <i>ALL SUBURB - Mentions: 1</i>	<ul style="list-style-type: none"> Seal the roads because we are fed up with dust - it is carcinogenic, and you are killing us with toxicity. Pakiri roads are a disgrace.



Suburb	Parakai
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Feedback Theme	Main points
The low quality of the road is creating safety risks/needs fixing <i>Mentions: 1</i>	<ul style="list-style-type: none">Parakai Avenue: there is a huge speed bump here and no suitable alternative route available, it's horrible and should be removed ASAP.



Suburb	Point Wells
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Feedback Theme	Main points
Other roads/suggestions for reduced speed limits <i>ALL SUBURB - Mentions: 1</i>	<ul style="list-style-type: none">• If Leigh has lower speed limits proposed, then so should Point Wells.

Suburb	Puhoi
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Feedback Theme	Main points
Other roads/suggestions for reduced speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> Mahurangi West Road (Puhoi to Mahurangi West) should be 50-60kph, instead of 80kph like currently: many kids that catch the bus and that must cross the road. The road has no foot path on either side and has many locals who use it to run or walk their dog, and has a high volume of traffic, much of which are driving to the regional park without knowledge of the many turns.
Other roads/suggestions for speed limit increases <i>ALL SUBURB - Mentions: 6</i>	<ul style="list-style-type: none"> Since you have changed the speed limit on State Highway 1, between Warkworth and the toll tunnels, to 80kph, there have been more crashes. Warkworth to Puhoi majority should still be 100kph, with only the stretches that require it being 80kph.

Suburb	Riverhead
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Feedback Theme	Main points
Other roads/suggestions for reduced speed limits <i>Mentions: 3</i>	<ul style="list-style-type: none"> Mill Flat Road - reduce to 60kph as it is a residential road with no footpaths, children/lifestyle pets mixing a lot of new development traffic. It doesn't make sense to be 80kph when Coatesville Riverhead Highway is 60kph. Coatesville Riverhead Highway - 60kph is too slow, 80kph for most of it, 50kph for the urban sections within Riverhead and Coatesville. School Road - the current variable speed zone around Riverhead School would safer if it was permanently 30kph. Old North Road - should decrease from 80kph to 60kph: regular accidents/fatalities, corners and blind rises which hide driveways, and drivers speeding and cutting corners. Locals entering/exiting driveways, cyclists, walkers and horse-riders are in serious danger every day.
Other roads/suggestions for speed limit increases <i>Mentions: 4</i>	<ul style="list-style-type: none"> Coatesville Riverhead Highway - 60kph is too slow, 80kph was fine here before. Coatesville Riverhead Highway - 60kph is too slow, 80kph for most of it, 50kph for the urban sections within Riverhead and Coatesville. Coatesville Riverhead Highway - since the reduction to 60kph, I have been passed dangerously on multiple occasions and always have a long line of traffic behind me.



Suburb	Snells Beach
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Feedback Theme	Main points
Other roads/suggestions for reduced speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none">• If Leigh has lower speed limits proposed, then so should Snells Beach.



Suburb	South Head
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Feedback Theme	Main points
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none">• Prevent logging trucks using South Head Road - make them use the paper road instead (not change speed limits).

Suburb	Taupaki
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Feedback Theme	Main points
Other roads/suggestions for speed limit increases <i>Mentions: 1</i>	<ul style="list-style-type: none"> Taupaki Road is 60kph, where all the other roads in the area are 80kph. Taupaki Road is the one of the best maintained roads in the area, where as Nixon Road is rough and needs repair but is 80kph - seems stupid to me.
Other roads/suggestions for reduced speed limits <i>ALL SUBURB - Mentions: 1</i>	<ul style="list-style-type: none"> 80kph is great for rural roads, 60kph is too low.

Suburb	Waimauku
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Feedback Theme	Main points
<p>Other roads/suggestions for reduced speed limits</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • Old North Road, Waimauku should have speed limit reduced - it is an 80kph rural road and used as a main thoroughfare at peak times. Very dangerous with limited visibility, particularly from driveway at the top of the hill (have to listen for traffic and risk it every time). • Old North Road - should decrease from 80kph to 60kph: regular accidents/fatalities, corners and blind rises which hide driveways, and drivers speeding and cutting corners. Locals entering/exiting driveways, cyclists, walkers, and horse-riders are in serious danger every day.
<p>Reduced speed will be safer</p> <p><i>ALL SUBURB - Mentions: 1</i></p>	<ul style="list-style-type: none"> • Traffic goes too fast and is dangerous. High traffic speeds also act as a deterrent for walkers and cyclists because it feels unsafe.
<p>The low quality of the road is creating safety risks/needs fixing</p> <p><i>ALL SUBURB - Mentions: 1</i></p>	<ul style="list-style-type: none"> • AT has failed to maintain the roads: School Road, Muriwai Road, Foster Road, Awa Road, Tawa Road, etc have been needing maintenance for several years.
<p>The low quality of the road is creating safety risks/needs fixing</p> <p><i>ALL SUBURB - Mentions: 1</i></p>	<ul style="list-style-type: none"> • Proposed change on many roads is from 100kph to 40kph, which is too low for rural roads - should be 60kph or 80kph.

Suburb

Wainui

Feedback Theme	Main points
Other roads/suggestions for reduced speed limits <i>Mentions: 4</i>	<ul style="list-style-type: none"> Wainui Road - current limit is too high. Soon there will be many more roads connecting to it from the new developments in the area. Should be 60kph from the roundabout (to the east) until Argent Lane once the new suburbs are built. The current limit also makes it extremely dangerous to cycle or walk. Wainui Road (Rural) - it goes from 50kph to 100kph, but it should stay 50kph until after upper Orewa as trucks come through here, traffic from the bus stop on the corner of Kowhai Road and going into/from Upper Orewa Road always causes a backing up of traffic. It's dangerous when the bus is scheduled to stop and at normal peak traffic time. The speed limit should be lowered down to 60kph or even 50kph near Wainui school or Waitoki school - There are a lot of families with kids and heavy trucks drive down these roads at high speed.
Other roads/suggestions for speed limit increases <i>Mentions: 1</i>	<ul style="list-style-type: none"> Wainui Road (Rural) - the speed limit is currently 50kph from this point to the motorway, which is extremely frustrating, and I am often tailgated. It would be much safer and much more appropriate to have the 100kph speed limit all the way from the roundabout (motorway exit).

Suburb	Waitoki
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Feedback Theme	Main points
Other roads/suggestions for reduced speed limits <i>Mentions: 3</i>	<ul style="list-style-type: none"> • The speed limit should be lowered down to 60kph or even 50kph near Wainui school or Waitoki school - There are a lot of families with kids and heavy trucks drive down these roads at high speed. • Whitehills Road is currently an open road, which people seem to think means you can go 100kph or more: it should be 70kph as it is windy and narrow, with lots of trucks and cyclists using it. • Waitoki Road from Pebblebrook to the village needs speed reduced to 80kph please.
Other roads/suggestions for speed limit increases <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Whitehills Road Extn - the speed limit should be raised to a safer and more appropriate 100kph on this road, as 80kph is very frustrating and lots of drivers travel as slowly as 60kph without regards for others. • Kahikatea Flat Highway should never have had the speed limit lowered.

Suburb	Warkworth
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Feedback Theme	Main points
Other roads/suggestions for reduced speed limits <i>Mentions: 3</i>	<ul style="list-style-type: none"> • 50kph is too fast and dangerous on Blue Gum Drive (Warkworth) - should be 40kph with speed bumps. High volumes of children walking to/from school. • Goatley Road should have speed limit lowered from 100kph. • Carran Road should have speed limit lowered from 100kph. • The stretch of road between Mahurangi Collage and Shoemith Domain, Warkworth, should have a safe speed reduction. The area from when State Highway 1 enters Warkworth changes its name to Auckland Road, then becomes Brown Road, then changes back to State Highway 1. Once the new motorway is opened this will no longer be the main arterial route: as it is a residential street and school children walk the length of it, the speed should be reduced to 30kph (currently 60kph with trucks speeding faster than this - very noisy and dangerous to pull out of driveways).
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Alnwick Street (the new side) needs speed bumps to slow down the regularly speeding traffic - this residential road is steep and wide and cars go far too fast both up and down, with children, pedestrians, dog walkers, bikers and skateboarders. A car has lost control on a corner and crashed into a residents' house in the past.
Other roads/suggestions for speed limit increases <i>Mentions: 6</i>	<ul style="list-style-type: none"> • Since you have changed the speed limit on State Highway 1, between Warkworth and the toll tunnels, to 80kph, there have been more crashes. • Warkworth to Puhoi majority should still be 100kph, with only the stretches that require it being 80kph.
Other roads/suggestions for reduced speed limits <i>ALL SUBURB - Mentions: 1</i>	<ul style="list-style-type: none"> • If Leigh has lower speed limits proposed, then so should Warkworth.

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

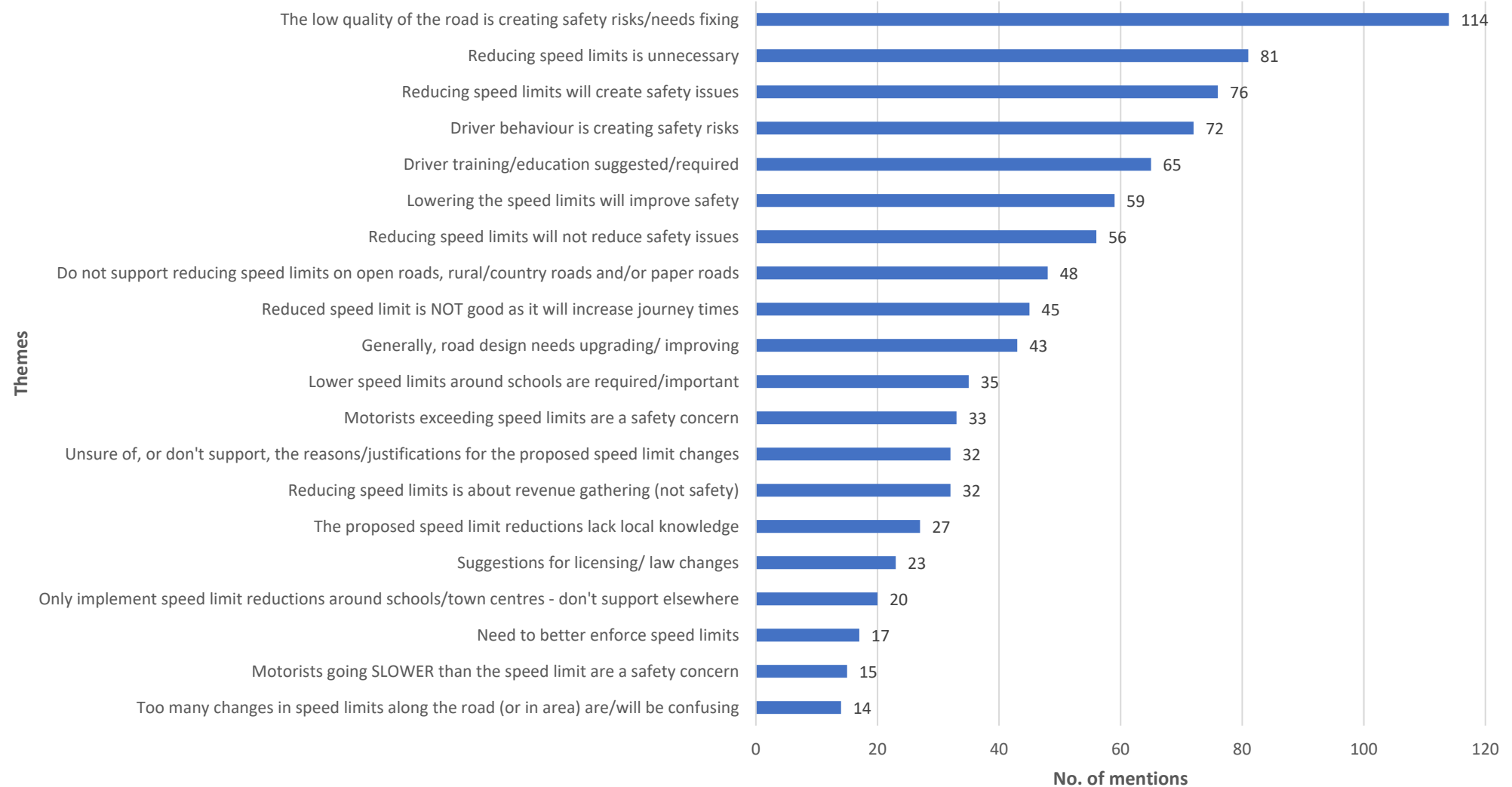
The feedback form also provided the opportunity for respondents to provide general comments on the Safe Speed Programme. Most this feedback was general in nature and could not be attributed to a particular road.

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

Please note:

- The “*Mentions*” in the themes column of the tables indicates the number of times that theme was mentioned by people from the Rodney Local Board area.
- It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Rodney Local Board area, just themes.

Top 20 general themes: Rodney Local Board Residents



Overall sentiment towards the Safer Speeds Programme

Feedback Theme	Main points
<p>Generally, support the safe speeds programme</p> <p><i>Mentions: 131</i></p>	<ul style="list-style-type: none"> • Lowering the speed limits will improve safety (51) • Lower speed limits on rural/unsealed/winding/narrow roads are required/important (10) • Lower speed limits around schools are required/important (4) • Lower speed limits around residential areas are required/important (4) • Motorists exceeding speed limits are a safety concern (3) • The low quality of the road is creating safety risks/needs fixing (2) • Generally, road design needs upgrading/ improving (2) • Lowering the speed limits will have other benefits (as well as/instead of safety) (2) • Lowering speed limits will have a positive effect on climate change (2) • Driver behaviour is creating safety risks (1) • Reducing speed limits is unnecessary (1) • Do not support reducing speed limits on open roads, rural/country roads and/or paper roads (1) • The proposed speed limit reductions lack local knowledge (1) • Need to better enforce speed limits (1) • Concerns with the public engagement, and/or that AT won't listen to feedback (1) • Other comments (1)
<p>Generally, do NOT support the safe speeds programme</p> <p><i>Mentions: 244</i></p>	<ul style="list-style-type: none"> • The low quality of the road is creating safety risks/needs fixing (79) • Reducing speed limits is unnecessary (50) • Reducing speed limits will create safety issues (47) • Driver behaviour is creating safety risks (44) • Driver training/education suggested/required (44) • Reducing speed limits will not reduce safety issues (41) • Reduced speed limit is NOT good as it will increase journey times (30) • Generally, road design needs upgrading/improving (29)

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Reducing speed limits is about revenue gathering (not safety) (21) • Do not support reducing speed limits on open roads, rural/country roads and/or paper roads (16) • Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes (15) • The proposed speed limit reductions lack local knowledge (14) • Suggestions for licensing/law changes (14) • Motorists exceeding speed limits are a safety concern (11) • Motorists going SLOWER than the speed limit are a safety concern (9) • Concerns with the public engagement, and/or that AT won't listen to feedback (7) • Zero deaths by 2050 is unrealistic/ impossible (7) • Need to better enforce speed limits (6) • Only implement speed limit reductions around schools/town centres (6) • Too many changes in speed limits along the road (or in area) are/will be confusing (6) • Lower speed limits around schools are required/important (5) • Lowering speed limits will have a negative effect on climate change/environment (4) • Do not support reducing speed limits on arterial roads, main roads and/or highways (4) • Only implement speed limit reductions during specific times and/or don't support 24/7 implementation (3) • Pedestrian, e-scooter, and/or cyclist behaviour is causing safety risks (3) • General suggestions for speed limit increases (3) • Improve public transport (3) • Lowering the speed limits will improve safety (1) • Improve pedestrian infrastructure (1) • New speed limits need to be clearly signposted (1) • Concerns/disagree with speed limit reduction around schools (1) • Improve cycle infrastructure (1) • Other comments (2)

I support some proposals and do NOT support other proposals in the Safe Speed Programme

Mentions: 190

- The low quality of the road is creating safety risks/needs fixing (33)
- Do not support reducing speed limits on open roads, rural/country roads and/or paper roads (31)
- Reducing speed limits is unnecessary (29)
- Reducing speed limits will create safety issues (29)
- Driver behaviour is creating safety risks (27)
- Lower speed limits around schools are required/important (26)
- Driver training/education suggested/required (21)
- Motorists exceeding speed limits are a safety concern (18)
- Unsure of, or don't support, the reasons/justifications for the proposed speed limit change (17)
- Reducing speed limits will not reduce safety issues (15)
- Reduced speed limit is NOT good as it will increase journey times (15)
- Only implement speed limit reductions around schools/town centres (14)
- Generally, road design needs upgrading/ improving (12)
- The proposed speed limit reductions lack local knowledge (12)
- Reducing speed limits is about revenue gathering (not safety) (10)
- Need to better enforce speed limits (9)
- Suggestions for licensing/ law changes (9)
- Only implement speed limit reductions during specific times and/or don't support 24/7 implementation (9)
- Too many changes in speed limits along the road (or in area) are/will be confusing (8)
- Lowering the speed limits will improve safety (7)
- Motorists going SLOWER than the speed limit are a safety concern (6)
- Lower speed limits around marae/other high pedestrian areas are important (6)
- Do not support reducing speed limits on arterial roads, main roads and/or highways (6)
- Zero deaths by 2050 is unrealistic/impossible (5)
- Lower speed limits around residential areas are required/important (4)
- Concerns with the public engagement, and/or that AT won't listen to feedback (3)
- Lower speed limits in/around town/shopping centres are required/important (3)
- Pedestrian, e-scooter, and/or cyclist behaviour is causing safety risks (2)
- Improve pedestrian infrastructure (2)

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| | <ul style="list-style-type: none">• New speed limits need to be clearly signposted (2)• Lower speed limits on rural/unsealed/winding/narrow roads are required/important (1)• General suggestions for speed limit increases (1)• Improve public transport (1)• Lowering speed limits will have a negative effect on climate change/environment (1)• Concerns/disagree with speed limit reduction around schools (1)• Improve cycle infrastructure (1)• Other comments (1) |
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General positive comments about the Safe Speeds Programme

Note: It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Rodney Local Board area, just themes.

Feedback Theme	Main points
<p>Lowering the speed limits will improve safety</p> <p><i>Mentions: 59</i></p>	<ul style="list-style-type: none"> • Lower speed limits will improve road safety and reorient public spaces to encourage walking, cycling and other forms of healthy transport. • Lower speed limits will protect cyclists, children, pedestrians, vulnerable people, horse riders on the road. • Reduced limits will force those currently speeding (and those who see 100kph as a target) to slow down. • Current speed limits in residential areas are too high to be safe. • High speeds (above current limit) contribute to more injuries and reducing speed can help. • Safer feeling community and atmosphere. • People tend to exceed the speed limit at least a little, particularly around schools and school buses: a lower limit will help. • People are driving faster and more recklessly, including main roads as well as residential streets. • New developments/increased pedestrians/traffic volumes in the area - need lower speed limits for safety. • There is a lot of evidence showing that lower speeds increase the likelihood of a vulnerable road user surviving a crash. • Lower speeds improve reaction times and stopping distance in the event of an accident. • Have been accidents in this area - agree with speed reductions to help prevent these. • Will be safer on roads that are narrow and/or have no shoulder/are dangerous to drive at current limit. • International experience has proven roads are much safer when their speed is set to the slowest user of those roads, and in particular when they are not set to that of cars. • Will lower the crash rate on roads where that is an issue due to speed. • We should make all roads 30kph and then increase speeds on the roads that have sufficient safety features. • 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 50kph and parked cars whose doors may open at any time. • The proposed 24/7 30kph 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. • Will improve bad habits people have of driving fast at unsafe speeds. • The reduction in speed is directly correlated to reduction in risk of an accident and injury when an accident does happen.

Feedback Theme	Main points
<p>Lowering the speed limits will have other benefits (as well as/instead of safety)</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Lower speed limits will reduce vehicle noise/dust nuisance for residents, especially from trucks. • Lower speed limits will encourage walking, cycling and other forms of healthy transport. • Lower speeds will largely obviate the need to create more speed humps. This will be a cost saving. • Closer and more connected community. • Will reduce rat-running behaviour/ heavy vehicle usage. • More of a pleasant journey for pedestrians/cyclists. • Will reduce private vehicles and increase public transport usage. • Lower speeds will make it less likely that drivers will cross the centreline when traversing right hand bends, which is currently very common. • 30kph 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. • Sends the message that the road is for more than just cars. • Finally gives some consideration to other road users, not just cars. • 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. • Higher speeds lead to increased congestion because drivers end up braking suddenly or moving with indicating. • Will improve bad habits people have of driving fast at unsafe speeds.
<p>Lowering speed limits will have a positive effect on climate change</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Driving at lower speeds is more fuel-economical, which is better for the environment in the long run. • Encouraging more people to use active forms of travel will reduce carbon emissions. • 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.

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

Note: It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Rodney Local Board area, just themes.

Feedback Theme	Main points
<p>Reducing speed limits will create safety issues <i>Mentions: 76</i></p>	<ul style="list-style-type: none"> • Reduced speed limits result in frustration and impatience, leading to poor decisions, dangerous/risky overtaking, using bus lanes, tailgating, hesitation, near misses, and congestion. • Will cause issues with speeds changing from one street to another. • Will make driving around Auckland even more chaotic. • Crash/death toll has been higher since speed limits have been lowered - negative outcomes do not justify more changes of the same. • 30kph (outside of city centre and schools) will do more harm than good because many will not comply. • Will increase number of accidents (some obeying, some not; frustration; distraction). • A Penn State University study concluded crashes increase due to complacency (i.e. not concentrating) if the speed limits are set more than 16km/h below the engineering standard. "We found there was an increase in fatal, and injury crashes at locations with posted speed limits set 10 miles per hour or more below engineering recommendations." • Reducing the speed limit will make it harder for emergency volunteers to get to the [Fire] station to attend an emergency when needed. • Lower speed limits will delay emergency services and first responders and potentially cost lives - ambulances are only allowed to travel 15kph/20kph/30kph over the speed limit. • High number of signs/visual pollution/inconsistent speeds is leading to confusion, frustration, and accidental law breaking. • If you try to reduce speeds on arterial roads, there will likely be very little compliance and therefore higher actual speeds across the targeted area. • People driving under the speed limit is what causes the accidents, and this proposal will make it worse. They cause people to make angry, irrational decisions/driving because of holding other drivers up. • Cruise control doesn't work/struggles at 30kph. • Very difficult to drive heavy vehicles at 30kph. • This will be making drivers worse/unfamiliar with roads everywhere else (with higher speed limits that they would now be unused to). • I'd rather keep my eyes on the pedestrians and cyclists, not my speedometer/worrying that I've missed yet another speed change. • Last year (2021) the road toll was the highest it has been in the last 4 years - proving that the lower speed limits did not produce the results you state it was there to provide - and actually did the opposite. • Changing speed limits is going to do more harm.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Reducing speed limits too far make people speed up in other areas to make up the time lost. • 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. • Lower speed limits will increase journey times and result in fatigue and more time on the road, which increases the chances of being involved in a crash (regardless of the speed you/other drivers are travelling). • I've seen people cross more in front of slower cars than in front of cars doing the speed limit, and cyclists pull out in front of cars going 40kph or below. • Slowing modern cars down to less than 30kph 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 40kph often have better vision of pedestrians. • Drivers will be frustrated by the change and will likely ignore it, leading to a dangerous false sense of safety for vulnerable road users. • Reducing speed limits this much (60%, from 100kph to 40kph) is going to infuriate drivers. • 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). • Manual vehicles can struggle to keep driving at 30kph - it is only a temporary speed - cars themselves want to go faster. • Lower speed limits make 'speedsters' go even faster. • Distracted drivers and drivers on their phones (playing games, texting) are a huge problem, and lower speed limits will make this worse. • 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. • With a 30kph limit, bicycles and scooters will be overtaking cars which will be incredibly unsafe. • Where significant changes are made that not justified by evidence, the road will be more dangerous. • 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.
<p>Reducing speed limits will not reduce safety issues</p> <p><i>Mentions: 56</i></p>	<ul style="list-style-type: none"> • Reduced speed limits have not/will not make the roads safer. • Speed limits are not the issue (it is road condition/ driver behaviour/education/ distraction/ licencing/ pedestrian behaviour/ road design, etc). • The drivers that cause accidents aren't mindful of speed limits anyway. • Lower speed limits won't help if the issue is poor road layouts/design. • Poor driving skills/illegal behaviour is the issue, which will not be changed by lower speed limits. • Constantly reducing speed limits is just 'nannying' people, not solving the problem at all.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Lower speed limits are impractical/will not work because people will not abide by them. • Logging trucks are making the road unsafe, not the speed limit. • Reduced speed limits need to be accompanied by engineering to make the road look like the limit is appropriate, or it will not work. • If you try to reduce speeds on arterial roads, there will likely be very little compliance and therefore higher actual speeds across the targeted area. • The safer speeds program is unlikely to achieve the intended outcome of zero deaths. • The sign company will be the only one who benefits from these decisions. • Blanket speed limit decreases will not solve all the death and injury issues. • 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. • Speed is the symptom not the cause, focus on the cause and this will fix the problem. Fix the symptoms (speed) and the root cause will remain. • Without enforcement, reducing the speed limits will do little to nothing. • 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? • 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. • 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. • All that this proposal will do is punish people who drive well and stick to speed limits, with a longer commute.
<p>Lowering speed limits will have a negative effect on climate change/environment</p> <p><i>Mentions: 5</i></p>	<ul style="list-style-type: none"> • Making trips longer/more acceleration and deceleration will massively increase CO2 emissions. • This will lead to excessive fuel use and engine wear. • Judder bars in main thoroughfares are environmentally unfriendly. • You are trying to force people to use dirty and polluting diesel buses.
<p>Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes</p> <p><i>Mentions: 32</i></p>	<ul style="list-style-type: none"> • This is impeding the city, commerce, and the ability of everyone to go about their day, in favour of AT's ideological hatred of the private vehicle. • Is there any high crash data or evidence of pedestrians being hit to justify changes? • 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. • Not aware of any serious (or any) accidents in some areas for roads proposed for 30kph. • 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. • The research does not support/there is insufficient data that reducing speed limits from 50kph to 30kph will significantly impact injury/death rates.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • 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. • Many of the current proposed changes are over-the-top and not based on real risks. • 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. • Publishing the data of accidents within the current vs proposed speed limits, including determined cause (i.e. alcohol involved) will be a convincing argument to support this programme. If crashes are due to alcohol or other factors, then these should be focussed on to fix instead of speed. • 100kph roads should not be considered for lower limits unless significant death toll justifies the change. • High number of signs/visual pollution/inconsistent speeds is leading to confusion, frustration, and accidental law breaking. • 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. • Are AT people going out and seeing if these reductions are working or is it all computer simulation, calculations, and reconfiguration? • 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. • There has been a complete failure of justification of the reduced speeds. Where are the stats showing the accidents / injuries / fatalities on each of these roads? • 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. • How many of the 36 deaths on Auckland roads in 2020 occurred on roads you are proposing changes to? • Look at the accidents in the last 5 years (posted on the Devonport Community Facebook site), none are in the area in which you are "proposing" to lower the speed limits. • 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. • Request for evidence of injury/crash data for specific area, including cause of crash, speed of vehicles, and if any pedestrian/cyclist involvement. • I don't believe "Current guidelines do not recommend speed limits of 70kph or 90kph 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 90kph then as a human race we have a big problem - these people should not be on the roads. • The stated benefits of these speed changes have been exaggerated by manipulation of statistics (such as using figures prior to and during the pandemic lockdowns). Comparing 18 months accidents with a 5-year number, when a lot of the 18 months data was during lockdowns is not a fair comparison.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • I call into question the calculations that the death risk figures from the AR-R560-18 report, which were cited in the AT Proposed speed limit changes brochure.
<p>Too many changes in speed limits along the road (or in area) are/will be confusing <i>Mentions: 14</i></p>	<ul style="list-style-type: none"> • Frequent changes in speed limits mean drivers are watching for signs or watching their speedometer, rather than watching the road. • Will cause issues with speeds changing from one street to another. • Too confusing having inconsistent speeds for no clear reason. • By introducing too many variables or speed limits too slow you are causing confusion, frustration and interruptions to traffic flows. • Changes in speeds and traffic conditions are a bigger safety issue than higher speed limits. • Waiheke Island should have fewer changes in speed limit, e.g. be 30kph throughout, or for example Donald Bruce Road should have fewer than the currently proposed three different speed limits along its length. • Better, cheaper, quicker, and less confusing for drivers to make a few simple rules and apply them everywhere: e.g. shopping strips and schools 30kph; low building density roads 80kph; bends and intersections and everything else 50kph. • Lower the speed limit for the whole area, nice and simple, no confusion, tinkering, ongoing costs etc.
<p>Reduced speed limit is not good as it will increase journey times <i>Mentions: 45</i></p>	<ul style="list-style-type: none"> • Traffic lights are still phased for the old 50kph limits, so driving at reduced limits means you catch every red light. • Reducing speeds in some areas adds significant time to journeys and fails to clear congestion. • Does not make sense to reduce speed limits on roads with bus services. • Businesses and drivers should be compensated for additional time and fuel spent travelling. • The estimate of increased journey times is significantly understated for people who live and commute rurally (e.g. top of Awhitu Road to the city is more than '1-2 minutes' delay). • It needs to be balanced without compromising the network and creating congestion. • Proposed changes are going to cause congestion/ gridlock. • People in rural areas will suffer the most, with extended journey times, fuel costs and engine wear. • Overall travel time costs have not been truly accounted for - 20% increase per person adds up. • The inability to move around Auckland with ease will be detrimental to the long-term attractiveness/ economic success of Auckland. • The proposal is going to increase/encourage rat-running behaviour/speeding to make up for lost time. • 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 work day hours Monday to Friday. • Decreasing speed limits in so many areas will make daily life unbearable for the average person. • It will add to inflation as goods & services will cost more with longer travel times.

Feedback Theme	Main points
	<ul style="list-style-type: none"> 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.
<p>Reducing speed limits is unnecessary</p> <p><i>Mentions: 81</i></p>	<ul style="list-style-type: none"> Many of these roads can be driven on safely at higher speeds provided drivers are competent and attentive. Raised pedestrian crossings/existing traffic calming/traffic lights/roundabouts already slow down traffic (no need for lower limits). Area is not busy and lower limits are unnecessary as schools have footpaths connecting them already (Greenhithe). Roads in town centres and near schools already have traffic slowing measures. Roads are already perfectly safe at current speed limits. Cars are getting safer, with shorter stopping distances, and lots of safety features for occupants, other road users, and pedestrians. Should not apply where cyclists and pedestrians are separated from cars. The 60kph and 80kph speed limit reductions throughout East Auckland (e.g. Te Irirangi Drive, Chapel Road, Pakuranga Highway) make no sense as the roads are wide with minimal conflict zones, and designed to be driven at this speed. By your own assessment 90% of the drivers are ALREADY travelling slower than the existing speed limit. Unnecessary where there are not high accident rates and speeding/traffic volumes/pedestrian numbers. Schools already have safe speed zones in the morning and closing time, and town centres have significant traffic lights and pedestrian crossing areas. Therefore, 30kph zones are not required. Drivers who already ignore current speed limits will not suddenly adhere to a lower one. Instant fines and disqualifications will work best to reduce speed on roads. Reducing all streets to 30kph where they are not near schools, local parks and aged care facilities, is excessive. It will be bad for public morale if the limits for safe roads are reduced as this will look like a revenue gathering scheme. While I support and embrace the intent of the programme, speed limit proposals in areas that do not warrant it are not the way to achieve the outcome. The roads are already congested - there is no reason to lower speed limits as people are already forced to drive slowly.
<p>Reducing speed limits is about revenue gathering (not safety)</p> <p><i>Mentions: 32</i></p>	<ul style="list-style-type: none"> Poor attempt to address the issue - speed limits are easier to enforce than other safety measures and are good revenue-gathering opportunities. Are businesses/drivers going to be compensated for additional time/fuel spent travelling or is this more about revenue gathering? Lower speed limits will just be exploited by mobile speed camera operators. Reducing speeds on safe 100kph country roads seems like financially based policing. 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. It feels like a revenue generation approach.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • 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 - although a penalty still needs to be incurred, lower fines might get paid more often.
<p>Driver behaviour is creating safety risks <i>Mentions: 72</i></p>	<ul style="list-style-type: none"> • Investigate other aspects of road safety (e.g. people using phones while driving) to reduce accidents on these roads (not speed limit reduction). • There are a lot of bad drivers in New Zealand. • Lower speed limits do not make people drive safer. • Need to better enforce basic road rules rather than imposing a slower speed. • Issues are due to poor driving technique such as jumping lights; driving along pavements; illegal u- turns; not indicating, etc (not speed). • Should instead focus on preventing tired/distracted drivers, or alcohol-related crashes. • 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. • Putting speed bumps on main roads don't fix the problem, they cause people to avoid those roads and use other roads. • 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. • People often fail to stop or even slow down for pedestrian crossings. • People don't tend to drive to conditions or the speed limit, tailgate, or have little consideration for other road users. • Reducing the speed limits panders to/'nannies' the incompetent drivers who then have no reason to learn to drive better. • Road deaths are mostly the cause of drunk or drugged driving. • 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. • Advertise the evils of poor and anti-social driving rather than spending on promoting the virtues of reduced speed limits. • This proposal is punishing everyone instead of focusing on those who aren't using due care while on the roads (both pedestrians and drivers). • Slower speed limit would reduce rat-running behaviour. • Safety issues are less about speed and more about the people who drive with no licenses and drive people on restricted licenses. • Many drivers cross the centre line repeatedly even on blind corners. This is not speed dependent, even slow drivers do this. • Lower speeds will make it less likely that drivers will cross the centreline when traversing right hand bends which is currently very common.
<p>Motorists going SLOWER than the speed limit are a safety concern <i>Mentions: 15</i></p>	<ul style="list-style-type: none"> • 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. • 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. • People drive too slowly (usually while looking at their phones) which cause frustration and overtaking in dangerous locations out of desperation.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • At the moment, some tourists tend to drive a lot slower than the speed limit as is (sometimes 30-60kph below the limit which is very dangerous).
<p>Motorists exceeding speed limits are a safety concern <i>Mentions: 33</i></p>	<ul style="list-style-type: none"> • Will increase number of accidents due to speed differences between those following and those ignoring new speed limits. • Lower speed limits are impractical/ will not work because people will not abide by them. • 30kph (outside of city centre and schools) will do more harm than good because many will not comply. • People don't tend to drive to conditions or the speed limit. • 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. • Reducing speeds by 20kph on open roads is not beneficial as locals or regular drivers to the area will continue to drive 100kph. • The introduced 30kph 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. • Most people drive at least 10kph faster than the current limit – a 30kph limit will mean they will be going 40kph, which is still better than current. • 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.
<p>Driver training/education suggested/required <i>Mentions: 65</i></p>	<ul style="list-style-type: none"> • Money would be better spent on improving/subsidising driver training/teaching young learners to be courteous on our roads. • Reducing speed limits is not the answer - teach people to drive well, confidently, and safely. • More/better driver training needs to be available/encouraged/required. • 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. • Learning to drive is NOT just about the road code. Drivers need to be TAUGHT how to drive, recognise hazards etc. • 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. • Driver education/defensive driver training WORKS. • Foreign immigrants and visitors need to be taught how to drive on NZ roads, by taking the NZ driving test. • We don't need to slow traffic down, but we do need initiatives to get drivers to stay alert and look for hazards. • 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. • 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.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Focus should be concentrated on improving driver training and regular competency tests rather than just slowing the speed. • If AT wants to save the most lives, they should focus on people wearing seatbelts. • Rural roads have some very dangerous curves and narrowing widths in places, some locals (not visitors) drive at speeds higher than 100kph. An education programme for residents would be of value. • Cyclists licencing requirements will keep cyclists safer on roads. • Start funding driver schools etc, everyone should know fundamental differences between AWD RWD FWD etc and how to control them should they need to. • 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. • 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. • 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.
<p>New speed limits need to be clearly signposted</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • Especially with many different speed limits in an area, there needs to be frequent signage to remind people. • When you change a speed to a "SAFE SPEED" - you really need to put a colour on the road, like they do in Australia - Worlds Best Practices - that's where most drivers look (not at the trees on the side of the road). • Signposting of speed limits and enforcement around schools and suburban areas is crucial. • If the signage is clear regarding the speed limits that would be great. Currently it's not wonderful around schools. • Be more proactive with speed signs on both posts either side of the road and with painted signs on the road - both when there is a speed change, as at present, and as reminders at various distances along roads. Perhaps the reminders could be painted signs using non-slip paint. It is possible to miss a speed change sign because of other things happening when driving and so reminders are useful. • Unless you live in an area and use certain roads you will not necessarily see signs due to obstruction of large vehicles – more signage required, particularly painted on-road.
<p>Need to better enforce speed limits</p> <p><i>Mentions: 17</i></p>	<ul style="list-style-type: none"> • Is AT going to purchase several hundred more speed cameras or simply see what effects really are after a certain time frame? • This is an inefficient proposal, as people who speed will still speed - go after the speeders instead of everyone else. • There is no need to make these areas a slow zone all the time, just double fines to those not slowing down during school start/finish times. • Needs to be better/more policing and enforcement action - it's not speed limits, it's those that exceed them that is the problem. • Enforcement needs to be consistent, not occasional.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • If the authorities cannot police the current speed limits, they will be unable to properly police the proposed changed speed limits. • How can enforcement happen when people have police-tracking gadgets? • The problem is not the speed limits on most roads, it's the (lack of) enforcement of speed limits. • If the police monitored both the current speed limits and policed the red-light runners, we can make our roads safer without causing further delays due to reduced speed limits. • Policing these changes will be impossible/difficult/expensive/pointless unless enforced. • Higher accident rate brings greater enforcement. Lower the speed limit in those areas, position fixed speed cameras and advertise their presence. • We should be pushing for more capacity in the police force to ensure safety, not punishing those following the rules. • Enforce the temporary speed limit at roadworks. • Harsher penalties needed for speed offences (e.g. instant 28 day roadside disqualification whenever an offender is caught 20kph above the limit, not 40kph as current). • Put extra speed cameras before even considering lowering the speed limits.
<p>The low quality of the road is creating safety risks/needs fixing</p> <p><i>Mentions: 114</i></p>	<ul style="list-style-type: none"> • Instead, spend money on better quality/more regular maintenance of the roads. • Roads are not kept to a realistic/safe standard, despite the fuel tax and registration fees collected every year. • The real danger on rural roads is lack of maintenance. • Some roads are in terrible condition and aren't safe at any speed. • Fix the roads to improve safety so there is no need to lower speed limits. • 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. • Some roads are poorly maintained and poorly designed - these locations should have lower limits. • 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. • 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. • 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. • Fixing the roads themselves is a better start. The condition of the road is horrific the speed is not an issue. • Fix potholes properly in the first place, so you don't need to re-fix them three months later. • This proposal is just trying to replace/cover up/lower costs poor road quality/maintenance.

Feedback Theme	Main points
<p>Generally, road design needs upgrading/improving</p> <p><i>Mentions: 43</i></p>	<ul style="list-style-type: none"> • Make safer roads as most fatalities involve two vehicles, not pedestrians. • Some roads are poorly maintained and poorly designed - these locations should have lower limits. • Need to improve quality of road markings (especially at night in rain), visibility, poor road naming for directions, centrelines. • Fix/invest in infrastructure to accommodate greater speeds instead of lowering limits. • Need to work on better road design and execute them. • Lowering speed limits won't stop road deaths. Better roads, wider roads, more passing lanes, better road flow, and safer intersections would all help. • Seal the unsealed roads. • The funds could have been better spent on properly sealing roads (using quality materials) and upgrading heavily congested major arterial routes. • The issue is the lack of motorways, and the growing presence of road haulage due to lack of investment in rail. • More should also be done to implement safer designs alongside safer speeds. • 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). • 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. • Too many road junctions are on blind corners with traffic flow controls. • Too many bus stops are adjacent to the corner of a junction - why increase hazards in an already hazardous zone? • Infrastructure/roads should change to match the new speed limits - this means making roads narrower and corners tighter. • Shrubbery needs to be trimmed away from signs, crossings, and intersections. • 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). • 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. • 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. • Seals should be asphalt not chip seal - and maintained. • 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? • High level roads that include bus/trucks should have asphalt over concrete. • Where are the upgrades or even the bypass for Kumeu?

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Would rather money be spent on upgrading the Weiti bridge to 4 Lanes. • 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. • Need more passing lanes/ slow vehicle bays to encourage safe overtaking. • The roads need to be re-engineered to be self-explaining roads if drivers are expected to stick to 30kph - the road needs to match the sign. • This proposal is just overcompensating for poor road design/planning/investment. • Invest in road upgrades and design BEFORE allowing housing and land development.
<p>Pedestrian, e-scooter, and/or cyclist behaviour is causing safety risks</p> <p><i>Mentions: 5</i></p>	<ul style="list-style-type: none"> • Need better road safety education for children. • 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 20kph. • 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. • Bicycles are allowed on most roads with no requirements to check brakes, tyres, or mechanical road worthiness. Unsafe for everyone. • 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. • 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. • More road safety classes in schools to teach children not to run across roads without stopping first and looking both ways then back again. • Pedestrians step out in front of cars while they are texting, talking, or listening to music on their phones. • This proposal is punishing everyone instead of focusing on those who aren't using due care while on the roads (both pedestrians and drivers). • Children/teenagers/pedestrians will still walk in front of oncoming cars. • It is a pedestrian's own responsibility to ensure they don't somehow walk in front of a car going 50kph. • Need to teach people how to cross the road safely. • Cyclists should be legally required to wear more protection than a helmet. • 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.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • 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. • 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. • The current trend to move to bikes (electric or not)/electric scooters and other powered transportation many of which can and easily exceed 30kph - will they be policed in the same manner as a car? • Make jaywalking illegal with a hefty fine instead of lowering the speeds on roads that are already reasonable. • 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 40kph or below. • 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.
<p>The proposed speed limit reductions lack local knowledge Mentions: 27</p>	<ul style="list-style-type: none"> • These decisions (on speed limit reductions) should be made by those who live near and know the roads. • This proposal is created by people who don't live here or drive here and give no thought to moving safely around the suburb. • 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. • We don't all live in the CBD and walk to work - You are being led astray by noisy tiny social media minority lobbying groups. • I feel that whoever proposed these changes have made a broad-brush approach without knowing the geography. • Disagree with a blanket approach to reducing speeds to an area without looking at each road, its length, size etc. • 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. • 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. • 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. • Please get in your car and drive exactly 30kph through all the streets you are proposing to reduce to this limit, then drive exactly 50kph through some main arterial roads and you will see that the programme is not getting this right. Don't just sit in an office making these decisions. • 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.

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

Note: It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Rodney Local Board area, just themes.

Feedback Theme	Main points
<p>Only implement speed limit reductions during peak traffic times and/or don't support 24/7 implementation</p> <p><i>Mentions: 12</i></p>	<ul style="list-style-type: none"> • 30kph is too slow 24/7 – if this is only about safety around schools, only make it when children are entering/exit school. • Lower speeds around schools should only operate during school hours/not during school holidays. • 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. • Proposed around school zones should be at times of operation, not a blanket area. • A blanket reduction doesn't recognise peak times - have a standard peak time of speed reduction instead. • Common sense is to have times ('windows') those reduced speed apply, e.g. between the hours of 8am to 6pm. • Having 40kph speed limit around schools and school times is sufficient. No need to permanently decrease the limit. • I think 30kph for a set time on each side of school hours would be more suitable (like the existing 40km but extended by about 15 minutes). • The programme should be revised to consider every Auckland road and seek to implement dynamic 30kph limits during peak school times near schools, 40kph limits on residential areas and around schools during non-peak times, and 60kph for appropriate arterial roads. • 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. • Brush stroke solution of reducing speed limits not appropriate in areas where risk increases only at certain times of the day. • 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. • School speed zones should not apply out of school hours, anywhere. • 30kph is way too low, I think 40kph during school times is enough. • 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. • I think it should be 30kph from 7am-9am and 2.30pm-4.00pm.
<p>Do not support reducing speed limits on open roads,</p>	<ul style="list-style-type: none"> • Rural roads are having lower speed limits applied for no reason - the road environment has not changed since original safe speed limit. • People should slow down around schools, but 40kph is sufficient - reducing speeds on open roads risks dangerous driving.

Feedback Theme	Main points
rural/country roads and/or paper roads <i>Mentions: 48</i>	<ul style="list-style-type: none"> • Reducing speeds on safe 100kph country roads seems like financially based policing. • Rural roads need a road-by-road assessment to address issues as they vary a lot: blanket speed reductions is the wrong approach. • 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. • Infrastructure on rural roads should be improved instead of lowering limits. • 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. • 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 80kph. • Your notes say that most crashes are on urban roads, so why change the speeds on rural roads? • Roads with no road markings should have these in place instead of lowering speed limits. • If you must lower open road limits, make them 90kph not 80kph due to journey times and emergency services access. • The open roads should be fixed if needed rather than reducing the speed limit. • 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. • Rural roads should have higher speed limits than non-rural roads because they have very little pedestrian and vehicle traffic. • Speed limit reduction from 100kph to 40kph is too drastic. • Suggest 'derestricted' signage instead to indicate open road, but that much of it cannot be driven at speed. • I support an 80kph limit for rural roads. A blanket speed of 60kph is too slow and 40kph is way too low for any rural area.
Do not support reducing speed limits on arterial roads, main roads and/or highways <i>Mentions: 11</i>	<ul style="list-style-type: none"> • 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 80kph - this could safely be 100kph. • 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. • 50kph is fine as a minimum speed limit on urban roads. 60 or 70kph for main arterial roads. 100kph 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. • I support lowering speed limits throughout except on the arterial roads/motorways/highways. Most expressways are safe to drive 100-110kph and motorways should be around 110-120kph. • Do not support a 40% drop in the speed limit in any area - especially trunk lines and main roads.

Feedback Theme	Main points
	<ul style="list-style-type: none"> 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 100kph.
<p>Concerns/disagree with speed limit reduction around schools</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> Roads in town centres and near schools already have traffic slowing measures. 30kph 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. 40kph is an accepted balance. Use better techniques (than 30kph 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). Schools should have entry/exit designs so that cars aren't massed uncontrolled around them. 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. 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. 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. 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. Speed limit of 30kph around schools is unreasonable. No one will obey the limit. We are just training drivers to ignore the rules. Congestion around the school slows traffic due to high volumes - lowering the speed limit has little benefit, and no benefit outside school hours. Including roads further out from the school will only frustrate drivers and they will be less likely to slow down around the school. 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 30kph. 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.

Feedback Theme	Main points
	<ul style="list-style-type: none"><li data-bbox="481 223 2116 279">• I love the light signs for school zones during school arrival and exit times and would support those all going to 30kph during those times (arrival and exiting).

General locations where speed limit reductions are supported

Note: It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Rodney Local Board area, just themes.

Feedback Theme	Main points
<p>Lower speed limits around schools are required/important</p> <p><i>Mentions: 35</i></p>	<ul style="list-style-type: none"> • People tend to exceed the speed limit at least a little, particularly around schools and school buses: a lower limit will help. • All streets around schools should be 30kph/10kph or under. • Agree people should slow down around schools but 40kph is sufficient. • There need to be permanent speed reductions around ALL primary schools, irrespective of location. • Safe speeds and parking are a huge issue around schools and local kindergartens. • All Kindergartens should be included in the proposal as these age children don't have much road safety awareness. • Schools have been ignored in many areas.
<p>Lower speed limits in residential areas are required/important</p> <p><i>Mentions: 8</i></p>	<ul style="list-style-type: none"> • Current speed limits in residential areas are too high. • All residential areas should be 40kph and include some residential 'safe street' spaces. • Treat rural as rural (low traffic, driveways, pedestrians), and urban as urban (high volumes, low speeds). • 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. • All residential streets/ suburban roads/ urban areas should have their speed limited to 30kph. • New Zealanders drive far too fast on suburban streets that are not designed well enough to accommodate today's vehicles.
<p>Lower speed limits on rural/unsealed/winding/narrow roads are required/important</p> <p><i>Mentions: 11</i></p>	<ul style="list-style-type: none"> • Our roads are too varied for just 100kph or 50kph - 80kph is far safer for country/winding roads, due to increased traffic volumes. • 100kph is too fast and dangerous for some rural roads - should reduce to 80kph. • Lower speed limits have made a huge difference to rural communities in particular - it's becoming safe to drive / walk our roads • Some roads are narrow and have no shoulder - 80kph (from 100kph) makes sense. • It's required particularly on hilly, snaking roads in West Auckland, which are made ever more treacherous by rain. • Some rural roads are 100kph, 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. • It is absurd that some single-lane country roads have the same speed limit as a motorway. • Lowering some rural roads to 80kph – and changing the open road limits to 80kph too - is a good idea.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • City drivers that leave the city are not prepared for country roads, and country roads within 100km of the city centre should be 80kph.
<p>Lower speed limits in/around town/shopping centres are required/important <i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • Should be 40kph blanket speed for residential streets, and only 30kph in town centre and outside schools. • All streets around town centres should be 30-40kph. • Roads close to and through town centres and beaches should have speed limits reduced to at least 30kph.
<p>Lower speed limits around marae/other high pedestrian areas are important <i>Mentions: 6</i></p>	<ul style="list-style-type: none"> • Include rest homes too so elderly people can safely get out and about - suggest 20kph drop. • Please also reduce speed limits on busy roads. • 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. • 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 50kph. • Only support reduced speed limits around schools and high pedestrian areas. • We need to cut speed around schools, but this should also be extended to some of the bigger, busier roads around school times. • Need lower limits at marae's and gathering venues, hospitals, high impact areas. • It might be more realistic to take a more targeted approach to reducing speeds to 30kph only on roads that are particularly narrow or have high pedestrian use with no footpaths. • Support lowering speed limits in newly developed housing and business areas.
<p>ONLY implement speed limit reductions around schools/town centres <i>Mentions: 20</i></p>	<ul style="list-style-type: none"> • Should be 40kph blanket speed for residential streets, and only 30kph in town centre and outside schools. • Lower limits should only apply to the streets directly around schools (nowhere else). • People should slow down around schools, but 40kph is sufficient - reducing speeds on open roads risks dangerous driving. • Speeds around schools and other high care areas should be low. • I accept that schools should have reduced speed limits right around them (not miles away). • Having 40kph speed limit around schools and school times is sufficient. No need to permanently decrease the limit. • Perhaps some of the main thoroughfares could be reduced around school hours to protect the little ones and still give residents their freedoms. • Keep suburbs at 50kph (excepting schools). • 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). • The only places where speed limits are needed are close to schools. Within 200 metres.

Feedback Theme	Main points
	<ul style="list-style-type: none">• Change the roads directly surrounding the school, not whole suburbs.• Programme should be tailored for schools and hours and sections of roads as needed for the peak drop-off and pick-up hours.

Other speed limit/physical improvement suggestions

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Feedback Theme	Main points
<p>Alternative speed limit suggested (instead of as proposed)</p> <p><i>Mentions: 6</i></p>	<ul style="list-style-type: none"> • 30kph in areas that are not shared spaces is dangerous as it causes frustration and poor decisions. Suggest 40kph as happy compromise. • I agree people should slow down around schools, but 40kph is sufficient. • 40kph (rather than 30kph) will have a better chance of compliance/more realistic/ better for both drivers and pedestrians creating safety while avoiding driver frustration. • Would make more sense to change the whole of Auckland's speed limit from 50 to 40-45kph. • Motorways/highways/open roads should be 90kph/100kph/110kph/120kph. • Rural/country roads should be 80kph with advisory signs of advised safe speeds around certain more hazardous spots. • Built up/urban/residential/town areas should be 30kph/40kph/50kph/60kph. • School/high pedestrian areas should be 20kph/25kph/30kph/40kph. • The programme should be revised to consider every Auckland road and seek to implement dynamic 30kph limits during peak school times near schools, 40kph limits on residential areas and around schools during non-peak times, and appropriate arterial road limits should be increased to 60kph. • Better, cheaper, quicker, and less confusing for drivers to make a few simple rules and apply them everywhere: e.g. shopping strips and schools 30kph; low building density roads 80kph; bends and intersections and everything else 50kph. • Going from 50kph down to 30kph seems far over the top. There are some streets on Waiheke that are very narrow and have terrible visibility. Starting with 40kph speed limit should be the first step instead of a reduction of 20kph. • A drop of 10kph is sufficient, this is enough to make people aware of a speed change. • I would be in favour of slower speeds rolling out everywhere especially in urban areas - 50kph along arterials with separated cycle infrastructure and 30kph on all other roads. • As intensification is increasing at a faster rate, general residential areas should all be 30kph no exceptions, main roads/arterials 50kph, and 80-100kph should only be for motorways, end of story. • There is no need to have traffic crawling at 50kph an hour: 60kph in non-residential suburban areas would enable free traffic flow. • 50kph is too slow - 60kph is sufficient for most roads (excluding around schools, near shops and malls, and high pedestrian areas like parks).
<p>Suggestions for speed limit increases</p>	<ul style="list-style-type: none"> • More 80kph speed limits should be increased to 100kph where safe to do so.

Feedback Theme	Main points
<p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • There is no need to change the speed limits on these roads. Most of them should be back at 100kph. • Most expressways are safe to drive 100-110kph and motorways should be around 110-120kph. • If anything, some roads should be increased. • 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. • The world is getting faster not slower, our speed limits are far too slow now, and we should be putting them up NOT down. • Our motorways should have much higher speed limits like in Germany. • Please change the speeds back to what they were before starting this road calming initiative. People should drive to the conditions. • 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. • In general AT should always offset a speed decrease in one location with an increase in another. That way travel times can be maintained. • 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. • There are so many examples in the world where increasing the speed limits on roads has resulted in steep decline in incidents. • Increase speeds on motorways to 120kph with minimums of 90kph. If driver and car cannot do these speeds, they are not fit for motorway purpose.
<p>Improve pedestrian infrastructure</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • Consider needs to pedestrians as road users. • Particularly consider pedestrian routes where there are no footpaths. • Consider poorly designed road junctions where pedestrians have no safe options to cross the road. • Wooden (and frequently sloping) footpaths that are slippery and dangerous especially when wet. • Stop people parking on verges and footpaths that greatly reduce visibility of pedestrians. • Rubbish bins totally blocking the footpath. • Cyclists and scooters using footpaths are a hazard for pedestrians. • Instead of making people drive slower, invest in better roads and developing under- and overpasses for pedestrians. • Need to instead focus on superior construction of safe zones/barriers for cycleways and footpaths. • Raised pedestrian crossings are more effective than lowered speed limits. • Improve visibility around crossings and bike lanes. • Need footpaths/more pedestrian access.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Zone areas to safely separate walkers, cyclists, and vehicles. • All main arterials with higher speed limits should have protected cycle lanes, pedestrian only footpaths and frequent pedestrian crossings. • What happened to the diamonds painted on the road before a pedestrian crossing? • Some places don't have any walkways at all - start there and consider speed limits when road condition/walkways are ample and safe. • There should be traffic lights for safe crossings (not reduced speeds). • 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. • 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). • A better option would be to include more pedestrian crossings near schools. • 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.
<p>Improve cycle infrastructure <i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Some of the cycle lanes are dangerous and endanger cyclists. • Lowering speed limits feels like a poor cop out for not building safe passage for cyclists, runners, and horses. • To make roads safer for cyclists, build roads with cycle ways. • Get rid of under-used cycleways. • The retrospective bus and bike lanes are a shambles, they take so long to construct, and sit there empty. • Need to instead focus on superior construction of safe zones/barriers for cycleways and footpaths. • Fix parking and bike lane access first. • Need safer bike lanes for kids leaving schools too. • Don't allow parking in painted cycleways. • Zone areas to safely separate walkers, cyclists, and vehicles. • Invest in more cycle routes. • All main arterials with higher speed limits should have protected cycle lanes, pedestrian only footpaths and frequent pedestrian crossings. • 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.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • 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. • Bike lanes need to be regularly cleaned. • Connect parks and schools to create a green route for bikes: bikes don't want to be where cars are. • Cycleways are often put in the wrong locations and so are not used.
<p>Improve public transport <i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • Reducing speed limits is not the answer - improve driving skills, roads, public transport options, and affordability of new/safe cars. • Public transport needs to be improved before it is an option (extend bus routes, more passenger capacity at peak times, better reliability). • Resources should go into improving public transport instead of speed limits. • Need more/better access to public transport. • Public transport is too slow/expensive/inconvenient/infrequent. • 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. • 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. • Build better public transport links with a reasonable frequency of buses/trains/trams (one bus an hour isn't enough). • Stop building developments/malls on the outskirts with big carparks, this promotes car use not public transport use. • AT needs to be concentrating more on developing public transport systems to get more people off the roads and reduce congestion. • 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? • Advocate for people to use public transport if they cannot go the speed limit and extend the routes of buses etc to more rural areas. • Bus stops are often put in bad places that cause congestion and are dangerous.
<p>Physical improvements suggested <i>Mentions: 8</i></p>	<ul style="list-style-type: none"> • 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. • Review traffic light phasing to improve traffic flow. • 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. • Residential roads with high crash rates should have reduced speeds or more yellow lines to prevent parked cars causing blind corners. • Fix parking and bike lane access/focus on superior construction of safe zones/barriers for cycleways and footpaths. • Roads need to be made wider to accommodate modern/bigger vehicles. • Need more centre barriers to separate traffic.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Feeder roads need to be widened to allow better traffic flow. • Install light-controlled crossings (instead of lowering speed limits) if the concern is pedestrian safety. • Change off-street parking regulations to clear cars from parking along streets, both sides, and therefore improve road safety through clearer roads. • The better way to reduce accidents is to improve the road and remove roadside obstructions (overgrown trees, narrow bridges, blind bends, potholes). • Rural roads need to be better maintained, and for passing lanes to be installed. • Improve visibility around crossings and bike lanes. • Stop people parking on verges and footpaths that greatly reduce visibility of pedestrians. • 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. • Install slow vehicle bays on the roads you wish to slow down. That way people can pass safely and not put others at risk. • 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. • Safe speeds and parking are a huge issue around schools and local kindergartens. • 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. • If you want to make the road safer, install road barriers (instead of lowering speed limits). • Traffic light phasing needs to be synched better for a 30kph 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. • 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. • Invest in rail to remove the growing volumes of road haulage in New Zealand. • Need safer/more pick up zones for parents around schools. • 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. • Invest this money into red light camera and drunk driving checks. • Roads with no road markings should have these in place instead of lowering speed limits.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • 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. • 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. • 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. • AT needs to hurry up and put in the motorway bi-pass from West Gate to Waimauku. • 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. • 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. • 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. • 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. • 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. • Expenditure should be focused on accident black spots such as the Royal Oak roundabout which should be converted to a traffic light-controlled system. • 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. • Ban parking on the berms. • 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. • 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. • Have pedestrian crossing lights synchronise with the traffic lights so that the green zone traffic will not be interrupted.

Other comments and concerns

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Feedback Theme	Main points
<p>Concerns with the public engagement, and/or that AT won't listen to feedback</p> <p><i>Mentions: 11</i></p>	<ul style="list-style-type: none"> Expect Auckland Council/AT will not listen to or do what people want anyway. AT acts arbitrarily and does not take taxpayers feedback into account. I disagree with your strategy of sending out pamphlets asking for feedback with three days to respond and no direct link provided. 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. 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. 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. I can't see what changes you are making on the map in this website. Re Takapuna Town Centre: The brochure refers wrongly to Devonport, but the map is correct. Online form doesn't have the correct roads in Henderson suburb. 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. Because there is not enough consultation on the changes. Ask the people instead of assuming you have got it right. 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. There are too many roads to review at one time to provide an opinion on the whole safe speeds programme. AT has no accountability - previous concerns/requests to AT have been brushed off with no explanation. Materials are inconsistent and contradict themselves - traffic lights vs roundabout for safety, for example. What is there to consult on when you have a Vision Zero policy, just do it. Don't put your junk mail pamphlets in a letter box marked 'No Junk Mail'. 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.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • 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. • Spend less money on reducing speeds and this consultation - invest in making the roads themselves safer instead (maintenance). • 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. • 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. • It is patronizing to even suggest that you want feedback if you are blatantly ignoring the rights of law-abiding drivers. • Online survey is very hard to find. • QR code links to a wrong URL. • Some sections of the roads mentioned don't appear to exist. • 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? • Concerned most people are not able to have their say due to their personal circumstances. • 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. • Note your map shows Hibiscus Drive incorrectly named as Eaves Bush Parade. • 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.
<p>Zero deaths by 2050 is unrealistic/ impossible</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Zero deaths is a fantasy - there will always be deaths if there are cars and roads. • The goal of no deaths or serious injuries is unrealistic. • The only way to achieve zero vehicle incidents is by removing all vehicles, and that is just not acceptable. • You may as well ban cars buses and bikes completely if your aim is zero deaths. • The only way we will see zero crashes is if all cars are autonomous and communicating to each other. • So long as there are people, there will never be zero deaths. • The 'zero deaths' goal is pie-in-the-sky ideology that is underpinning extreme and impractical changes and proposals, like this one.
<p>Suggestions for licensing/law changes</p> <p><i>Mentions: 12</i></p>	<ul style="list-style-type: none"> • Licensing in NZ: all drivers should re-sit their licence every 5/10/15 years – there should be an ongoing review of driving ability. • Make licenses harder to get with a heavier focus on driver training.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • The age of 16 is too low to expect a child to handle a vehicle: the driver age is too low and too easy. • Lower speed limits do not make people drive safer - introduce a Hazard Awareness course as part of the driving test (for example). • Make the defensive driving course compulsory (not rewarding with lessened Restricted time) • Drivers should need to log 'x' hours with an instructor before receiving your licence. • 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. • 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. • Make getting a full driver license compulsory after certain amount of time. • 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. • Make road usage and driving mandatory in schools. • 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. • 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). • Double fines for those speeding in a school zone. • Increase fines/punishment/penalties for crossing the centreline/driving on the wrong side of the road/dangerous driving/. • Restrict the performance of cars for new drivers for at least the first year of holding a full driver's license. • Ban undertaking on all roads. • Fines for drivers sitting in outside/overtaking lane. • 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. • 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. • Speed limit changes won't change behaviour unless speed camera fines increase drastically to make people take them seriously. • Parking distance before and after speed humps must be increased and if they are not respected then the car owners need to be penalized.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • 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. • 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.
<p>Other comments</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • Road network has not been improved despite petrol surcharge. • The state of the roads needs huge investment which our regional fuel tax should be going to. • Make new/near-new cars more affordable/available to raise the average safety of all cars on the road. • To maintain this programme would be to commit significant police resource that is instead needed to do real policing, and crime prevention. • 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. • 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. • 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. • 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. • 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. • 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. • 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. • 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. • Your 'Death/injury percentages' chart is contentious, with are other studies giving evidence to the contrary. Your policy is decidedly anti-private vehicle with the purpose to drive the public onto busses. This policy has been politicised. • What is the cost of implementing this programme? At a time when the cost of living is skyrocketing, and rates are increasing. • Perhaps AT should focus on some of the dangerous driving of their bus drivers. • 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. • 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?

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Modern vehicles have cruise control and active safety systems which only work above 40kph. • 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. • 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. • Remove the filter lights on feeder roads to the motorway that simply add to the already growing frustration of drivers. • 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. • Consider congestion charge zones to reduce commuters from outside the central city suburbs from driving into these suburbs with exemptions for residents. • 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. • 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. • 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. • Many of these roads do not fit within the "self-explaining roads" that comprise the majority of changes. • Are the changes likely to slow down the bus routes? Will there be changes to routes to accommodate changes? • 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. • Need to reduce amount of foliage at intersections that obstruct visibility and consider this in future planning for planting. • More emphasis needs to be put on drug and alcohol testing, more rigorous policing of seat belt use and cell phone usage. • Visual pollution on every bend in the road (e.g. signage) is very obnoxious. • Where speed limit review is on an unmarked road, markings should be added first before speed limit is dropped. • Instant disqualification for 20kph (instead of 40kph) over limit and instant fine for running a stop sign would help reduce incentives to speed. • 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. • 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? • Submitter's manual car struggled to maintain 30kph - it put too much strain on the motor.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • 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 • The public need to see the evidence justifying these changes, the cost of this list and consultation, and the hundreds of thousands to implement. • Will the names of councillors supporting these changes be published so I know who is responsible for this? • 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. • The current trend to move to bikes (electric or not)/electric scooters and other powered transportation, the majority can and easily exceed 30kph - will they be policed in the same manner as a car? • I propose the speed limit on the Harbour Bridge be reduced to 50kph 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. • 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. • Get rid of the trucks clogging our highways and byways/trucks should have a 90kph limit. • All main Highways should be tolled as it is often overseas - users to pay. • 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. • As a motorcycle license assessor, because of the frequent speed changes, I must change my NZTA Authorised Assessment Routes every year. • 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. • The law needs to be revised to ban private cars exceeding 110kph to be imported, or to have them modified to limit their speed to 110kph (of course, except special vehicles like police cars). Their overall weight also needs to be reduced. • 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. • 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". • Need to include some of the roads that AT intends or is currently sealing as part of the seal extension programme.



Safe Speeds Programme

Public feedback on proposed speed limit changes March/April 2022

Feedback related to Upper Harbour Local Board area



Contents

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

During March and April 2022, 247 people from within the Upper Harbour Local Board area submitted on the Safe Speeds Programme - proposed speed limit changes through an online form.

Additional submissions were received via pin drops on an online interactive map, email submissions and written submissions. Submitters were able to provide feedback on one or more roads within their submission, plus provide supporting information or commentary. The number of individual comments is greater than the number of submitters, as many submitters commented on more than one road. The online map and written submissions are in addition to those completed via online form, as submitters were not required to give a Local Board when using these methods.



Part B – Feedback on roads within the local board area proposed for speed limit changes

In the first part of the feedback form, respondents were asked to choose a road (and a part of the road) to provide feedback on. They were also asked what they thought of the proposed speed limit changes for that section. Specifically, they were asked:

- What do you think of the proposed speed limit change for this road? (*tick-box answers*)
- Why do you feel this way? (*open-ended answers*)

This section outlines:

- The sentiment expressed by respondents towards the proposed speed limit changes for each road within the Upper Harbour Local Board area ('What do you think of the proposed speed limit change for this road?')
- A summary of the open-ended feedback received for each road within the Upper Harbour Local Board area ('Why do you feel this way?').

Please note:

- Some submitters expressed sentiment for roads with multiple 'parts' but did not specify the section of the road they were referring to. Where it was not apparent which 'part' of the road the submitter meant, or their feedback related to the full road, their sentiment was added to all the road segments.
- Submitter open-ended feedback could contribute to more than one theme.

Road name	Admirals Court Drive
Part of road	Full length
Proposal	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I only support the reduced speed limit for a certain period of the day	1
I think the current speed limit on this road should be kept the same	5

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> This road is narrow with many parked cars.
Reducing speed limits will not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> A reduced speed limit will not prevent drivers from speeding - only a speed camera or traffic officer would prevent this.
Reducing speed limits will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Reducing the speed limit to 30kph would only infuriate residents.
The reduced speed limit is unnecessary <i>Mentions: 5</i>	<ul style="list-style-type: none"> This road is not near either school in the area so changing the limit from 50kph is unnecessary. A reduced speed limit will not prevent drivers from speeding - only a speed camera or traffic officer would prevent this. People already drive to the conditions on this road. Cars park on both sides of the road, and it is not possible to exceed the 50kph speed limit, especially on corners.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Occasionally drivers speed excessively on this road, but they would do so regardless of the speed limit.

Why do you feel this way?	
Feedback Theme	Main points
Only support the reduced speed limit during school operation times <i>Mentions: 1</i>	<ul style="list-style-type: none">• Due to location and proximity of the school, speed reduction only required during school pick-up and drop-off times.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none">• Stop all the rules - we have had enough imposed upon us in the last 2 years.

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



Road name	Andersons Road
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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

Road name	Ashurst Lane
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> This road is not near a school. Reducing speed is about safety - there has been no serious accidents on this road.
The proposed speed limit reductions lack local knowledge <i>Mentions: 1</i>	<ul style="list-style-type: none"> Has someone actually driven around these streets, rather than looking at them on a map? It doesn't make sense to include Ashurst Lane with Upper Harbour Primary school, which cannot be reached by vehicle from this side of Greenhithe.

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

Road name	Bass Road
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be higher than the existing speed limit	2
I only support the reduced speed limit for a certain period of the day	4
I only support the reduced speed limit for a certain portion of the road	1
I think the current speed limit on this road should be kept the same	5
I agree with the proposed speed limit change on this road	10

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 7</i>	<ul style="list-style-type: none"> • A speed reduction will provide a safer environment for pedestrians, scooters, cyclists, and road vehicles. • Bad driver behaviour occurs around the primary school on this road - a reduced speed limit will increase safety. • This is a residential area and people shouldn't be driving fast here. • Some teachers have nearly hit children with their car causing much distress – at times and in places they did not expect children to be – hence the need for a 24/7 speed reduction. • As a local I frequently have issues with fast cars when out walking - school walks by school children will also be affected by their presence. • A speed limit with time or area constraints would be less effective as it would be disregarded more frequently. • Some drivers travel over 60kph on this road. • 30kph is an appropriate speed for this road.
The reduced speed limit is unnecessary <i>Mentions: 5</i>	<ul style="list-style-type: none"> • There is a manned crossing and a lighted intersection for children/pedestrians to use safely. • Drivers do not travel fast here because the layout of the roads and road visibility is not conducive to fast travel. • From community records we have not had one death in the North Shore area in a 50kph zone for many years. • People are aware of school children using the footpaths on Bass Road and drive accordingly.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> • Most school children have dispersed by the time cars are able to travel at the current speed limit again - so the risk factor is reduced. • Drivers do not travel fast here because of the number of children living in the area. • Motorists drive to the conditions and slow down around Albany Primary School and the rest home. • With current school traffic volumes, no-one can travel at over 10kph during congested pick-up and drop-off times when children are exposed to higher traffic risk. • At school pick-up and drop-off times, parked cars often have to wait 20 minutes to leave the street. • Reducing a speed limit of 50kph to 30kph in an urban setting will have no impact. • Lowering speed limits is an excuse for revenue gathering.
<p>The proposed speed limit reductions lack local knowledge</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • There is a manned crossing and a lighted intersection for children/pedestrians to use safely, and school traffic keeps speeds low at times that children are present. Has anyone visited this road before proposing this recommendation?
<p>Driver behaviour is causing safety risks</p> <p><i>Mentions: 5</i></p>	<ul style="list-style-type: none"> • This road is very busy before and after school, and some drivers do not adhere to the pedestrian crossing rules. • Bad driver behaviour occurs around the school endangering students - e.g. speeding, not stopping at the crossing, dropping children off on the road while stationary, and vehicles making U-turns. • Too many motorists use their phone while driving and more needs to be done about this. • As a local I frequently have issues with fast cars when out walking - school children will also be affected by this. • Some drivers travel over 60kph on this road.
<p>Only support the reduced speed limit during school operation times</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • There is a well separated footpath on this road providing safety for school children and pedestrians. • Only needs to be during school pick-up and drop-off times.
<p>Only support the reduced speed limit for a certain time of day</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • The school area speed limit should be the same as the T2 lane on Albany Highway except reduce the latter time slot to 5.00 pm. • A 24/7 reduction in speed limit is not required - suggested hours for 30kph speed limit are 7.00 am - 5.00 pm Monday to Friday. • A reduced speed limit should only apply to peak usage times - e.g. 6.30am - 9.30am - commuter traffic and school start and 2.30pm - 6.30pm school finish and commuter traffic.
<p>Other comments</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Please advise Auckland Transport: only 32% of road deaths in NZ are attributed to speed. Of those the evidence shows that the highest percentage of these deaths were by people travelling at extremely high speeds that are nowhere near the speed limit.



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

Road name	Brigham Creek Road
Part of road	between 80m west of Kauri Road and 280m west of Trig Road
Proposal	Current 80kph: Proposed 60kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be higher than the existing speed limit	1
I think the current speed limit on this road should be kept the same	7
I agree with the proposed speed limit change on this road	3
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1

What do you think of the proposed speed limit change for this road? (Pin drops on feedback map*)	No. of mentions
I think the speed limit should be lower than what is proposed	5
I think the current speed limit on this road should be kept the same	10
I agree with the proposed speed limit change on this road	8
Other	6

**These pin drop sentiments could relate to either section of this road proposed for changes. It is prohibitively time-consuming to cross-reference each location, but if there is a need for more information, please advise the road in question and we will cross-reference the locations as required.*

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 9</i>	<ul style="list-style-type: none"> • This is a rural, not an urban road - 70kph would be a better speed. • This road is unsafe, and the speed limit should be reduced even more to 50kph or lower. • 80kph is dangerous to join a 50kph zone. • Lower speed would be safer for cyclists. • Lots of accidents. • Road is unfriendly to anyone who isn't in a car.
Reducing speed limits will create safety issues <i>Mentions: 3</i>	<ul style="list-style-type: none"> • 60kph will increase safety issues due to impatient driving. • 60kph will cause congestion for drivers travelling from North Shore to west Auckland. • A reduction to 60kph here will do more harm than good.
The reduced speed limit is unnecessary <i>Mentions: 10</i>	<ul style="list-style-type: none"> • The focus should be on a specific interconnect road between SH16 and SH18 to unload this section of road. • The camber is adequate, and the seal is smooth on this road. • This road is safe, is very flat and has extremely good visibility. • The neighbouring fields, airbase and hedges make this road a low risk to pedestrians and motorists. • 60kph is too slow for this road and there is no logical reason for this speed. • The current limit is safe for this road - it should remain at 80kph. • Enough roads have been ruined in this rural area already with no-sense limits.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> • A reduced speed limit will increase travel times.
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Consider investing in driver education. • Drivers who speed cause problems here.
Generally, the road design needs upgrading/improving <i>Mentions: 3</i>	<ul style="list-style-type: none"> • This road is overused and should not be a main arterial. • The focus should be on a specific interconnect road between State Highway 16 and State Highway 18 to unload this section of road. • Consider investing in more roads. • Widen the bridge at the bottom of this hill, high accident rate.

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> This road is overused and should not be a main arterial. The focus should be on a specific interconnect road between State Highway 16 and State Highway 18 to unload this section of road. This road is unsafe, and the speed limit should be reduced even more to 50kph or lower.
Reduce the speed limit further than proposed for a section of the road <i>Mentions: 2</i>	<ul style="list-style-type: none"> Should be 50kph or lower.
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 1</i>	<ul style="list-style-type: none"> 60kph is too slow, 70kph would be better.
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> This road would benefit from a pavement overhaul. This road would benefit from a cycleway along the northern side of the road where there is ample space. Move the 50kph sign closer to the roundabout and add a second or third speed sign like on the other end of the road.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> Consider investing in trains.

AT recommended way forward

Implement safe and appropriate speed limit as proposed.

A proposed speed limit of 60 km/h was selected for this section of Brigham Creek Road due to the high infrastructure risk rating, the road has medium lane width, narrow shoulder width, curved nature and high roadside hazards. In addition, the current mean operating speed of this section of Brigham reek Road is 64 km/h which is near the proposed safe and appropriate speeds, despite the existing 80 km/h speed limit. The reduced speed limits will also reduce the potential and severity of crash risk for all road users.



Road name	Brigham Creek Road
Part of road	between 550m west of Totara Road and State Highway 16
Proposal	Current 80kph: Proposed 60kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be higher than the existing speed limit	1
I think the speed limit should be lower than what is proposed	3
I only support the reduced speed limit for a certain portion of the road	1
I think the current speed limit on this road should be kept the same	6
I agree with the proposed speed limit change on this road	6

What do you think of the proposed speed limit change for this road? (Pin drops on feedback map*)	No. of mentions
I think the speed limit should be lower than what is proposed	5
I think the current speed limit on this road should be kept the same	10
I agree with the proposed speed limit change on this road	8
Other	6

**These pin drop sentiments could relate to either section of this road proposed for changes. It is prohibitively time-consuming to cross-reference each location, but if there is a need for more information, please advise the road in question and we will cross-reference the locations as required.*

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 19</i>	<ul style="list-style-type: none"> • This road is no longer a rural road. • The nature of the decline in the road means cars take longer to stop. • The bridge on this road is too narrow and very dangerous, and the road is extremely unsafe. • Vehicles speed on this road – and cars, trucks and motorcycles speed up or do not reduce to the 50kph zone change. • Vehicles accelerate out of the roundabout heading to Whenuapai as if it's a race. • People speed on to the narrow bridge and keep speeding right up past the new subdivision. • Police sometimes monitor vehicle speeds in the area but not near this road. • With the amount of wide body trucks in the area the bridge is not safe for 2 vehicles to pass over at the same time. • Entering and exiting driveways is very unsafe on this road – some fatalities have occurred with people exiting driveways being hit by trucks. • For the past 15 years we have witnessed many accidents and some fatalities on this road. • Driving behaviour is causing property damage e.g. letterboxes. • A reduced speed would be safer for pedestrians and pets on this road. • The road is too narrow and too busy (for current speed limit). • This road is a broken section in an Auckland Transport cycle loop, and by forcing cyclists onto a narrow 80kph road between two sections of protected cycle lane is extremely dangerous. • Lower speed would be safer for cyclists. • Vehicles need to be slowed down to below 50kph, or the protected cycle lane needs to be installed along the entire length of road. • Road is unfriendly to anyone who isn't in a car.
Reducing speed limits will create safety issues <i>Mentions: 5</i>	<ul style="list-style-type: none"> • Slower speeds reduce productivity and increase road rage incidents. • Reducing the speed limit will cause more congestion. • A reduced speed limit will result in frustrated drivers. • This road is a broken section in an Auckland Transport cycle loop and forcing cyclists onto a narrow 80kph road between two sections of protected cycle lane is extremely dangerous. • A 60kph speed will cause more traffic congestion and more accidents.
The reduced speed limit is unnecessary <i>Mentions: 13</i>	<ul style="list-style-type: none"> • There are no hazards on this road, except for the bridge which is due to be replaced when the road is upgraded to 2 lanes. • The road is safe because of adequate camber and a smooth seal. • This is a long stretch of road and easy to drive according to conditions.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> The current speed limit is suitable and safe for this road. The problem is not the speed, it is the road infrastructure. I would appreciate this road going back up to a safer and more appropriate 100kph but 80kph is acceptable. 60kph is too slow here - it used to be 100kph only a few years ago. Reducing the speed limit here is a stupid idea and 60kph should never have been considered.
Driver behaviour is causing safety risks <i>Mentions: 7</i>	<ul style="list-style-type: none"> The nature of the decline in the road means cars take longer to stop. Vehicles speed on this road – and cars, trucks and motorcycles speed up or do not reduce to the 50kph zone change. Vehicles accelerate out of the roundabout heading to Whenuapai as if it's a race. People speed on to the narrow bridge and keep speeding right up past the new subdivision, even though it is a 50kph zone. Drivers who speed make it unsafe for pedestrians and pets. The speed of vehicles makes it difficult to enter and exit driveways safely, and fatalities have occurred. Trucks driving too fast cause damage to letterboxes. There have been many crashes and deaths in this area. Slower speeds reduce traffic flow and increase road rage incidents.
Generally, the road design needs upgrading/improving <i>Mentions: 4</i>	<ul style="list-style-type: none"> The only hazard on this road is a bridge due for replacement when the road is upgraded to 2 lanes. If Auckland Transport want to make this area safer, then a link road between the Northwestern motorway and the Riverhead/Westgate/Brigham Creek roundabout should be sought. This would relieve the through traffic and make Whenuapai far safer. The problem is not the speed, it is the road infrastructure - better roads is the answer. This road is a broken section in an Auckland Transport cycle loop - forcing cyclists onto a narrow 80kph road between two sections of protected cycle lane is extremely dangerous. Brigham Creek Road is the main highway between Upper Harbour Highway and all places North West. There should be a new route avoiding Whenuapai completely.
Reduce the speed limit further than proposed for a section of the road <i>Mentions: 8</i>	<ul style="list-style-type: none"> Speed changes to 50kph from the roundabout towards the airbase, so whole road should be 50kph instead of 60kph. Between Joseph McDonald Drive and State Highway 16 and that should be 50kph. The road is too narrow and too busy - the speed limit should be 50kph - in line with the speed limit near the new houses just before the Whenuapai shops. The speed limit should be reduced even more to 50kph or lower.

Why do you feel this way?	
Feedback Theme	Main points
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> Reducing the speed limit may reduce damage to the road but there should be enough money for fixing roads from rates revenue.
Other physical improvements suggested <i>Mentions: 3</i>	<ul style="list-style-type: none"> This road is a broken section in an Auckland Transport cycle loop - the road is dangerous and the protected cycle lane needs to be installed along the entire length of road. Maintain roads so that traffic flows more freely. Move the 50kph sign closer to the roundabout. Add a second or third speed sign (similar to the other end of Brigham Creek Road). The 50kph sign needs to be further away from the houses near 32A Brigham Creek Road.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> Please assess the speed and safety of the bridge on this road.

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

Road name	Bristol Road
Part of road	Full Length
Proposal	Current 80kph: Proposed 60kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be higher than the existing speed limit	1
I think the current speed limit on this road should be kept the same	1
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> • There are no footpaths in this area and many pedestrians walk around here. • Many people drive too fast in this area. • A reduced speed limit will be safer for walkers and cyclists.
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> • This is a very safe road proven by some drivers travelling on it at 120kph. • The speed limit on this road does not need to be changed. • An increased speed limit of 100kph would be helpful. • Lowering the speed limit to 60kph would be a waste of infrastructure. • Bristol Road is not going to be developed for a few years - reducing the speed limit now is a silly idea.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Many people drive too fast in this area.

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

Road name	Candlestick Place
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Cars park on the corner of Fields Parade and Candlestick Place at school drop-off and pick-up times. It is impossible for cars to safely pull in and out of Candlestick Place during school drop-off and pick-up times.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> AT has been asked in the past if yellow lines or give way intersection markings can be placed on this road.

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



Road name	Canyon Drive
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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

Road name	Crewe Close
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> This road has adequate footpaths to protect school children. There is no reason to lower the speed limit.
The proposed speed limit reductions lack local knowledge <i>Mentions: 1</i>	<ul style="list-style-type: none"> Has anyone visited this road? There is no reason to lower the speed limit.

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



Road name	Crimson Park
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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

Road name	Cuthill Close
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> This road has adequate footpaths to protect school children. There is no reason to lower the speed limit.
The proposed speed limit reductions lack local knowledge <i>Mentions: 1</i>	<ul style="list-style-type: none"> Has anyone visited this road? There is no reason to lower the speed limit.

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

Road name	Cutter Place
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> • No need to change the speed limit on this road. • Reducing speed is about safety - there has been no serious accidents on this road. • This road is nowhere near a school. • The road and parking along side is such that you can't speed here.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> • This proposal is a waste of taxpayers' money.

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



Road name	Dale Road
Part of road	between Riverlea Road and western end of Dale Road
Proposal	Current 80kph: Proposed 60kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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

Road name	Dale Road
Part of road	between 45m west of Totara Road and Riverlea Road
Proposal	Current 80kph: Proposed 50kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	2
I agree with the proposed speed limit change on this road	4

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 5</i>	<ul style="list-style-type: none"> Cars travel too fast on this road. There are ducks crossing, people on horses, and people walking on the unpaved sides of this road. New housing developments on this road mean an increase in children in the area. This is a built-up area with many families. A reduced speed limit means less risk for both pedestrians and motorists.
Reducing speed limits will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> A lower speed limit would create more trouble such as frustrated motorists.
The reduced speed limit is unnecessary <i>Mentions: 6</i>	<ul style="list-style-type: none"> There is plenty of space on the huge grass verge to be off the road. Changing the speed limit "to make it consistent with the surrounding area" has nothing to do with safety. If consistency of speed with the surrounding area were desired, 60kph would be the correct speed. The speed limit on this road does not need to be changed – this is just revenue gathering.
Driver behaviour is causing safety risks <i>Mentions: 3</i>	<ul style="list-style-type: none"> Cars travel too fast on this road. At the current speed limit ducklings are killed regularly which is distressing and distracting for drivers. Dale Road is not going to be developed for a few years - reducing the speed limit now is a silly idea.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> A better approach would be to review the speed limit on this road in 3 years' time.

AT recommended way forward

Implement safe and appropriate speed limit as proposed

Road name	Duck Creek Road
Part of road	between 50m northwest of Ryans Road and Brigham Creek Road
Proposal	Current 80kph: Proposed 60kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	3
I agree with the proposed speed limit change on this road	1
Other	1

Why do you feel this way?

Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> The reasoning behind dropping the speed limit is not accurate. The majority of drivers on this road travel within the speed limit. This road is an important connection route from Whenuapai to the motorway and should remain a safer 80kph or be increased to an even safer 100kph. 60kph is too slow for this road - no need for this change in speed limit.

AT recommended way forward

Implement safe and appropriate speed limit as proposed



Road name	Fernbank Lane
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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

Road name	Fernhill Way
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I only support the reduced speed limit for a certain period of the day	3
I think the current speed limit on this road should be kept the same	3
I agree with the proposed speed limit change on this road	4

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 4</i>	<ul style="list-style-type: none"> This road has two schools nearby. This road is close to the Albany bus station. Many drivers ignore the risks posed to pedestrians and motorists in this area. There have been multiple close calls where motorists almost collide due to cars parking on both sides of the road. Many “boy racers” speed down this road doing well over 50kph. A speed limit change may prevent cars from speeding on this road. It is a good idea for the speed limit to be 30kph on this road.
Reducing speed limits will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> If reduced speeds were implemented 24/7 this could cause traffic congestion.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> The location of this road is far enough away from the school to have minimal impact. Reducing the speed limit impacts on the entire neighbourhood - many residents do not have children at the school. Having lived in this area for 20 years, this road needs to stay at the same speed limit.
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> Many drivers ignore the risks posed to pedestrians and motorists in this area. Midnight racing occurs down this road.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> Many “boy racers” speed down this road doing well over 50kph.
Only support the proposed speed limit for outside school <i>Mentions: 1</i>	<ul style="list-style-type: none"> Speed should only be reduced on roads where schools are located (City Impact Church and Oteha Valley Primary).
Only support the proposed speed limit for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Speed reduction should be limited to any area of the road that is deemed unsafe.
Only support the reduced speed limit during school operation times <i>Mentions: 4</i>	<ul style="list-style-type: none"> This road already has speed humps, and a reduced speed should only be for a certain period of the day. Speed reduction should be during school pick-up and drop-off times. Speed should be reduced during school times only.
Need to better enforce speed limits <i>Mentions: 2</i>	<ul style="list-style-type: none"> If 50kph is not enforced how will 30kph be enforced - no point having a limit without enforcement. Changing the speed limit won't do anything if there is no monitoring or enforcement.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Suggest speed humps at the roundabout at Crimson Park to make it safer for children crossing and to deter midnight racing.
Other physical improvements suggested <i>Mentions: 3</i>	<ul style="list-style-type: none"> Illegal parking during peak times needs to be sorted. "No parking" sections on the roadside should be extended, especially on the blind bends on the hills. Reduce corner parking to one side only up on the hill to improve visibility.

AT recommended way forward

Implement safe and appropriate speed limit as proposed

Road name	Fields Parade
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I only support the reduced speed limit for a certain period of the day	2
I think the current speed limit on this road should be kept the same	1
I agree with the proposed speed limit change on this road	4

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 4</i>	<ul style="list-style-type: none"> This road is becoming busier - drivers are using it to avoid the new intersection at Oteha Valley Road and Medallion Drive. This road is now the only entrance to Oteha Valley School. Many primary school aged children walk/cycle/scooter along this road in the morning and afternoon on weekdays. The over allocation of car parking on Fields Parade makes it difficult to drive safely on this road. A reduced speed should only be for a certain period of the day and made in relation to the school. 30kph is appropriate in front of the school and would make crossing here easier for the school to manage. It is a good idea to lower the speed limit on this road.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> Having lived here for over 20 years, the current speed limit is serving its purpose. The speed humps near the school slow traffic down. 30kph is too slow to travel on a permanent basis. It doesn't make sense to adversely impact on all residents 24/7 for a speed reduction in relation to a school.
Only support the proposed speed limit for outside school <i>Mentions: 2</i>	<ul style="list-style-type: none"> A reduced speed should be made in relation to the school, only for a certain period of the day. 30kph is appropriate in front of the school and it would make crossing here easier for the school to manage.

Why do you feel this way?	
Feedback Theme	Main points
Only support the reduced speed limit for a certain time of day <i>Mentions: 2</i>	<ul style="list-style-type: none"> • A reduced speed should only be for a certain period of the day, made in relation to the school. • Road already has speed bumps, and a reduced speed should only be during school peak times.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Illegal parking during peak school times needs to be sorted.

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



Road name	George Deane Place
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	3

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none">This is not a busy road.

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



Road name	Gleanor Avenue
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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



Road name	Greenbough Lane
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none">• This road is not near a school - no need to reduce the speed limit to 30kph.• Reducing speed is about safety - there has been no serious accidents on this road.

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

Road name	Greville Road
Part of road	between Hugh Green Drive and Albany Expressway
Proposal	Current 80kph: Proposed 50kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	5
I agree with the proposed speed limit change on this road	1

What do you think of the proposed speed limit change for this road? (Pin drops on feedback map*)	No. of mentions
I think the current speed limit on this road should be kept the same	6
I agree with the proposed speed limit change on this road	4
Other	1

**These pin drop sentiments could relate to either section of this road proposed for changes. It is prohibitively time-consuming to cross-reference each location, but if there is a need for more information, please advise the road in question and we will cross-reference the locations as required.*

AT recommended way forward
<p>Implement safe and appropriate speed limit as proposed.</p> <p>A proposed speed limit of 50 km/h was selected for this road due to the land use and road safety risk. Greville Road is urbanised and with new residential and commercial development along this section of the road. Crash history from Waka Kotahi Crash Analysis System (CAS) records ninety-nine crashes between 2016 and 2020: one serious, eleven minor and eighty-seven non-injury crashes.</p> <p>Given that the existing mean operating speed of this section of Greville Road is 46 km/h, which is close to the recommended speed limit of 50 km/h. The reduced speed limits will also reduce the potential and severity of crash risk for all road users.</p>

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 7</i>	<ul style="list-style-type: none"> • This is a busy area with many children crossing the road on their way between home and school. • This road will be used to access new walking and cycling infrastructure. • Countdown development and the new Pinehill Central project will make this road busier and will increase traffic around the area. • If the supermarket has access directly off Greville Road then the speed limit may need to change. • There are homes, businesses, a daycare and a school nearby. A reduced speed limit will be safer for residents and shoppers. • The highest speed for this road should be 50kph. • A 50kph limit is consistent with other road speeds in the area.
Reducing speed limits will not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> • The lower speed limit would be less safe.
Reducing speed limits will create safety issues <i>Mentions: 5</i>	<ul style="list-style-type: none"> • A reduced speed will likely make traffic worse. • Slowing people down on this road will create traffic congestion and frustrated drivers. • Reducing the speed on a main road will cause more problems.
The reduced speed limit is unnecessary <i>Mentions: 11</i>	<ul style="list-style-type: none"> • This road is a main arterial route from East Coast Road to the motorway, and a main feed to the business district. • This road aids in getting to various feeder off-roads. • This is a very wide, straight, high traffic use road, with no houses and minimal crashes or incidents. • This road has a low quantity of traffic entering. • There are no footpaths here - there is a major intersection for foot traffic to use if required. • There is no need to reduce the speed on this section for non-existent pedestrian use. • There are no houses on most of this road. • The new Countdown cannot be accessed from Greville Road so a lower speed will not impact here. • Lowering the speed limit will cause bad traffic congestion. • Reducing the speed on a main road will cause more problems. • Reduced/residential speeds are ok for side roads - but not for this main road. • Greville Road has always been 80kph and should remain at 80kph. • This road can safely be driven at 80kph when people drive to the conditions.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> A reduced speed limit doesn't make sense for this road. The reason for the slower and less safe speed limit is to match the surrounding area - that means this road should change to 100kph to be similar to the motorway that it connects to.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> Stop changing speed limits unnecessarily, wasting rate payer money.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> There are too many close calls with red light runners at speed in this busy area, where many children cross the road on their way between home and school.
Road name	Greville Road
Part of road	between 150m southwest of Hauraki Crescent and Hugh Green Drive
Proposal	Current 80kph: Proposed 50kph

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

What do you think of the proposed speed limit change for this road? (Pin drops on feedback map*)	No. of mentions
I think the current speed limit on this road should be kept the same	6
I agree with the proposed speed limit change on this road	4
Other	1

**These pin drop sentiments could relate to either section of this road proposed for changes. It is prohibitively time-consuming to cross-reference each location, but if there is a need for more information, please advise the road in question and we will cross-reference the locations as required.*

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 5</i>	<ul style="list-style-type: none"> • This is a busy area with many children crossing the road on their way between home and school. • This road will be used to access new walking and cycling infrastructure. • The new Pinehill Central project and Countdown development will increase traffic around the area and make this road busier. • There are homes, businesses, a daycare and a school nearby. • A reduced speed limit will be safer for residents and shoppers. • The highest speed for this road should be 50kph. • A 50kph limit is consistent with other road speeds in the area.
Reducing speed limits will create safety issues <i>Mentions: 4</i>	<ul style="list-style-type: none"> • A reduced speed limit will likely make traffic worse. • Slowing people down on this road will create traffic congestion and frustrated drivers. • Frustrations of slow-moving traffic will add to road rage and people breaking the law. • Reducing the speed on a main road will cause more problems.
The reduced speed limit is unnecessary <i>Mentions: 8</i>	<ul style="list-style-type: none"> • This is a main feed to the business district. • This long, straight road has many roads feeding off it. • This road is a main arterial route from East Coast Road to the motorway. • The new Countdown cannot be accessed from Greville Road so a lower speed limit will not impact here. • This road is well designed and well maintained. • This road has a low quantity of traffic entering. • There are no houses on most of this road. • Minimal crashes or incidents occur here. • A reduced speed will slow down traffic and cause bad traffic congestion. • Frustrations of slow-moving traffic will add to road rage and people breaking the law which will reduce safety. • Reducing the speed on a main road will cause more problems. • Reduced speeds are ok for side roads - but not for this main road. • Greville Road has always been 80kph and should remain at 80kph. • This road can safely be driven at 80kph when people drive to the conditions. • A reduced speed limit doesn't make sense for this road.

Why do you feel this way?	
Feedback Theme	Main points
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> There are too many close calls with red light runners at speed in this busy area, where many children cross the road on their way between home and school.

AT recommended way forward
<p>Implement safe and appropriate speed limit as proposed</p> <p>Greville Road is a self-explaining road as the mean operating speeds are below or near the proposed safe and appropriate speeds, despite the existing 80 km/h speed limit. In addition, there is a number of residential and commercial development along this section of the road. The reduced speed limits will also reduce the potential and severity of crash risk for all road users.</p>

Road name	Harkin Close
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> This road has adequate footpaths to protect school children. There is no reason to lower the speed limit.
The proposed speed limit reductions lack local knowledge <i>Mentions: 1</i>	<ul style="list-style-type: none"> Has anyone visited this road? There is no reason to lower the speed limit.

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



Road name	Henry Partington Place
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none">This is a quiet residential lane where many children play - a reduced speed limit will be safer.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none">This is not a busy road.

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



Road name	Hooten Place
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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

Road name	Horizon View Road
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I only support the reduced speed limit for a certain period of the day	1
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> There should be a reduced speed on this road for a certain period of the day.
Only support the reduced speed limit during school operation times <i>Mentions: 1</i>	<ul style="list-style-type: none"> A reduced speed should only be during school peak times.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Illegal parking during peak school times needs to be sorted.

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

Road name	Huntington Park Drive
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I only support the reduced speed limit for a certain period of the day	1
I think the current speed limit on this road should be kept the same	3
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> • There is a children's playground at the end of this road. • Many children who live on this road walk to the nearby Upper Harbour Primary school.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Reducing speed is about safety - there has been no serious accidents on this road. • This road is not near the school.
Only support the reduced speed limit for a certain time of day <i>Mentions: 1</i>	<ul style="list-style-type: none"> • There is no point in a reduced speed limit 24/7 on this road.

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



Road name	John Jennings Drive
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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

Road name	Kauri Road
Part of road	between 80m north of Brigham Creek Road and 100m south of Kingsway Road
Proposal	Current 70kph: Proposed 60kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> The population of Herald Island and Whenuapai has increased. This road has several bends, numerous blind corners, lots of driveways, and no shoulder or footpath. Oncoming cars in the middle of the road have to avoid pedestrians, joggers and cyclists - all regular users of this road. The road is a shared resource, and the speed limit should be 30kph similar to other shared roads - until a footpath is installed. The speed limit is far too high - it should definitely be no more than 60kph.
Reducing speed limits will not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> This road is a relatively narrow 2 lane road with drains on each side - reducing the speed limit will not alter the danger to pedestrians, cyclists or anything that is not a motor vehicle.
The reduced speed limit is unnecessary <i>Mentions: 7</i>	<ul style="list-style-type: none"> This road needs infrastructure, and until footpaths and cycle lanes are installed, a change to the speed limit is irrelevant. This is the only portion of 'main' road in Whenuapai without any separation between vehicles and everything else. Simply reducing the speed limit is avoiding the issues of poor planning by Auckland Transport and lack of infrastructure. Reducing the speed limit on this relatively narrow 2 lane road which has drains on each side will not alter the danger to anything other than motor vehicles. The majority of drivers travel at the speed limit (or faster) and have been doing so for many years. Reducing the speed limit won't fix anything.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> The speed limit on this road is safe and it does not need to be changed. If general road upkeep was better, it would encourage the few people who travel under the speed limit to actually go the speed limit - e.g. Auckland transport buses.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Some Auckland transport buses travel under the speed limit.
The low quality of the road is creating safety risks/needs fixing <i>Mentions: 2</i>	<ul style="list-style-type: none"> Instead of continuing to reduce speed limits, improve the condition of the road. If general road upkeep was better, it would encourage the few people who travel under the speed limit to actually go the speed limit - e.g. Auckland transport buses.
Generally, road design needs upgrading/improving <i>Mentions: 2</i>	<ul style="list-style-type: none"> The issue with Kauri Road is not the speed limit but poor planning and the lack of infrastructure. The issue on Kauri Road is not speed, it is the fact that this is the only portion of 'main' road in Whenuapai without any separation between vehicles and everything else.
Other physical improvements suggested <i>Mentions: 6</i>	<ul style="list-style-type: none"> There is no verge or shoulder for bikes to safely ride or pull over onto which is very dangerous - this road needs cycleways. Install footpaths for the pedestrians, joggers and cyclists who use this road - (provision was made for these in the new district plan).
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> he issues of poor planning and a lack of infrastructure have been raised for years by residents, and our rates have increased but still no improvements - what are our rates paying for? Auckland Transport is going through the motions of receiving feedback - I would like to be proven wrong but I don't have faith that feedback will be taken seriously.

AT recommended way forward

Implement safe and appropriate speed limit as proposed



Road name	Kennedys Road
Part of road	Full Length
Proposal	Current 80kph: Proposed 60kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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

Road name	Kinleith Way
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 5</i>	<ul style="list-style-type: none"> • There are adequate footpaths on this road for pedestrians including children. • Few children cross this road or are on this road for the whole day. • Most residents drive to the conditions on this road. • People are aware of school children using the footpaths in Kinleith Way and drive accordingly. • Traffic cannot travel fast along this road due to school traffic congestion in the morning and afternoon. • Drivers do not travel fast here because the layout of the roads and road visibility is not conducive to fast travel. • Drivers do not travel fast here because of the number of children living in the area. • Residents are sensible enough to drive to the conditions without being forced to travel at 30kph 24/7. • The school zone is appropriate here and a 24/7 speed reduction is unnecessary. • 30kph is too low and 50kph is fine for this road.

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



Road name	Kunzea Place
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none">Reducing the speed limit will only affect the productivity of residents.

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

Road name	Kyle Road
Part of road	between Wicklam Lane and the southern end of Kyle Road
Proposal	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I only support the reduced speed limit for a certain period of the day	5
I only support the reduced speed limit for a certain portion of the road	2
I think the current speed limit on this road should be kept the same	22
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Reducing speed limits will not reduce safety issues <i>Mentions: 3</i>	<ul style="list-style-type: none"> • "Boy racers" perform donuts at the intersection of Orwell and Kyle Roads - a speed reduction won't change their behaviour. • Many cars speed up and down this road at over the current speed limit - and changing the speed limit won't change that behaviour. • Some people will take no notice of a reduced speed limit.
Reducing speed limits will create safety issues <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Reducing the speed limit 24/7 will only cause people to get frustrated and perhaps drive irrationally. • Lowering the speed limit will cause driver inattention. • Some people will take no notice of a reduced speed limit. • A reduced speed limit may result in tailgating.
The reduced speed limit is unnecessary <i>Mentions: 23</i>	<ul style="list-style-type: none"> • This is a main connecting access thoroughfare road - the only road in and out of the area. • There is no footpath on part of this road, so pedestrians are not using it. • This road has wide berms and footpaths for any school children and pedestrians. • The road has been upgraded and made wider, so it is safer to drive on. • This road is straight, is well built, is in good condition, and has good visibility. • For the extension starting at the corner of Pitoitoi Avenue and Huntington Park Drive: there are few accidents on this wide and largely straight road.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> • How many people have been run over on this road or others around Greenhithe? • Reducing speed is about safety - in 10 years of living in this area there haven't been any serious accidents on this road to warrant the reduction in speed limit. • There is no direct vehicle access to the school from here - the nearest school is a walkway and bridge walk away. • The school zone for certain hours makes sense but this length of road is nowhere near the school. • Apart from school pick-up and drop-off times there is not a high volume of traffic here. • As a local who has walked this area during school hours for years - none of the side roads have speeding issues. • People drive slowly and to the conditions on this road. • We can't change the speed limits because of the 1 percent who don't obey the current rules. • Only a handful of people would obey a reduced speed limit of 30kph. • A reduced limit will cause frustration as some people would show no regard to it - the same way that roadworks speed limits are disregarded and cars tailgate. • Maybe more policing of current limits is required. • Lowering the speed limit is a bad planning idea. • As a cyclist, cars going pass at the current speed limit of 50kph is fine. • 50kph is a good limit for this section of road - no need to change it. • 50kph is slow enough for any road in any district. • Most people can run at 30kph which is far too slow to drive at. • 30kph is unnecessarily slow for this road. • Changing nearly all of Greenhithe to 30kph 24/7 makes no sense and is not necessary. • The government is not lowering speed limits to make the road safer but as an excuse to generate revenue by using traffic officers and random speed cameras to fine people - this should not go through. • Upper harbour primary doesn't connect to Greenhithe via a road. It looks close but Kyle Rd doesn't connect. This shouldn't be a permanent change.
Driver behaviour is causing safety risks <i>Mentions: 4</i>	<ul style="list-style-type: none"> • "Boy racers" perform donuts at the intersection of Orwell and Kyle Roads - a speed reduction won't change their behaviour. • Many cars speed up and down this road. • Many "serial speeders" use this road during school hours. • My main concern is drivers not paying attention - such as being on their phones etc.

Why do you feel this way?	
Feedback Theme	Main points
Generally, road design needs upgrading/improving <i>Mentions: 2</i>	<ul style="list-style-type: none"> • A cycleway along this road would be good. • An improvement for Upper Harbour Primary School would be to complete Kyle Road from Greenhithe to Schnapper Rock Road.
Only support the reduced speed limit during school operation times <i>Mentions: 6</i>	<ul style="list-style-type: none"> • This part of the road is very hilly - support a 30kph limit outside the school only during school pick-up and drop-off times. • The topography of this road including Kyle Road East being a dead-end street means that speed is rarely an issue here. • No need to adjust the speed limit on Kyle Road West where there is no direct vehicle access to the Upper Harbour Primary school.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Maybe more policing of current limits is required.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> • There needs to be a pedestrian crossing at the Upper Harbour Primary School.
Other comments <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Can you please publish the number of deaths and serious injury on this road caused by speed? • Changing the speed limit 24/7 is overkill.

AT recommended way forward

Although Kyle Road is the only road in and out of the area, this section of Kyle Road is residential in nature and carries a relatively low volume of vehicles per day. It does not function as an Arterial type road and 30km/h is considered the safe and appropriate speed. Recommendation is to implement the safe and appropriate speed limit as proposed.



Road name	Lagonda Rise
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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



Road name	Lavender Garden Lane
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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

Road name	Lemon Grove Lane
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1
I agree with the proposed speed limit change on this road	4

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> This road has limited space. This road has a very narrow and sharp bend halfway up which is a risk for vehicles meeting head on. People park where they shouldn't on this road and it is often one-way/one lane only. Children often play on this road. A speed reduction to 30kph would be safer. 30kph may even be too fast for this road.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Reducing speed is about safety - there has been no serious accidents on this road.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Paint a yellow 'no parking' line on and near the bend in this road.

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



Road name	Lismore Way
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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



Road name	Louvain Place
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none">Reducing speed is about safety - there has been no serious accidents on this road.

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



Road name	Mahoney Drive
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none">• Parents waiting to collect school children do not park here.• This cul-de-sac does not have access to facilities.

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



Road name	Maidstone Place
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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



Road name	Mamari Road
Part of road	between 225m south of Brigham Creek Road and Spedding Road
Proposal	Current 80kph: Proposed 40kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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



Road name	Marbella Crescent
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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



Road name	Margaret Henry Crescent
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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

Road name	Mary Forgham Drive
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Children who walk to school in this area use the footpath, not the road, and are separated from traffic. • I do not know of any crashes or of any pedestrian been injured here because of a car. • The current speed limit of 50kph is adequate for this road.

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



Road name	Maryann Place
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none">Reducing speed is about safety - there has been no serious accidents on this road.

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



Road name	Masons Road
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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



Road name	May Potter Close
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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



Road name	Mckean Road
Part of road	Full Length
Proposal	Current 80kph: Proposed 60kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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

Road name	Medallion Drive
Part of road	between Oteha Valley Road and Kerekin Drive
Proposal	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I only support the reduced speed limit for a certain period of the day	1
I think the current speed limit on this road should be kept the same	4
I agree with the proposed speed limit change on this road	6

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 5</i>	<ul style="list-style-type: none"> This road is near a school and a reserve. School children and other pedestrians use this road. Many cars park on this road. Vehicles, including "boy racers", speed on this road. A reduced speed limit would be safer for pedestrians and cyclists. It is not good that people treat this neighbourhood like a motorway. It is inappropriate to drive 50kph on this road.
Reducing speed limits will not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> The reduced speed limit does nothing to physically reduce the speed of vehicles.
Reducing speed limits will create safety issues <i>Mentions: 5</i>	<ul style="list-style-type: none"> A 30kph limit implemented 24/7 will create increased traffic congestion especially during rush hour traffic. Reducing the speed limit on the entire road 24/7 will cause frustration for drivers especially outside of school hours and on weekends and holidays. The speed bumps on Oteha Valley Road already cause morning traffic jams and lowering Medallion Drive to 30kph will add to road congestion.
The reduced speed limit is unnecessary <i>Mentions: 5</i>	<ul style="list-style-type: none"> Medallion Drive is the only bypass of Oteha Valley Road to Albany Shopping Centre – it is a through road and an alternative route south in peak times. There is a new connection from Lonely Track Road about to open.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> This road has been used for many years without serious incident. A reduced speed limit will create more congestion and driver frustration on an already busy road - especially during rush hour. Reducing the speed limit on the entire road permanently will cause frustration especially out of school hours and on weekends and holidays. The speed humps on this road slow traffic down. 30kph is too low and an unrealistic speed to travel on a permanent basis. As a regular cyclist and driver, 50kph is a suitable speed limit for this road. Lowering the speed limit is nothing more than an opportunity to gather revenue.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> The speed bumps on Oteha Valley Road already cause morning traffic jams and lowering Medallion Drive to 30kph will add to this congestion. A speed reduction will delay early morning commuters getting to work and to the buses.
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> Vehicles including "boy racers" speed on this road.
Only support the reduced speed limit during school operation times <i>Mentions: 2</i>	<ul style="list-style-type: none"> Speed should only be reduced during school pick-up and drop-off times. No change out of school hours and weekends and holidays.
Only support the proposed speed limit for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> 30kph from Oteha Valley Rd for about 300 metres past the northern roundabout would be much better.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> If child safety around the school is a concern, speed humps are a more efficient way to slow vehicles down.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> If 50kph is not enforced how will 30kph be enforced - no point having a limit without enforcement.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> The increased travel times from a reduced speed limit will be more costly to drivers, businesses and the government in general compared to the safety benefit.



AT recommended way forward

Implement safe and appropriate speed limit as proposed



Road name	Meridian Court
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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



Road name	Miromiro Street
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none">• This is not a busy road.• This is a dead-end street and lowering the speed limit will only reduce productivity for its residents.

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



Road name	Monkton Close
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none">Reducing speed is about safety - there has been no serious accidents on this road.

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



Road name	Mural Place
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none">Reducing speed is about safety - there has been no serious accidents on this road.

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



Road name	Nimstedt Avenue
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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



Road name	Northbrook Close
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none">• This is a short cul-de-sac road and a change in speed limit is unnecessary.• Reducing speed is about safety - there has been no serious accidents on this road.

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



Road name	Northcross Drive
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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

Road name	Orwell Road
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I only support the reduced speed limit for a certain portion of the road	1
I think the current speed limit on this road should be kept the same	23
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Orwell Road is a problem road and should have the speed limit reduced.
Reducing speed limits will not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> "Boy racers" perform donuts at the intersection of Orwell and Kyle Roads - a speed reduction won't change their behaviour.
Reducing speed limits will not reduce safety issues <i>Mentions: 3</i>	<ul style="list-style-type: none"> 30kph on this road will only infuriate people into risky overtaking. Lowering the speed to 30kph would create congestion especially during busy times. Cyclists may exceed the proposed 30kph limit going down Orwell Road and if braking to maintain the speed limit will lose momentum to get up Kyle Road (and vice versa).
The reduced speed limit is unnecessary <i>Mentions: 25</i>	<ul style="list-style-type: none"> Orwell Road is a thoroughfare and a main arterial road into this part of Greenhithe. This road is wide and straight. This road has few parked cars, there are no bus routes on it, and it has good footpaths. There are no schools near this road - Upper Harbour Primary school is over 1km away. Children from the school do not walk along Orwell Road. Children do not play on the road because it is too busy.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> • This road does not see a lot of foot traffic. • Reducing speed is about safety - there has been no serious accidents on this road. • Orwell Road from the top of Greenhithe Road down to Admirals Court Drive should remain at 50kph as it is a wide, downhill, straight piece of road with excellent visibility up to this point. • There is absolutely no reason to reduce the speed limit on this road – it would be a waste of time. • This road is safe to drive at 50kph. • 30kph is too slow for this road. • A speed reduction on this road will just result in revenue gathering.
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> • "Boy racers" perform donuts at the intersection of Orwell and Kyle Roads. • Many "serial speeders" use this road during school hours.
Only support the proposed speed limit for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Orwell Road from the top of Greenhithe Road down to Admirals Court Drive should remain at 50kph and the rest of the road should be lowered to 30kph. • 30kph for the whole of this road does not make sense.
The reduced speed limit is unsuitable for this road <i>Mentions: 5</i>	<ul style="list-style-type: none"> • This road is a thoroughfare and a main arterial road - it should remain at 50kph.
Other comments <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Changing the speed limit 24/7 is overkill. • Any speed reduction on this road is just revenue gathering.

AT recommended way forward

Orwell Road is residential in nature and carries a relatively low volume of vehicles per day. It does not function as an Arterial type road and 30km/h is considered the safe and appropriate speed. Recommendation is to implement the safe and appropriate speed limit as proposed.



Road name	Pannill Place
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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

Road name	Pitoittoi Avenue
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> The speed limit should be 40kph at school pick-up and drop-off times.
Reducing speed limits will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> A reduced speed limit of 30kph 24/7 will lead to driver frustration and poorer driving habits.
The reduced speed limit is unnecessary <i>Mentions: 6</i>	<ul style="list-style-type: none"> There is no direct connection between Pitoittoi Avenue and Upper Harbour school because Kyle Road is not connected. Pitoittoi Avenue is not near Greenhithe school. Reducing speed is about safety - in 10 years of living in this area there haven't been any serious accidents on this road to warrant the reduction in speed limit. Two roundabouts on the road, as well as parked cars on either side narrowing the road, already slow drivers down. The low volume of traffic on this road does not warrant a speed reduction. Drivers rarely travel over 50kph and speeding here would be difficult. It is unnecessary for a permanent speed reduction when school children will only be affected in the morning and the afternoon.
Only support the reduced speed limit during school operation times <i>Mentions: 1</i>	<ul style="list-style-type: none"> The speed limit should be 40kph at school pick-up and drop-off times.



AT recommended way forward

Implement safe and appropriate road speed limit as proposed



Road name	Ponderosa Drive
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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



Road name	Rata Road
Part of road	between Kingsway Road and Kauri Road
Proposal	Current 70kph: Proposed 40kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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



Road name	Ravine Lane
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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

Road name	Riverlea Road
Part of road	Full Length
Proposal	Current 80kph: Proposed 60kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Cars go too fast around the Riverlea loop.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Riverlea Road is not going to be developed for a few years - reducing the speed limit now is a silly idea.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Cars go too fast around the Riverlea loop.

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

Road name	Roanoke Way
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I only support the reduced speed limit for a certain period of the day	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> The speed around Albany Primary School should be lowered.
Only support the reduced speed limit during school operation times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Only support the reduced speed limit during school pick-up and drop-off times.

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



Road name	Rope Road
Part of road	Full Length
Proposal	Current 80kph: Proposed 60kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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

Road name	Sample Road
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be higher than the existing speed limit	1

Why do you feel this way?	
Feedback Theme	Main points
Reducing speed limits will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> A reduced speed limit will annoy people and make them drive faster.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> People just need to drive more safely. More training is required for those who drive vehicles. The speed limit for this road needs to be higher than it is currently.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> People just need to drive more safely. More training is required for those who drive vehicles.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> We need good speed limits in general - 80kph needs to be 100kph or 110kph and town needs to be 60kph and schools 20kph or 40kph and motorways 110kph to 120kph.

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



Road name	Samuel Cross Place
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none">Reducing speed is about safety - there has been no serious accidents on this road.

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



Road name	Sohlue Place
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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



Road name	Sonoma Crescent
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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



Road name	Spedding Road (Whenuapai)
Part of road	between Mamari Road and end of the road
Proposal	Current 80kph: Proposed 60kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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



Road name	Spedding Road (Whenuapai)
Part of road	between Trig Road and Mamari Road
Proposal	Current 80kph: Proposed 60kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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



Road name	Steamer Place
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none">Reducing speed is about safety - there has been no serious accidents on this road.

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



Road name	Summerfield Lane
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none">The current speed limit on this road has no major impact on others.

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



Road name	Sunnydale Place
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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



Road name	Sunvista Avenue
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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

Road name	Te Wharau Drive
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	4
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> This road often has cars parked on both sides. 50kph is too fast for this narrow road. 30kph would be too slow and as there are no schools nearby - suggest 40kph.
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> Reducing speed is about safety - there has been no serious accidents on this road. This road is nowhere near a school. 30kph is too slow for this road and is just revenue gathering.

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

Road name	The Avenue
Part of road	between Paremoremo Road and 200m east of Paremoremo Road
Proposal	Current 80kph: Proposed 50kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1
I agree with the proposed speed limit change on this road	6

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 6</i>	<ul style="list-style-type: none"> • Will increase safety for people exiting driveways and Hobson Road. • Extending the 50kph speed limit to further down the Paremoremo Road is logical. • Multiple incidents and near misses occur daily on the corner of this road. • The current speed of 80kph around a blind corner with driveways and an intersection is too high. • A lot of speeding occurs in this area and 50kph would be much safer.
Reducing speed limits will not reduce safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Changing the speed limit does not change the ability of stupid drivers. • People will not stop driving dangerously because of a speed limit reduction.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Changing the speed limit does not change the ability of stupid drivers. • People will not stop driving dangerously because of a speed limit reduction. • This area is not heavily populated.
Driver behaviour is causing safety risks <i>Mentions: 3</i>	<ul style="list-style-type: none"> • A lot of speeding occurs in this area – often speeding up well before the 80kph sign in anticipation. • Slowing to turn right onto Hobson Road is dangerous as cars behind speed up. • Some cars travelling at speed use the turn right lane to negotiate the corner. • It is dangerous to exit and enter driveways on this road. • It is dangerous to cross over this road as cars going both ways do not slow down until near the bottom of the road.

Why do you feel this way?

Feedback Theme	Main points
Extend the reduced speed limit to cover more of the road <i>Mentions: 1</i>	<ul style="list-style-type: none">• 50kph zone is extended a further 100m west along Paremoremo Road to increase safety exiting driveways and Hobson Road.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed



Road name	Thomas Hamer Place
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

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

Road name	Totara Road (Whenuapai)
Part of road	between McKean Road and 275m north of McKean Road
Proposal	Current 80kph: Proposed 60kph

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

What do you think of the proposed speed limit change for this road? (Pin drops on feedback map*)	No. of mentions
I think the current speed limit on this road should be kept the same	2

**These pin drop sentiments could relate to either section of this road proposed for changes. It is prohibitively time-consuming to cross-reference each location, but if there is a need for more information, please advise the road in question and we will cross-reference the locations as required.*

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> This is a rural road which has been the same speed limit for years. This road has large trenches (in lieu of gutters) and a footpath mostly set back from the road - so the current speed limit is suitable. Improvements to infrastructure would be more effective than simply reducing speed limits. There are no crashes or accidents here - this road is safe and there is no need to reduce the speed limit. Only since the new development have people had a problem with this road.
Generally, road design needs upgrading/improving <i>Mentions: 1</i>	<ul style="list-style-type: none"> Improvements to infrastructure would be more effective than reducing speed limits.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> This section of road doesn't have any verges for riding bikes.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> I don't agree with any of the road speed limits being changed.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed

Road name	Totara Road
Part of road	between 45m north of Dale Road and McKean Road
Proposal	Current 80kph: Proposed 60kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on this road should be kept the same	1
I agree with the proposed speed limit change on this road	4

What do you think of the proposed speed limit change for this road? (Pin drops on feedback map*)	No. of mentions
I think the current speed limit on this road should be kept the same	2

**These pin drop sentiments could relate to either section of this road proposed for changes. It is prohibitively time-consuming to cross-reference each location, but if there is a need for more information, please advise the road in question and we will cross-reference the locations as required.*

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Having lived on this road for 25 years, speeding occurs all the time, especially at night with "boy racers". • The trucks and other vehicles that speed here are a hazard for pedestrians. • Speeding trucks shake houses on the roadside.

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> Drivers do not reduce from 80kph to 50kph when required.
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> This is a rural road with large trenches (in lieu of gutters) and a footpath mostly set back from the road - so the current speed limit is suitable. Improvements to infrastructure would be more effective than simply reducing speed limits. Auckland Transport have proposed to drop the speed to a limit that many vehicles already travel at - however the ONLY vehicles I see going 60kph (or less) are some buses that hold up other traffic. Someone needs to verify the validity of a common theme throughout the speed limit changes that 'current vehicles drive slower than the limit here'. This road is safe and the 80kph speed limit on this road is fine.
Driver behaviour is causing safety risks <i>Mentions: 4</i>	<ul style="list-style-type: none"> Having lived on this road for 25 years, speeding occurs all the time, especially at night with "boy racers". This road is not safe - there have been 13 crashes that I know of and one of them smashed trees and came into our front paddock. Trucks and other vehicles speed on this stretch of road. Speeding vehicles are a hazard for pedestrians. Drivers do not reduce from 80kph to 50kph when required. Some buses travel 60kph or less and hold up traffic.
Generally, road design needs upgrading/improving <i>Mentions: 1</i>	<ul style="list-style-type: none"> Improvements to infrastructure would be more effective than simply reducing speed limits.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> This section of road doesn't have any verges for riding bikes.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> Someone needs to verify the validity of a common theme throughout the speed limit changes that 'current vehicles drive slower than the limit here' - to ensure that this is correct and not just made up for the areas concerned.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed

Road name	Totara Road
Part of road	between 275m north of Mckean Road and 50m west of Karaka Road
Proposal	Current 70kph: Proposed 60kph

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

What do you think of the proposed speed limit change for this road? (Pin drops on feedback map*)	No. of mentions
I think the current speed limit on this road should be kept the same	2

**These pin drop sentiments could relate to either section of this road proposed for changes. It is prohibitively time-consuming to cross-reference each location, but if there is a need for more information, please advise the road in question and we will cross-reference the locations as required.*

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> • There are many driveways on this section of road. • A speed limit of 50kph would be consistent with the current speed limit within the rest of Whenuapai Village roading area. • It seems inconsistent to have a 60kph speed limit when within 100 metres you need to reduce to a recommended 35kph to approach a 90-degree corner. • It is safer and more logical to lower the speed limit to 50kph.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> • This is a rural road with large trenches (in lieu of gutters) and a footpath mostly set back from the road - so the current speed limit is suitable. • Improvements to infrastructure would be more effective than simply reducing speed limits. • This road is safe and there is no need to reduce the speed limit.
Generally, road design needs upgrading/improving <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Improvements to infrastructure would be more effective than simply reducing speed limits.

Why do you feel this way?	
Feedback Theme	Main points
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none">This section of road doesn't have any verges for riding bikes.

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

Road name	Trig Road
Part of road	between 50m northwest of Ryans Road and Brigham Creek Road
Proposal	Current 80kph: Proposed 60kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
I think the current speed limit on this road should be kept the same	3

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> 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) The majority of drivers on this road actually go the speed limit. No need for change. No need to change this road is more than fine 60 is far too slow for the conditions keep it the same speed please

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

Road name	Upper Harbour Drive
Part of road	between 105m east of Tauhinu Road and Albany Highway
Proposal	Current 70kph: Proposed 60kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be higher than the existing speed limit	3
I think the speed limit should be lower than what is proposed	2
I think the current speed limit on this road should be kept the same	26
I agree with the proposed speed limit change on this road	5
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 5</i>	<ul style="list-style-type: none"> • Many cars speed on this road and appear suddenly on and around the corners, making it unsafe for people and animals. • Reducing the speed limit will make it easier to join in Greenhithe Road at 50kph. • This is an important cycle route linking Hobsonville with the North Shore – as the road is shared with cyclists a lower speed limit would be preferred. • A lower speed of 60kph makes sense for this road. • Instead of the proposed 60kph the speed limit should be reduced to 50kph to improve safety for cyclists and pedestrians.
Reducing speed limits will create safety issues <i>Mentions: 4</i>	<ul style="list-style-type: none"> • This section of road was originally 80kph and lowering it to 70kph has caused frustration as slower drivers go even slower and more people tailgate and overtake dangerously. • Some drivers currently travel at 40kph on this section of road. • Reducing the speed limit to 60kph will frustrate drivers, increase the amount of overtaking, and make the road more dangerous. • Following a silly rule about 70kph and 90kph being banned will only cause more accidents.

<p>The reduced speed limit is unnecessary <i>Mentions: 27</i></p>	<ul style="list-style-type: none"> • This road was designed as a main highway and the only change since then has been the addition of cycleways. • This is a well-surfaced and well-maintained thoroughfare in good condition. • This road has clear visibility and is easy to drive – it is relatively quiet and fit for purpose. • This is a good, wide-open road with flush median strips on parts of it, a footpath on one side and cycle lanes. • There are low levels of traffic on this road during the day, traffic has good flow, and traffic volume has reduced here since Highway 18 was built. • There is no dense housing on this road. • This road rarely has accidents or incidents. • No child deaths have occurred on this road. • How many people have been run over on this road or others around Greenhithe? • The relationship between drivers and cyclists using the well-established cycle lane is highly courteous. • 40kph makes sense outside schools during peak times - this road is not near a school, and it is not a walking route to any schools. • You would struggle to do the current 70kph when coming from Upper Harbour Drive to Tauhinu Road - you have to brake on the downslope to the roundabout and on the way up the steep section from the roundabout is an effort to get to 70kph. • Leave the speed limit at 70kph which is a safe and appropriate speed for this road. • The current speed limit of 70kph has been in place for years with more traffic in previous years than today. • 70kph suits current traffic levels and minimum pedestrian use on this road. • When driving here every weekend I have never seen anyone drive faster than 70kph. • If the speed limits of 70kph and 90kph confuse motorists, then make this road a safer, more appropriate, and more efficient 80kph. • Reducing the speed limit will not change the behaviour of the occasional driver who speeds on this road . • 60kph is too slow for this road and will just result in revenue gathering. • The "zero road toll" is a silly idea.
<p>Driver behaviour is causing safety risks <i>Mentions: 5</i></p>	<ul style="list-style-type: none"> • Many cars speed on this road and appear suddenly on and around the corners, making it unsafe for people and animals. • This section of road was originally 80kph and lowering it to 70kph has caused frustration as slower drivers go even slower and more people tailgate and overtake dangerously. • Some drivers currently travel at 40kph on this section of road which causes increased overtaking. • Reducing the speed limit will not change the behaviour of the occasional driver who speeds on this road. • The road is long and winding, and at certain junctions, night "hoons" use it as a speedway and for burnouts.

<p>Generally, road design needs upgrading/improving <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Make the roadways safer for children to walk to school - provide better line of sight where children need to cross the road.
<p>The reduced speed limit is unsuitable for this road <i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • This road was designed as a main highway and the only change since then has been the addition of cycleways. • The speed limit should be increased to 80kph, not decreased to 60kph. • The speed limit should be higher than the existing 70kph. • This section of road was originally 80kph and lowering it to 70kph has caused frustration as slower drivers go even slower and more people tailgate and overtake dangerously. • This is an important cycle route linking Hobsonville with the North Shore. • Instead of the proposed 60kph the speed limit should be reduced to 50kph to improve safety for cyclists and pedestrians.
<p>The low quality of the road is creating safety risks/needs fixing <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Make sure that overhanging foliage is maintained so that cyclists do not have to swerve out of the cycle lane to avoid being hit.
<p>Proposal is a waste of money <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Instead of lowering speed limits, spend the money on making the roadways safer for children to walk to school.
<p>Other suggestions for speed limit increases <i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • The speed limit should be higher than the existing 70kph, and not lowered to 60kph. • This section of road was originally 80kph and lowering it to 70kph has caused frustration and dangerous driving. • Having driven this road for over 30 years - it used to be 100kph back when cars had no ABS or airbags - keep it at 80kph.
<p>Other suggestions for reduced vehicle speeds <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Speed humps would be useful here.
<p>Other physical improvements suggested <i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • Make the roadways safer for children to walk to school - provide better footpaths for them. • Do not put hazardous concrete in roads to "protect" cyclists and then lower the speed limit to mitigate enhanced risks. • Do not add concrete blocks to separate the cycle lane - this is dangerous as cyclists cannot then swerve to avoid road debris or overgrown foliage.
<p>Other comments <i>Mentions: 5</i></p>	<ul style="list-style-type: none"> • Take off the transit line on-peak hours - they do not work. • Stop spending money on cycling lanes which nobody uses. • Auckland Transport, please don't ignore the viewpoints of the people you are consulting with. • Don't follow the silly rule about 70kph and 90kph being banned - provide a link to proven evidence.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed .

Upper Harbour Drive is a self-explaining road as the mean operating speeds are already close to the proposed safe and appropriate speeds, despite the existing 70 km/h speed limit.

A proposed speed limit of 60 km/h was selected for Upper Harbour Drive due to a multitude of factors. These being the road has a narrow lane and very narrow shoulder width, curved nature of the road and high road-side hazards. All of these factors contribute to a high infrastructure risk. Also, Crash history from Waka Kotahi Crash Analysis System (CAS) database shows thirteen crashes in the last 5 years including one serious, six minor, and six non-injury crashes.

After considering all the above factors, the existing speed limit of 70 km/h on Upper Harbour Drive in Greenhithe, is not considered to be a safe and appropriate speed limit for this section of road. The reduced speed limits will also reduce the potential and severity of crash risk for all road users.

Road name	Vicente Place
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?

No. of mentions

NO FEEDBACK PROVIDED

Why do you feel this way?

Feedback Theme	Main points
NO FEEDBACK PROVIDED	

AT recommended way forward

Implement safe and appropriate speed limit as proposed

Road name	Vinewood Drive
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I only support the reduced speed limit for a certain period of the day	1
I think the current speed limit on this road should be kept the same	1
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> This road is part of a residential neighbourhood with dead ends and lots of school children - 30kph is a safer speed.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Most of the time speed is limited to under 50kph due to road factors such as parked cars or traffic. Most drivers are responsible and drive to the conditions.
Only support the reduced speed limit during school operation times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Reduced speed limit should be for peak hours during school pick-up and drop-off times.

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

Road name	William Gamble Drive
Part of road	Full Length
Proposal	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I only support the reduced speed limit for a certain period of the day	1
I think the current speed limit on this road should be kept the same	2

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> The school zone for certain hours keeps children safe on this road. This is not a busy road.
Only support the reduced speed limit during school operation times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Should not change the speed limit 24/7 on this dead-end road. Lower the speed limit around school pick-up and drop-off times.

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

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

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

- To prevent having lots of themes that were only mentioned once or twice we grouped suggestions into suburbs and used the 'main points' for the themes to identify the roads being mentioned.
- Some suburbs are situated within more than one local board area, as such there may be some roads in this section which are not relevant to the Upper Harbour Local Board area. It saved a significant amount of time reporting in this way.
- Submitters could see comments made by other people in different pin drops on the map. Due to this, there was occasional feedback in response to another submitter's suggestion – for example, someone suggests a lower speed limit for one road, and another states the speed limit here should not be lowered. This has resulted in occasional opposition to lower speed limits where there are no changes proposed.

Suburb

Albany

Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 5</i>	<ul style="list-style-type: none"> Oteha Valley Road - the speed limit here needs to be increased back to either 60kph or 80kph to ensure safe and efficient travel through the area. Albany Expressway - the speed limit here is too slow and should be changed to a safer and more appropriate 100kph. Albany Highway - this is an important transport route used by many. It has had serious upgrades over the last few years and it is 4 lanes for the entire length. It has enforcement cameras permanently near the school, and there is no justification for having the speed limit so slow here. Albany Mall: lower speed limits and more pedestrian crossings. Oteha Valley Road: 30kph is very slow for bigger roads, 50kph would be better. Smaller streets are good to have low speed limits.
Other physical improvements suggested <i>Mentions: 9</i>	<ul style="list-style-type: none"> Traffic at peak times is very congested - the roundabout may need lights to control the flow -similar to the Rosedale / Apollo intersection [Rosedale Road map drop cited]. Yellow lines are needed here as drivers park illegally [Rosedale Road map drop cited]. Albany Mall: lower speed limits and more pedestrian crossings. Upper Harbour Drive - would be better to put in more pedestrian crossings than reduce speed limits. Residential roads with high crash rates should have reduced speeds or more yellow lines to prevent parked cars causing blind corners (Kitiwake Drive and Schnapper Rock Road for example). New speed humps at the traffic lights on Oteha Valley Road are too high - the impact of the bump causes a lot of pain for back injuries (submitter needed more rehabilitation/physio as a result) - needs to be smoother ascending and descending the hump. Albany Highway safety issues: the cycle lane transitions up and down from the pathway which is very dangerous, and most cyclists just ride along the roadway instead; Oak trees planted in the centre median obstruct visibility and are now growing outward and impacting vehicles; tree roots will eventually cause the road to break up; multiple grass strips which require maintenance by people with line trimmers which must come at a huge cost. Speed hump in Oteha Valley Road in Albany forces traffic down to 20kph on a road originally designed for 80kph right at the traffic light-controlled intersection - can't accelerate on a green as expected, resulting in risk of nose-to-tail. Need more pedestrian crossings as well as lower speed limits around the mall.
Other roads/suggestions for reduced vehicle speeds <i>ALL SUBURB - Mentions: 2</i>	<ul style="list-style-type: none"> The speed limit on the streets surrounding the school, where parents park due to lack of space, should be lowered. There is no need to lower the speed limit on the streets surrounding Kinleith Way - most residents drive to the conditions and school traffic volumes and road layout preclude vehicles from speeding. There is no need to lower the speed limit in the streets surrounding Kinleith Way as most residents travel at a speed suitable to the conditions.



Feedback Theme	Main points
Only support the reduced speed limit during school operation times <i>ALL SUBURB - Mentions: 1</i>	<ul style="list-style-type: none">• Do not support 24/7 speed limits in Albany primary school Zone area when the school is not being attended by children.
Driver behaviour is creating safety risks <i>ALL SUBURB - Mentions: 1</i>	<ul style="list-style-type: none">• There are many motorists using their phones on Albany Highway. During one morning walk to Albany Primary School from Wentworth Park Drive, I counted more than 47 drivers using their phones. More needs to be done about this.

Suburb	Greenhithe
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Feedback Theme	Main points
<p>Other roads/suggestions for reduced vehicle speeds <i>Mentions: 10</i></p>	<ul style="list-style-type: none"> • Albany Highway is adjacent to a primary/pre-school with 500+ students - people often travel over the current 60kph limit so it should be reduced to 30kph. • Albany Highway should be reduced to 50kph. • A traffic light along the Albany Highway to Highway 18 would be helpful for crossing the road. • Greenhithe Road, from 1 Greenhithe Road through to Wainoni Heights needs to be reduced to 30kph - cars drive on this road between 50kph to over 70kph and it has a school zone area and a main shopping area and is used by pedestrians, bikes and scooters. Also cars speed along the Greenhithe Road strip from Isobel Road to Roland Road. • Greenhithe Road from Tauhinu Road to Orwell Road should have a lower speed limit as it has a school, shops, parks and crossings. • Greenhithe Road is a problem road and should have the speed limit reduced. • The speed limit on Albany Highway from the motorway to Sunset Road should be lowered to 50kph - this is no longer a semi-rural road. • Greenhithe School (specifically Greenhithe Road, Isabel Road, Sunnyview Road) need lower speed limits - cars speed off the motorway, rarely slow even for the roundabout, and exceed 50kph down a steep hill alongside a footpath with high student foot traffic. Parked cars, blind stops: many dangers for children here. • Roads around Greenhithe School - very easy to speed around here and it has been excluded from the proposal.
<p>Other physical improvements suggested <i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • The intersection at Albany Highway is difficult to navigate during rush hour and a roundabout would be useful here. • Albany Highway would benefit from having footpaths. • There are many roads in Greenhithe with no footpaths - would prefer investment in this area instead of unnecessarily lowering speed limits. • Instead fix the disastrous surface on Orwell & Kyle Road; fix the issues on Rahui Road to Traffic Road walkway that got planted over; more footpaths.
<p>Generally, road design needs upgrading/improving` <i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Albany Highway would benefit from having cycle lanes. • Turning to/from Unsworth Drive to Albany Highway is very difficult during peak hours.
<p>Other suggestions for increased speed limits <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Some roads could do with a higher speed limit. SH18 (Upper Harbour Motorway) between NorthWest and the Greenhithe bridge could well be increased from 100 kph to 110 kph.
<p>The reduced speed limit is unnecessary <i>ALL SUBURB - Mentions: 10</i></p>	<ul style="list-style-type: none"> • The current 50kph speed limit on roads surrounding Admirals Court Drive do not need to be reduced. • No Greenhithe roads should have speed reductions. • Greenhithe side roads do not have speed issues.

Feedback Theme	Main points
	<ul style="list-style-type: none"> Schools in Greenhithe have school safe zones and appropriate signage. Most of the roads proposed in the Upper Harbour Primary school zone are far away from the school – a 24/7 speed limit of 30kph is unnecessary. Unsure why a reduced speed limit is proposed on the roads near Kyle Road when they have no direct vehicle access to the school from here. A speed reduction to 30kph for multiple streets in Greenhithe is a silly idea and doesn't make sense. The speed limits in the Kyle Road area of Greenhithe are fine at 50kph. The current speed limit of 50kph is adequate for roads surrounding Mary Forgham Drive. Before changing any speed limit around Greenhithe justify it with a report of any pedestrian death or injuries in the area. Kyle Road (Schnapper Rock end): 30kph is unnecessary as there is no foot traffic from children outside of the immediate school grounds. There is already congestion caused from a school on a no exit street and this will only cause further delays.
<p>Reduced speed limit will be safer</p> <p><i>ALL SUBURB - Mentions: 4</i></p>	<ul style="list-style-type: none"> Should focus speed reductions on streets around both schools. Disappointed not to see any streets around Greenhithe School mentioned. It is easier to speed around Greenhithe than Upper Harbour due to the road layout. Only roads directly connected to the school should have speed reductions. The side roads off Orwell Road would be fine at 30kph.
<p>The proposed speed limit reductions lack local knowledge</p> <p><i>ALL SUBURB - Mentions: 1</i></p>	<ul style="list-style-type: none"> Has someone actually driven around these streets, rather than looking at them on a map? It doesn't make sense to include the streets surrounding Ashurst Lane with Upper Harbour Primary school, which cannot be reached by vehicle from this side of Greenhithe.
<p>Other suggestions for reduced vehicle speeds</p> <p><i>ALL SUBURB - Mentions: 1</i></p>	<ul style="list-style-type: none"> Speed humps on some of the main roads e.g. Kyle Road/Orwell Road, would help.
<p>Need to better enforce speed limits</p> <p><i>ALL SUBURB - Mentions: 1</i></p>	<ul style="list-style-type: none"> Regular visits from speed camera police on the key arterial roads would work better.

Suburb	Oteha
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Feedback Theme	Main points
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> East Coast Road LLA #764-#772: a pedestrian crossing by Spencer Road, where two street bays are already present. East Coast Road LLA #764-#772: lower the speed limit to 40kph around 8-9am and 2.30-3.30 for school kids. East Coast Road LLA #764-#772: install strip of pavements near the proposed crossing strips to make cars slow down, as this is a downhill road with smooth roading and people speed around the bend.
Other comments <i>Mentions: 1</i>	<ul style="list-style-type: none"> The speed humps that have been put on Oteha Valley Road have already made it a traffic jam in the mornings.
Only support the reduced speed limit during school operation times <i>ALL SUBURB - Mentions: 1</i>	<ul style="list-style-type: none"> A reduced speed limit is fine during school peak hours for all Oteha roads.

Suburb	Whenuapai
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Feedback Theme	Main points
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> • 109 Brigham Creek Road - a speed hump was recently installed here - it needs to be removed as it is a safety concern.
The reduced speed limit is unnecessary <i>ALL SUBURB - Mentions: 1</i>	<ul style="list-style-type: none"> • Enough roads have been ruined in this rural area already with no-sense limits.
Other physical improvements suggested <i>ALL SUBURB - Mentions: 4</i>	<ul style="list-style-type: none"> • Need better cycling infrastructure and footpaths around the entire area. • New developments/ higher pedestrian/traffic volumes justify lower speeds and footpaths to improve safety.



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

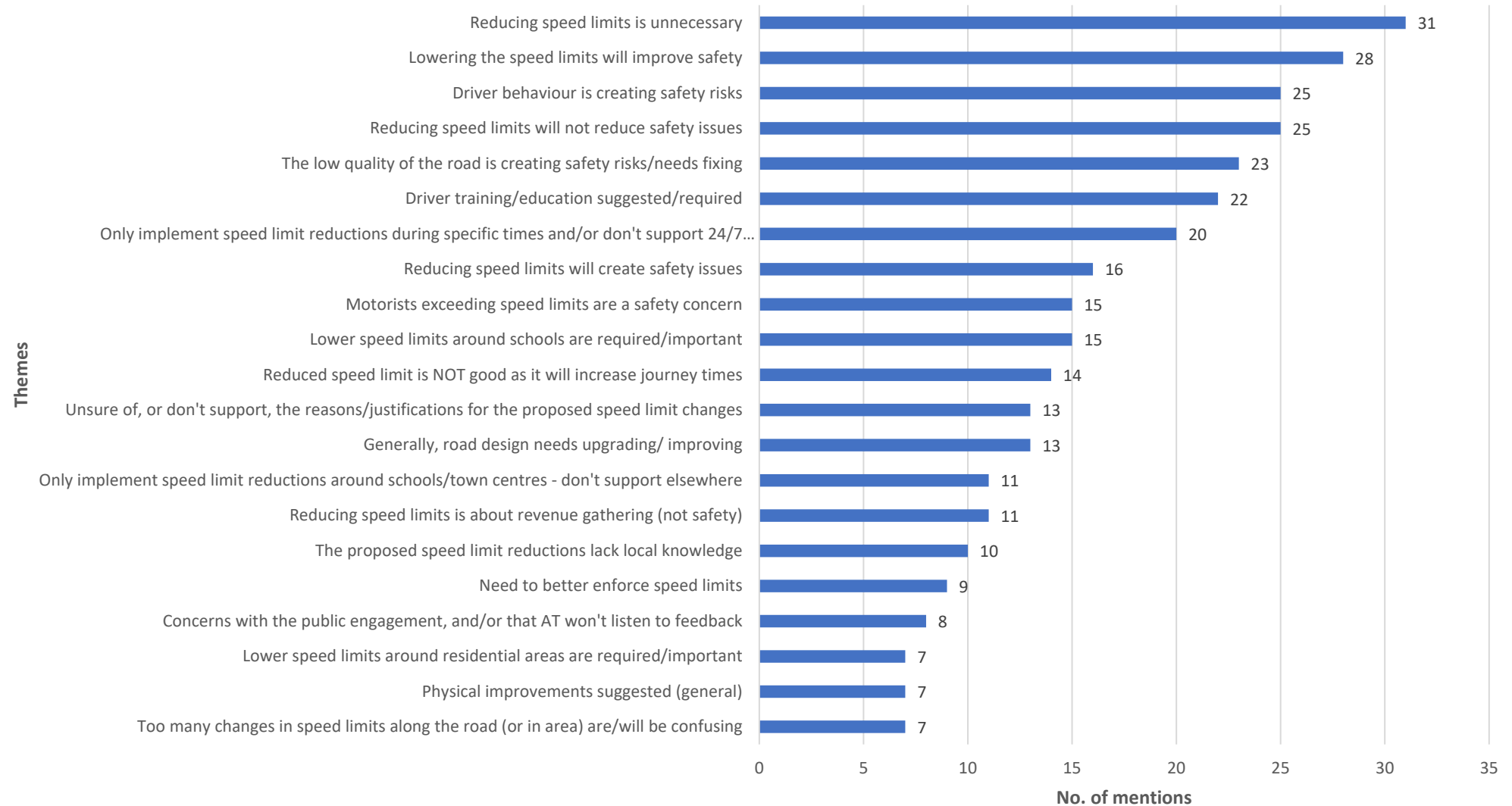
The feedback form also provided the opportunity for respondents to provide general comments on the Safe Speed Programme. Most this feedback was general in nature and could not be attributed to a particular road.

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

Please note:

- The “*Mentions*” in the themes column of the tables indicates the number of times that theme was mentioned by people from the Upper Harbour Local Board area.
- It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Upper Harbour Local Board area, just themes.

Top 21 general themes: Upper Harbour Local Board Residents



Overall sentiment towards the Safer Speeds Programme

Feedback Theme	Main points
<p>Generally, support the safe speeds programme <i>Mentions: 51</i></p>	<ul style="list-style-type: none"> • Lowering the speed limits will improve safety (25) • Driver behaviour is creating safety risks (4) • Lower speed limits around schools are required/important (3) • Lower speed limits on rural/unsealed/winding/narrow roads are required/important (3) • Lower speed limits around residential areas are required/important (3) • Lowering the speed limits will have other benefits (as well as/instead of safety) (2) • Zero deaths by 2050 is unrealistic/impossible (2) • Pedestrian, e-scooter, and/or cyclist behaviour is causing safety risks (2) • Too many changes in speed limits along the road (or in area) are/will be confusing (2) • Lowering speed limits will have a positive effect on climate change (2) • Reducing speed limits is unnecessary (1) • Motorists exceeding speed limits are a safety concern (1) • Reducing speed limits is about revenue gathering (not safety) (1) • Only implement speed limit reductions around schools/town centres (1) • Improve pedestrian infrastructure (1) • Lower speed limits around marae/other high pedestrian areas are important (1) • Do not support reducing speed limits on arterial roads, main roads and/or highways (1) • Improve cycle infrastructure (1)
<p>Generally, do NOT support the safe speeds programme <i>Mentions: 96</i></p>	<ul style="list-style-type: none"> • The low quality of the road is creating safety risks/needs fixing (20) • Reducing speed limits is unnecessary (18) • Reducing speed limits will not reduce safety issues (14) • Driver training/education suggested/required (14) • Driver behaviour is creating safety risks (12) • Generally, road design needs upgrading/improving (11)

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Reducing speed limits will create safety issues (10) • Motorists exceeding speed limits are a safety concern (9) • Reducing speed limits is about revenue gathering (not safety) (9) • Reduced speed limit is NOT good as it will increase journey times (8) • Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes (8) • Concerns with the public engagement, and/or that AT won't listen to feedback (7) • Only implement speed limit reductions during specific times and/or don't support 24/7 implementation (6) • Need to better enforce speed limits (5) • Too many changes in speed limits along the road (or in area) are/will be confusing (5) • Suggestions for licensing/ law changes (4) • Zero deaths by 2050 is unrealistic/ impossible (4) • Only implement speed limit reductions around schools/town centres (4) • Improve public transport (4) • Lower speed limits around schools are required/important (3) • The proposed speed limit reductions lack local knowledge (3) • General suggestions for speed limit increases (3) • Concerns/disagree with speed limit reduction around schools (3) • Do not support reducing speed limits on open roads, rural/country roads and/or paper roads (1) • Motorists going SLOWER than the speed limit are a safety concern (1) • Pedestrian, e-scooter, and/or cyclist behaviour is causing safety risks (1) • New speed limits need to be clearly signposted (1) • Other comments (2)
<p>I support some proposals and do NOT support other proposals in the Safe Speed Programme</p> <p><i>Mentions: 69</i></p>	<ul style="list-style-type: none"> • Only implement speed limit reductions during specific times and/or don't support 24/7 implementation (14) • Reducing speed limits is unnecessary (12) • Reducing speed limits will not reduce safety issues (11) • Driver behaviour is creating safety risks (9) • Lower speed limits around schools are required/important (9)

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Driver training/education suggested/required (8) • The proposed speed limit reductions lack local knowledge (7) • Reducing speed limits will create safety issues (6) • Reduced speed limit is NOT good as it will increase journey times (6) • Only implement speed limit reductions around schools/town centres (6) • Motorists exceeding speed limits are a safety concern (5) • Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes (5) • Do not support reducing speed limits on open roads, rural/country roads and/or paper roads (4) • Need to better enforce speed limits (4) • Lower speed limits around residential areas are required/important (4) • Lowering the speed limits will improve safety (3) • The low quality of the road is creating safety risks/needs fixing (3) • Pedestrian, e-scooter, and/or cyclist behaviour is causing safety risks (3) • Do not support reducing speed limits on arterial roads, main roads and/or highways (3) • Generally, road design needs upgrading/ improving (2) • Suggestions for licensing/ law changes (2) • Improve pedestrian infrastructure (2) • Reducing speed limits is about revenue gathering (not safety) (1) • Concerns with the public engagement, and/or that AT won't listen to feedback (1) • Lower speed limits in/around town/shopping centres are required/important (1) • Improve public transport (1) • Improve cycle infrastructure (1) • Other comments (1)

General positive comments about the Safe Speeds Programme

Note: It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Upper Harbour Local Board area, just themes.

Feedback Theme	Main points
<p>Lowering the speed limits will improve safety</p> <p><i>Mentions: 28</i></p>	<ul style="list-style-type: none"> • Lower speed limits will improve road safety and reorient public spaces to encourage walking, cycling and other forms of healthy transport. • Lower speed limits will protect cyclists, children, pedestrians, vulnerable people, horse riders on the road. • Reduced limits will force those currently speeding (and those who see 100kph as a target) to slow down. • Current speed limits in residential areas are too high to be safe. • High speeds (above current limit) contribute to more injuries and reducing speed can help. • Safer feeling community and atmosphere. • People tend to exceed the speed limit at least a little, particularly around schools and school buses: a lower limit will help. • People are driving faster and more recklessly, including main roads as well as residential streets. • New developments/increased pedestrians/traffic volumes in the area - need lower speed limits for safety. • There is a lot of evidence showing that lower speeds increase the likelihood of a vulnerable road user surviving a crash. • Lower speeds improve reaction times and stopping distance in the event of an accident. • Have been accidents in this area - agree with speed reductions to help prevent these. • Will be safer on roads that are narrow and/or have no shoulder/are dangerous to drive at current limit. • International experience has proven roads are much safer when their speed is set to the slowest user of those roads, and in particular when they are not set to that of cars. • Will lower the crash rate on roads where that is an issue due to speed. • We should make all roads 30kph and then increase speeds on the roads that have sufficient safety features. • 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 50kph and parked cars whose doors may open at any time. • The proposed 24/7 30kph 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. • Will improve bad habits people have of driving fast at unsafe speeds. • The reduction in speed is directly correlated to reduction in risk of an accident and injury when an accident does happen.

Feedback Theme	Main points
<p>Lowering the speed limits will have other benefits (as well as/instead of safety)</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Lower speed limits will reduce vehicle noise/dust nuisance for residents, especially from trucks. • Lower speed limits will encourage walking, cycling and other forms of healthy transport. • Lower speeds will largely obviate the need to create more speed humps. This will be a cost saving. • Closer and more connected community. • Will reduce rat-running behaviour/ heavy vehicle usage. • More of a pleasant journey for pedestrians/cyclists. • Will reduce private vehicles and increase public transport usage. • Lower speeds will make it less likely that drivers will cross the centreline when traversing right hand bends, which is currently very common. • 30kph 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. • Sends the message that the road is for more than just cars. • Finally gives some consideration to other road users, not just cars. • 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. • Higher speeds lead to increased congestion because drivers end up braking suddenly or moving with indicating. • Will improve bad habits people have of driving fast at unsafe speeds.
<p>Lowering speed limits will have a positive effect on climate change</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Driving at lower speeds is more fuel-economical, which is better for the environment in the long run. • Encouraging more people to use active forms of travel will reduce carbon emissions. • 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.

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

Note: It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Upper Harbour Local Board area, just themes.

Feedback Theme	Main points
<p>Reducing speed limits will create safety issues</p> <p><i>Mentions: 16</i></p>	<ul style="list-style-type: none"> • Reduced speed limits result in frustration and impatience, leading to poor decisions, dangerous/risky overtaking, using bus lanes, tailgating, hesitation, near misses, and congestion. • Will cause issues with speeds changing from one street to another. • Will make driving around Auckland even more chaotic. • Crash/death toll has been higher since speed limits have been lowered - negative outcomes do not justify more changes of the same. • 30kph (outside of city centre and schools) will do more harm than good because many will not comply. • Will increase number of accidents (some obeying, some not; frustration; distraction). • A Penn State University study concluded crashes increase due to complacency (i.e. not concentrating) if the speed limits are set more than 16km/h below the engineering standard. "We found there was an increase in fatal, and injury crashes at locations with posted speed limits set 10 miles per hour or more below engineering recommendations." • Reducing the speed limit will make it harder for emergency volunteers to get to the [Fire] station to attend an emergency when needed. • Lower speed limits will delay emergency services and first responders and potentially cost lives - ambulances are only allowed to travel 15kph/20kph/30kph over the speed limit. • High number of signs/visual pollution/inconsistent speeds is leading to confusion, frustration, and accidental law breaking. • If you try to reduce speeds on arterial roads, there will likely be very little compliance and therefore higher actual speeds across the targeted area. • People driving under the speed limit is what causes the accidents, and this proposal will make it worse. They cause people to make angry, irrational decisions/driving because of holding other drivers up. • Cruise control doesn't work/struggles at 30kph. • Very difficult to drive heavy vehicles at 30kph. • This will be making drivers worse/unfamiliar with roads everywhere else (with higher speed limits that they would now be unused to). • I'd rather keep my eyes on the pedestrians and cyclists, not my speedometer/worrying that I've missed yet another speed change. • Last year (2021) the road toll was the highest it has been in the last 4 years - proving that the lower speed limits did not produce the results you state it was there to provide - and actually did the opposite. • Changing speed limits is going to do more harm. • Reducing speed limits too far make people speed up in other areas to make up the time lost.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • 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. • Lower speed limits will increase journey times and result in fatigue and more time on the road, which increases the chances of being involved in a crash (regardless of the speed you/other drivers are travelling). • I've seen people cross more in front of slower cars than in front of cars doing the speed limit, and cyclists pull out in front of cars going 40kph or below. • Slowing modern cars down to less than 30kph 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 40kph often have better vision of pedestrians. • Drivers will be frustrated by the change and will likely ignore it, leading to a dangerous false sense of safety for vulnerable road users. • Reducing speed limits this much (60%, from 100kph to 40kph) is going to infuriate drivers. • 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). • Manual vehicles can struggle to keep driving at 30kph - it is only a temporary speed - cars themselves want to go faster. • Lower speed limits make 'speedsters' go even faster. • Distracted drivers and drivers on their phones (playing games, texting) are a huge problem, and lower speed limits will make this worse. • 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. • With a 30kph limit, bicycles and scooters will be overtaking cars which will be incredibly unsafe. • Where significant changes are made that not justified by evidence, the road will be more dangerous. • 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.
<p>Reducing speed limits will not reduce safety issues</p> <p><i>Mentions: 25</i></p>	<ul style="list-style-type: none"> • Reduced speed limits have not/will not make the roads safer. • Speed limits are not the issue (it is road condition/ driver behaviour/education/ distraction/ licencing/ pedestrian behaviour/ road design, etc). • The drivers that cause accidents aren't mindful of speed limits anyway. • Lower speed limits won't help if the issue is poor road layouts/design. • Poor driving skills/illegal behaviour is the issue, which will not be changed by lower speed limits. • Constantly reducing speed limits is just 'nannying' people, not solving the problem at all. • Lower speed limits are impractical/will not work because people will not abide by them.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Logging trucks are making the road unsafe, not the speed limit. • Reduced speed limits need to be accompanied by engineering to make the road look like the limit is appropriate, or it will not work. • If you try to reduce speeds on arterial roads, there will likely be very little compliance and therefore higher actual speeds across the targeted area. • The safer speeds program is unlikely to achieve the intended outcome of zero deaths. • The sign company will be the only one who benefits from these decisions. • Blanket speed limit decreases will not solve all the death and injury issues. • 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. • Speed is the symptom not the cause, focus on the cause and this will fix the problem. Fix the symptoms (speed) and the root cause will remain. • Without enforcement, reducing the speed limits will do little to nothing. • 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? • 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. • 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. • All that this proposal will do is punish people who drive well and stick to speed limits, with a longer commute.
<p>Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes</p> <p><i>Mentions: 13</i></p>	<ul style="list-style-type: none"> • This is impeding the city, commerce, and the ability of everyone to go about their day, in favour of AT's ideological hatred of the private vehicle. • Is there any high crash data or evidence of pedestrians being hit to justify changes? • 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. • Not aware of any serious (or any) accidents in some areas for roads proposed for 30kph. • 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. • The research does not support/there is insufficient data that reducing speed limits from 50kph to 30kph will significantly impact injury/death rates. • 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. • Many of the current proposed changes are over-the-top and not based on real risks. • 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.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Publishing the data of accidents within the current vs proposed speed limits, including determined cause (i.e. alcohol involved) will be a convincing argument to support this programme. If crashes are due to alcohol or other factors, then these should be focussed on to fix instead of speed. • 100kph roads should not be considered for lower limits unless significant death toll justifies the change. • High number of signs/visual pollution/inconsistent speeds is leading to confusion, frustration, and accidental law breaking. • 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. • Are AT people going out and seeing if these reductions are working or is it all computer simulation, calculations, and reconfiguration? • 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. • There has been a complete failure of justification of the reduced speeds. Where are the stats showing the accidents / injuries / fatalities on each of these roads? • 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. • How many of the 36 deaths on Auckland roads in 2020 occurred on roads you are proposing changes to? • Look at the accidents in the last 5 years (posted on the Devonport Community Facebook site), none are in the area in which you are "proposing" to lower the speed limits. • 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. • Request for evidence of injury/crash data for specific area, including cause of crash, speed of vehicles, and if any pedestrian/cyclist involvement. • I don't believe "Current guidelines do not recommend speed limits of 70kph or 90kph 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 90kph then as a human race we have a big problem - these people should not be on the roads. • The stated benefits of these speed changes have been exaggerated by manipulation of statistics (such as using figures prior to and during the pandemic lockdowns). Comparing 18 months accidents with a 5-year number, when a lot of the 18 months data was during lockdowns is not a fair comparison. • I call into question the calculations that the death risk figures from the AR-R560-18 report, which were cited in the AT Proposed speed limit changes brochure.

<p>Too many changes in speed limits along the road (or in area) are/will be confusing <i>Mentions: 7</i></p>	<ul style="list-style-type: none"> • Frequent changes in speed limits mean drivers are watching for signs or watching their speedometer, rather than watching the road. • Will cause issues with speeds changing from one street to another. • Too confusing having inconsistent speeds for no clear reason. • By introducing too many variables or speed limits too slow you are causing confusion, frustration and interruptions to traffic flows. • Changes in speeds and traffic conditions are a bigger safety issue than higher speed limits. • Waiheke Island should have fewer changes in speed limit, e.g. be 30kph throughout, or for example Donald Bruce Road should have fewer than the currently proposed three different speed limits along its length. • Better, cheaper, quicker, and less confusing for drivers to make a few simple rules and apply them everywhere: e.g. shopping strips and schools 30kph; low building density roads 80kph; bends and intersections and everything else 50kph. • Lower the speed limit for the whole area, nice and simple, no confusion, tinkering, ongoing costs etc.
<p>Reduced speed limit is not good as it will increase journey times <i>Mentions: 14</i></p>	<ul style="list-style-type: none"> • Traffic lights are still phased for the old 50kph limits, so driving at reduced limits means you catch every red light. • Reducing speeds in some areas adds significant time to journeys and fails to clear congestion. • Does not make sense to reduce speed limits on roads with bus services. • Businesses and drivers should be compensated for additional time and fuel spent travelling. • The estimate of increased journey times is significantly understated for people who live and commute rurally (e.g. top of Awhitu Road to the city is more than '1-2 minutes' delay). • It needs to be balanced without compromising the network and creating congestion. • Proposed changes are going to cause congestion/ gridlock. • People in rural areas will suffer the most, with extended journey times, fuel costs and engine wear. • Overall travel time costs have not been truly accounted for - 20% increase per person adds up. • The inability to move around Auckland with ease will be detrimental to the long-term attractiveness/ economic success of Auckland. • The proposal is going to increase/encourage rat-running behaviour/speeding to make up for lost time. • 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 work day hours Monday to Friday. • Decreasing speed limits in so many areas will make daily life unbearable for the average person. • It will add to inflation as goods & services will cost more with longer travel times. • 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.

<p>Reducing speed limits is unnecessary</p> <p><i>Mentions: 31</i></p>	<ul style="list-style-type: none"> • Many of these roads can be driven on safely at higher speeds provided drivers are competent and attentive. • Raised pedestrian crossings/existing traffic calming/traffic lights/roundabouts already slow down traffic (no need for lower limits). • Area is not busy and lower limits are unnecessary as schools have footpaths connecting them already (Greenhithe). • Roads in town centres and near schools already have traffic slowing measures. • Roads are already perfectly safe at current speed limits. • Cars are getting safer, with shorter stopping distances, and lots of safety features for occupants, other road users, and pedestrians. • Should not apply where cyclists and pedestrians are separated from cars. • The 60kph and 80kph speed limit reductions throughout East Auckland (e.g. Te Irirangi Drive, Chapel Road, Pakuranga Highway) make no sense as the roads are wide with minimal conflict zones, and designed to be driven at this speed. • By your own assessment 90% of the drivers are ALREADY travelling slower than the existing speed limit. • Unnecessary where there are not high accident rates and speeding/traffic volumes/pedestrian numbers. • Schools already have safe speed zones in the morning and closing time, and town centres have significant traffic lights and pedestrian crossing areas. Therefore, 30kph zones are not required. • Drivers who already ignore current speed limits will not suddenly adhere to a lower one. • Instant fines and disqualifications will work best to reduce speed on roads. • Reducing all streets to 30kph where they are not near schools, local parks and aged care facilities, is excessive. • It will be bad for public morale if the limits for safe roads are reduced as this will look like a revenue gathering scheme. • While I support and embrace the intent of the programme, speed limit proposals in areas that do not warrant it are not the way to achieve the outcome. • The roads are already congested - there is no reason to lower speed limits as people are already forced to drive slowly.
<p>Reducing speed limits is about revenue gathering (not safety)</p> <p><i>Mentions: 11</i></p>	<ul style="list-style-type: none"> • Poor attempt to address the issue - speed limits are easier to enforce than other safety measures and are good revenue-gathering opportunities. • Are businesses/drivers going to be compensated for additional time/fuel spent travelling or is this more about revenue gathering? • Lower speed limits will just be exploited by mobile speed camera operators. • Reducing speeds on safe 100kph country roads seems like financially based policing. • 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. It feels like a revenue generation approach. • 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 - although a penalty still needs to be incurred, lower fines might get paid more often.

<p>Driver behaviour is creating safety risks <i>Mentions: 25</i></p>	<ul style="list-style-type: none"> • Investigate other aspects of road safety (e.g. people using phones while driving) to reduce accidents on these roads (not speed limit reduction). • There are a lot of bad drivers in New Zealand. • Lower speed limits do not make people drive safer. • Need to better enforce basic road rules rather than imposing a slower speed. • Issues are due to poor driving technique such as jumping lights; driving along pavements; illegal u- turns; not indicating, etc (not speed). • Should instead focus on preventing tired/distracted drivers, or alcohol-related crashes. • 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. • Putting speed bumps on main roads don't fix the problem, they cause people to avoid those roads and use other roads. • 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. • People often fail to stop or even slow down for pedestrian crossings. • People don't tend to drive to conditions or the speed limit, tailgate, or have little consideration for other road users. • Reducing the speed limits panders to/'nannies' the incompetent drivers who then have no reason to learn to drive better. • Road deaths are mostly the cause of drunk or drugged driving. • 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. • Advertise the evils of poor and anti-social driving rather than spending on promoting the virtues of reduced speed limits. • This proposal is punishing everyone instead of focusing on those who aren't using due care while on the roads (both pedestrians and drivers). • Slower speed limit would reduce rat-running behaviour. • Safety issues are less about speed and more about the people who drive with no licenses and drive people on restricted licenses. • Many drivers cross the centre line repeatedly even on blind corners. This is not speed dependent, even slow drivers do this. • Lower speeds will make it less likely that drivers will cross the centreline when traversing right hand bends which is currently very common.
<p>Motorists going SLOWER than the speed limit are a safety concern <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • 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. • 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. • People drive too slowly (usually while looking at their phones) which cause frustration and overtaking in dangerous locations out of desperation. • At the moment, some tourists tend to drive a lot slower than the speed limit as is (sometimes 30-60kph below the limit which is very dangerous).

<p>Motorists exceeding speed limits are a safety concern <i>Mentions: 15</i></p>	<ul style="list-style-type: none"> • Will increase number of accidents due to speed differences between those following and those ignoring new speed limits. • Lower speed limits are impractical/ will not work because people will not abide by them. • 30kph (outside of city centre and schools) will do more harm than good because many will not comply. • People don't tend to drive to conditions or the speed limit. • 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. • Reducing speeds by 20kph on open roads is not beneficial as locals or regular drivers to the area will continue to drive 100kph. • The introduced 30kph 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. • Most people drive at least 10kph faster than the current limit – a 30kph limit will mean they will be going 40kph, which is still better than current. • 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.
<p>Driver training/education suggested/required <i>Mentions: 22</i></p>	<ul style="list-style-type: none"> • Money would be better spent on improving/subsidising driver training/teaching young learners to be courteous on our roads. • Reducing speed limits is not the answer - teach people to drive well, confidently, and safely. • More/better driver training needs to be available/encouraged/required. • 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. • Learning to drive is NOT just about the road code. Drivers need to be TAUGHT how to drive, recognise hazards etc. • 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. • Driver education/defensive driver training WORKS. • Foreign immigrants and visitors need to be taught how to drive on NZ roads, by taking the NZ driving test. • We don't need to slow traffic down, but we do need initiatives to get drivers to stay alert and look for hazards. • 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. • 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. • Focus should be concentrated on improving driver training and regular competency tests rather than just slowing the speed. • If AT wants to save the most lives, they should focus on people wearing seatbelts.

	<ul style="list-style-type: none"> • Rural roads have some very dangerous curves and narrowing widths in places, some locals (not visitors) drive at speeds higher than 100kph. An education programme for residents would be of value. • Cyclists licencing requirements will keep cyclists safer on roads. • Start funding driver schools etc, everyone should know fundamental differences between AWD RWD FWD etc and how to control them should they need to. • 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. • 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. • 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.
<p>New speed limits need to be clearly signposted</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Especially with many different speed limits in an area, there needs to be frequent signage to remind people. • When you change a speed to a "SAFE SPEED" - you really need to put a colour on the road, like they do in Australia - Worlds Best Practices - that's where most drivers look (not at the trees on the side of the road). • Signposting of speed limits and enforcement around schools and suburban areas is crucial. • If the signage is clear regarding the speed limits that would be great. Currently it's not wonderful around schools. • Be more proactive with speed signs on both posts either side of the road and with painted signs on the road - both when there is a speed change, as at present, and as reminders at various distances along roads. Perhaps the reminders could be painted signs using non-slip paint. It is possible to miss a speed change sign because of other things happening when driving and so reminders are useful. • Unless you live in an area and use certain roads you will not necessarily see signs due to obstruction of large vehicles – more signage required, particularly painted on-road.
<p>Need to better enforce speed limits</p> <p><i>Mentions: 9</i></p>	<ul style="list-style-type: none"> • Is AT going to purchase several hundred more speed cameras or simply see what effects really are after a certain time frame? • This is an inefficient proposal, as people who speed will still speed - go after the speeders instead of everyone else. • There is no need to make these areas a slow zone all the time, just double fines to those not slowing down during school start/finish times. • Needs to be better/more policing and enforcement action - it's not speed limits, it's those that exceed them that is the problem. • Enforcement needs to be consistent, not occasional. • If the authorities cannot police the current speed limits, they will be unable to properly police the proposed changed speed limits. • How can enforcement happen when people have police-tracking gadgets? • The problem is not the speed limits on most roads, it's the (lack of) enforcement of speed limits.

	<ul style="list-style-type: none"> • If the police monitored both the current speed limits and policed the red-light runners, we can make our roads safer without causing further delays due to reduced speed limits. • Policing these changes will be impossible/difficult/expensive/pointless unless enforced. • Higher accident rate brings greater enforcement. Lower the speed limit in those areas, position fixed speed cameras and advertise their presence. • We should be pushing for more capacity in the police force to ensure safety, not punishing those following the rules. • Enforce the temporary speed limit at roadworks. • Harsher penalties needed for speed offences (e.g. instant 28 day roadside disqualification whenever an offender is caught 20kph above the limit, not 40kph as current). • Put extra speed cameras before even considering lowering the speed limits.
<p>The low quality of the road is creating safety risks/needs fixing <i>Mentions: 23</i></p>	<ul style="list-style-type: none"> • Instead, spend money on better quality/more regular maintenance of the roads. • Roads are not kept to a realistic/safe standard, despite the fuel tax and registration fees collected every year. • The real danger on rural roads is lack of maintenance. • Some roads are in terrible condition and aren't safe at any speed. • Fix the roads to improve safety so there is no need to lower speed limits. • 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. • Some roads are poorly maintained and poorly designed - these locations should have lower limits. • 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. • 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. • 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. • Fixing the roads themselves is a better start. The condition of the road is horrific the speed is not an issue. • Fix potholes properly in the first place, so you don't need to re-fix them three months later. • This proposal is just trying to replace/cover up/lower costs poor road quality/maintenance.
<p>Generally, road design needs upgrading/improving <i>Mentions: 13</i></p>	<ul style="list-style-type: none"> • Make safer roads as most fatalities involve two vehicles, not pedestrians. • Some roads are poorly maintained and poorly designed - these locations should have lower limits. • Need to improve quality of road markings (especially at night in rain), visibility, poor road naming for directions, centrelines. • Fix/invest in infrastructure to accommodate greater speeds instead of lowering limits. • Need to work on better road design and execute them.

- Lowering speed limits won't stop road deaths. Better roads, wider roads, more passing lanes, better road flow, and safer intersections would all help.
- Seal the unsealed roads.
- The funds could have been better spent on properly sealing roads (using quality materials) and upgrading heavily congested major arterial routes.
- The issue is the lack of motorways, and the growing presence of road haulage due to lack of investment in rail.
- More should also be done to implement safer designs alongside safer speeds.
- 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).
- 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.
- Too many bus stops are adjacent to the corner of a junction - why increase hazards in an already hazardous zone?
- Infrastructure/roads should change to match the new speed limits - this means making roads narrower and corners tighter.
- Shrubbery needs to be trimmed away from signs, crossings, and intersections.
- 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).
- 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.
- 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.
- Seals should be asphalt not chip seal - and maintained.
- 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?
- High level roads that include bus/trucks should have asphalt over concrete.
- Where are the upgrades or even the bypass for Kumeu?
- Would rather money be spent on upgrading the Weiti bridge to 4 Lanes.
- 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.
- Need more passing lanes/ slow vehicle bays to encourage safe overtaking.
- The roads need to be re-engineered to be self-explaining roads if drivers are expected to stick to 30kph - the road needs to match the sign.
- This proposal is just overcompensating for poor road design/planning/investment.
- Invest in road upgrades and design BEFORE allowing housing and land development.

<p>Pedestrian, e-scooter, and/or cyclist behaviour is causing safety risks</p> <p><i>Mentions: 6</i></p>	<ul style="list-style-type: none"> • Need better road safety education for children. • 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 20kph. • 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. • Bicycles are allowed on most roads with no requirements to check brakes, tyres, or mechanical road worthiness. Unsafe for everyone. • 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. • Cyclists who never follow any road rules and are the law unto themselves are also a big danger for motorists - reduced speed will help motorists avoid irresponsible cyclists. • More road safety classes in schools to teach children not to run across roads without stopping first and looking both ways then back again. • Pedestrians step out in front of cars while they are texting, talking, or listening to music on their phones. • This proposal is punishing everyone instead of focusing on those who aren't using due care while on the roads (both pedestrians and drivers). • Children/teenagers/pedestrians will still walk in front of oncoming cars. • It is a pedestrian's own responsibility to ensure they don't somehow walk in front of a car going 50kph. • Need to teach people how to cross the road safely. • Cyclists should be legally required to wear more protection than a helmet. • 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. • 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. • 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. • The current trend to move to bikes (electric or not)/electric scooters and other powered transportation many of which can and easily exceed 30kph - will they be policed in the same manner as a car? • Make jaywalking illegal with a hefty fine instead of lowering the speeds on roads that are already reasonable. • 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 40kph or below. • 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.
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The proposed speed limit reductions lack local knowledge

Mentions: 10

- These decisions (on speed limit reductions) should be made by those who live near and know the roads.
- This proposal is created by people who don't live here or drive here and give no thought to moving safely around the suburb.
- 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.
- We don't all live in the CBD and walk to work - You are being led astray by noisy tiny social media minority lobbying groups.
- I feel that whoever proposed these changes have made a broad-brush approach without knowing the geography.
- Disagree with a blanket approach to reducing speeds to an area without looking at each road, its length, size etc.
- 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.
- 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.
- 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.
- Please get in your car and drive exactly 30kph through all the streets you are proposing to reduce to this limit, then drive exactly 50kph through some main arterial roads and you will see that the programme is not getting this right. Don't just sit in an office making these decisions.
- 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.

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

Note: It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Upper Harbour Local Board area, just themes.

Feedback Theme	Main points
<p>Only implement speed limit reductions during peak traffic times and/or don't support 24/7 implementation</p> <p><i>Mentions: 20</i></p>	<ul style="list-style-type: none"> • 30kph is too slow 24/7 – if this is only about safety around schools, only make it when children are entering/exit school. • Lower speeds around schools should only operate during school hours/not during school holidays. • 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. • Proposed around school zones should be at times of operation, not a blanket area. • A blanket reduction doesn't recognise peak times - have a standard peak time of speed reduction instead. • Common sense is to have times ('windows') those reduced speed apply, e.g. between the hours of 8am to 6pm. • Having 40kph speed limit around schools and school times is sufficient. No need to permanently decrease the limit. • I think 30kph for a set time on each side of school hours would be more suitable (like the existing 40km but extended by about 15 minutes). • The programme should be revised to consider every Auckland road and seek to implement dynamic 30kph limits during peak school times near schools, 40kph limits on residential areas and around schools during non-peak times, and 60kph for appropriate arterial roads. • 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. • Brush stroke solution of reducing speed limits not appropriate in areas where risk increases only at certain times of the day. • 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. • School speed zones should not apply out of school hours, anywhere. • 30kph is way too low, I think 40kph during school times is enough. • 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. • I think it should be 30kph from 7am-9am and 2.30pm-4.00pm.
<p>Do not support reducing speed limits on open roads, rural/country roads and/or paper roads</p> <p><i>Mentions: 5</i></p>	<ul style="list-style-type: none"> • Rural roads are having lower speed limits applied for no reason - the road environment has not changed since original safe speed limit. • People should slow down around schools, but 40kph is sufficient - reducing speeds on open roads risks dangerous driving. • Reducing speeds on safe 100kph country roads seems like financially based policing. • Rural roads need a road-by-road assessment to address issues as they vary a lot: blanket speed reductions is the wrong approach.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • 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. • Infrastructure on rural roads should be improved instead of lowering limits. • 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. • 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 80kph. • Your notes say that most crashes are on urban roads, so why change the speeds on rural roads? • Roads with no road markings should have these in place instead of lowering speed limits. • If you must lower open road limits, make them 90kph not 80kph due to journey times and emergency services access. • The open roads should be fixed if needed rather than reducing the speed limit. • 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. • Rural roads should have higher speed limits than non-rural roads because they have very little pedestrian and vehicle traffic. • Speed limit reduction from 100kph to 40kph is too drastic. • Suggest 'derestricted' signage instead to indicate open road, but that much of it cannot be driven at speed. • I support an 80kph limit for rural roads. A blanket speed of 60kph is too slow and 40kph is way too low for any rural area.
<p>Do not support reducing speed limits on arterial roads, main roads and/or highways</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • 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 80kph - this could safely be 100kph. • 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. • 50kph is fine as a minimum speed limit on urban roads. 60 or 70kph for main arterial roads. 100kph 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. • I support lowering speed limits throughout except on the arterial roads/motorways/highways. Most expressways are safe to drive 100-110kph and motorways should be around 110-120kph. • Do not support a 40% drop in the speed limit in any area - especially trunk lines and main roads. • 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 100kph.

Feedback Theme	Main points
<p>Concerns/disagree with speed limit reduction around schools</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • Roads in town centres and near schools already have traffic slowing measures. • 30kph 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. 40kph is an accepted balance. • Use better techniques (than 30kph 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). • Schools should have entry/exit designs so that cars aren't massed uncontrolled around them. • 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. • 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. • 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. • 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. • Speed limit of 30kph around schools is unreasonable. No one will obey the limit. We are just training drivers to ignore the rules. • Congestion around the school slows traffic due to high volumes - lowering the speed limit has little benefit, and no benefit outside school hours. • Including roads further out from the school will only frustrate drivers and they will be less likely to slow down around the school. • 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 30kph. 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 30kph during those times (arrival and exiting).

General locations where speed limit reductions are supported

Note: It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Upper Harbour Local Board area, just themes.

Feedback Theme	Main points
<p>Lower speed limits around schools are required/important</p> <p><i>Mentions: 15</i></p>	<ul style="list-style-type: none"> • People tend to exceed the speed limit at least a little, particularly around schools and school buses: a lower limit will help. • All streets around schools should be 30kph/10kph or under. • Agree people should slow down around schools but 40kph is sufficient. • There need to be permanent speed reductions around ALL primary schools, irrespective of location. • Safe speeds and parking are a huge issue around schools and local kindergartens. • All Kindergartens should be included in the proposal as these age children don't have much road safety awareness. • Schools have been ignored in many areas.
<p>Lower speed limits in residential areas are required/important</p> <p><i>Mentions: 7</i></p>	<ul style="list-style-type: none"> • Current speed limits in residential areas are too high. • All residential areas should be 40kph and include some residential 'safe street' spaces. • Treat rural as rural (low traffic, driveways, pedestrians), and urban as urban (high volumes, low speeds). • 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. • All residential streets/ suburban roads/ urban areas should have their speed limited to 30kph. • New Zealanders drive far too fast on suburban streets that are not designed well enough to accommodate today's vehicles.
<p>Lower speed limits on rural/unsealed/winding/narrow roads are required/important</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • Our roads are too varied for just 100kph or 50kph - 80kph is far safer for country/winding roads, due to increased traffic volumes. • 100kph is too fast and dangerous for some rural roads - should reduce to 80kph. • Lower speed limits have made a huge difference to rural communities in particular - it's becoming safe to drive / walk our roads • Some roads are narrow and have no shoulder - 80kph (from 100kph) makes sense. • It's required particularly on hilly, snaking roads in West Auckland, which are made ever more treacherous by rain. • Some rural roads are 100kph, 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. • It is absurd that some single-lane country roads have the same speed limit as a motorway. • Lowering some rural roads to 80kph – and changing the open road limits to 80kph too - is a good idea.

Feedback Theme	Main points
	<ul style="list-style-type: none"> City drivers that leave the city are not prepared for country roads, and country roads within 100km of the city centre should be 80kph.
<p>Lower speed limits in/around town/shopping centres are required/important <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> Should be 40kph blanket speed for residential streets, and only 30kph in town centre and outside schools. All streets around town centres should be 30-40kph. Roads close to and through town centres and beaches should have speed limits reduced to at least 30kph.
<p>Lower speed limits around marae/other high pedestrian areas are important <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> Include rest homes too so elderly people can safely get out and about - suggest 20kph drop. Please also reduce speed limits on busy roads. 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. 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 50kph. Only support reduced speed limits around schools and high pedestrian areas. We need to cut speed around schools, but this should also be extended to some of the bigger, busier roads around school times. Need lower limits at marae's and gathering venues, hospitals, high impact areas. It might be more realistic to take a more targeted approach to reducing speeds to 30kph only on roads that are particularly narrow or have high pedestrian use with no footpaths. Support lowering speed limits in newly developed housing and business areas.
<p>ONLY implement speed limit reductions around schools/town centres <i>Mentions: 11</i></p>	<ul style="list-style-type: none"> Should be 40kph blanket speed for residential streets, and only 30kph in town centre and outside schools. Lower limits should only apply to the streets directly around schools (nowhere else). People should slow down around schools, but 40kph is sufficient - reducing speeds on open roads risks dangerous driving. Speeds around schools and other high care areas should be low. I accept that schools should have reduced speed limits right around them (not miles away). Having 40kph speed limit around schools and school times is sufficient. No need to permanently decrease the limit. Perhaps some of the main thoroughfares could be reduced around school hours to protect the little ones and still give residents their freedoms. Keep suburbs at 50kph (excepting schools). 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). The only places where speed limits are needed are close to schools. Within 200 metres.

Feedback Theme	Main points
	<ul style="list-style-type: none">• Change the roads directly surrounding the school, not whole suburbs.• Programme should be tailored for schools and hours and sections of roads as needed for the peak drop-off and pick-up hours.

Other speed limit/physical improvement suggestions

Note: It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Upper Harbour Local Board area, just themes.

Feedback Theme	Main points
<p>Alternative speed limit suggested (instead of as proposed)</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • 30kph in areas that are not shared spaces is dangerous as it causes frustration and poor decisions. Suggest 40kph as happy compromise. • I agree people should slow down around schools, but 40kph is sufficient. • 40kph (rather than 30kph) will have a better chance of compliance/more realistic/ better for both drivers and pedestrians creating safety while avoiding driver frustration. • Would make more sense to change the whole of Auckland's speed limit from 50 to 40-45kph. • Motorways/highways/open roads should be 90kph/100kph/110kph/120kph. • Rural/country roads should be 80kph with advisory signs of advised safe speeds around certain more hazardous spots. • Built up/urban/residential/town areas should be 30kph/40kph/50kph/60kph. • School/high pedestrian areas should be 20kph/25kph/30kph/40kph. • The programme should be revised to consider every Auckland road and seek to implement dynamic 30kph limits during peak school times near schools, 40kph limits on residential areas and around schools during non-peak times, and appropriate arterial road limits should be increased to 60kph. • Better, cheaper, quicker, and less confusing for drivers to make a few simple rules and apply them everywhere: e.g. shopping strips and schools 30kph; low building density roads 80kph; bends and intersections and everything else 50kph. • Going from 50kph down to 30kph seems far over the top. There are some streets on Waiheke that are very narrow and have terrible visibility. Starting with 40kph speed limit should be the first step instead of a reduction of 20kph. • A drop of 10kph is sufficient, this is enough to make people aware of a speed change. • I would be in favour of slower speeds rolling out everywhere especially in urban areas - 50kph along arterials with separated cycle infrastructure and 30kph on all other roads. • As intensification is increasing at a faster rate, general residential areas should all be 30kph no exceptions, main roads/arterials 50kph, and 80-100kph should only be for motorways, end of story. • There is no need to have traffic crawling at 50kph an hour: 60kph in non-residential suburban areas would enable free traffic flow. • 50kph is too slow - 60kph is sufficient for most roads (excluding around schools, near shops and malls, and high pedestrian areas like parks).

<p>Suggestions for speed limit increases</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • More 80kph speed limits should be increased to 100kph where safe to do so. • There is no need to change the speed limits on these roads. Most of them should be back at 100kph. • Most expressways are safe to drive 100-110kph and motorways should be around 110-120kph. • If anything, some roads should be increased. • 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. • The world is getting faster not slower, our speed limits are far too slow now, and we should be putting them up NOT down. • Our motorways should have much higher speed limits like in Germany. • Please change the speeds back to what they were before starting this road calming initiative. People should drive to the conditions. • 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. • In general AT should always offset a speed decrease in one location with an increase in another. That way travel times can be maintained. • 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. • There are so many examples in the world where increasing the speed limits on roads has resulted in steep decline in incidents. • Increase speeds on motorways to 120kph with minimums of 90kph. If driver and car cannot do these speeds, they are not fit for motorway purpose.
<p>Improve pedestrian infrastructure</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • Consider needs to pedestrians as road users. • Particularly consider pedestrian routes where there are no footpaths. • Consider poorly designed road junctions where pedestrians have no safe options to cross the road. • Wooden (and frequently sloping) footpaths that are slippery and dangerous especially when wet. • Stop people parking on verges and footpaths that greatly reduce visibility of pedestrians. • Rubbish bins totally blocking the footpath. • Cyclists and scooters using footpaths are a hazard for pedestrians. • Instead of making people drive slower, invest in better roads and developing under- and overpasses for pedestrians. • Need to instead focus on superior construction of safe zones/barriers for cycleways and footpaths. • Raised pedestrian crossings are more effective than lowered speed limits. • Improve visibility around crossings and bike lanes. • Need footpaths/more pedestrian access.

	<ul style="list-style-type: none"> • Zone areas to safely separate walkers, cyclists, and vehicles. • All main arterials with higher speed limits should have protected cycle lanes, pedestrian only footpaths and frequent pedestrian crossings. • What happened to the diamonds painted on the road before a pedestrian crossing? • Some places don't have any walkways at all - start there and consider speed limits when road condition/walkways are ample and safe. • There should be traffic lights for safe crossings (not reduced speeds). • 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. • 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). • A better option would be to include more pedestrian crossings near schools. • 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.
<p>Improve cycle infrastructure <i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Some of the cycle lanes are dangerous and endanger cyclists. • Lowering speed limits feels like a poor cop out for not building safe passage for cyclists, runners, and horses. • To make roads safer for cyclists, build roads with cycle ways and improve bike lane access everywhere. • Get rid of under-used cycleways. • The retrospective bus and bike lanes are a shambles, they take so long to construct, and sit there empty. • Need to instead focus on superior construction of safe zones/barriers for cycleways and footpaths. • Need safer bike lanes for kids leaving schools too. • Don't allow parking in painted cycleways. • Zone areas to safely separate walkers, cyclists, and vehicles. • Invest in more cycle routes. • All main arterials with higher speed limits should have protected cycle lanes, pedestrian only footpaths and frequent pedestrian crossings. • 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. • Bike lanes need to be regularly cleaned. • Connect parks and schools to create a green route for bikes: bikes don't want to be where cars are. • Cycleways are often put in the wrong locations and so are not used.

<p>Improve public transport <i>Mentions: 5</i></p>	<ul style="list-style-type: none"> • Reducing speed limits is not the answer - improve driving skills, roads, public transport options, and affordability of new/safe cars. • Public transport needs to be improved before it is an option (extend bus routes, more passenger capacity at peak times, better reliability). • Resources should go into improving public transport instead of speed limits. • Need more/better access to public transport. • Public transport is too slow/expensive/inconvenient/infrequent. • 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. • 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. • Build better public transport links with a reasonable frequency of buses/trains/trams (one bus an hour isn't enough). • Stop building developments/malls on the outskirts with big carparks, this promotes car use not public transport use. • AT needs to be concentrating more on developing public transport systems to get more people off the roads and reduce congestion. • 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? • Advocate for people to use public transport if they cannot go the speed limit and extend the routes of buses etc to more rural areas. • Bus stops are often put in bad places that cause congestion and are dangerous.
<p>Physical improvements suggested <i>Mentions: 7</i></p>	<ul style="list-style-type: none"> • 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. • Review traffic light phasing to improve traffic flow. • 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. • Residential roads with high crash rates should have reduced speeds or more yellow lines to prevent parked cars causing blind corners. • Fix parking and bike lane access/focus on superior construction of safe zones/barriers for cycleways and footpaths. • Roads need to be made wider to accommodate modern/bigger vehicles. • Need more centre barriers to separate traffic. • Feeder roads need to be widened to allow better traffic flow. • Install light-controlled crossings (instead of lowering speed limits) if the concern is pedestrian safety. • Change off-street parking regulations to clear cars from parking along streets, both sides, and therefore improve road safety through clearer roads. • The better way to reduce accidents is to improve the road and remove roadside obstructions (overgrown trees, narrow bridges, blind bends, potholes). • Rural roads need to be better maintained, and for passing lanes to be installed.

- Improve visibility around crossings and bike lanes.
- Stop people parking on verges and footpaths that greatly reduce visibility of pedestrians.
- 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.
- Install slow vehicle bays on the roads you wish to slow down. That way people can pass safely and not put others at risk.
- 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.
- Safe speeds and parking are a huge issue around schools and local kindergartens.
- 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.
- If you want to make the road safer, install road barriers (instead of lowering speed limits).
- Traffic light phasing needs to be synched better for a 30kph 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.
- 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.
- Invest in rail to remove the growing volumes of road haulage in New Zealand.
- Need safer/more pick up zones for parents around schools.
- 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.
- Invest this money into red light camera and drunk driving checks.
- Roads with no road markings should have these in place instead of lowering speed limits.
- 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.
- 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.
- 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.
- AT needs to hurry up and put in the motorway bi-pass from West Gate to Waimauku.

- 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.
- 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.
- 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.
- 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.
- 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.
- Expenditure should be focused on accident black spots such as the Royal Oak roundabout which should be converted to a traffic light-controlled system.
- 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.
- Ban parking on the berms.
- 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.
- 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.
- Have pedestrian crossing lights synchronise with the traffic lights so that the green zone traffic will not be interrupted.

Other comments and concerns

Note: It is possible that some main points listed next to the themes in the section below are not applicable to this local board area, as we could not filter main points by the Upper Harbour Local Board area, just themes.

Feedback Theme	Main points
<p>Concerns with the public engagement, and/or that AT won't listen to feedback</p> <p><i>Mentions: 8</i></p>	<ul style="list-style-type: none"> Expect Auckland Council/AT will not listen to or do what people want anyway. AT acts arbitrarily and does not take taxpayers feedback into account. I disagree with your strategy of sending out pamphlets asking for feedback with three days to respond and no direct link provided. 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. 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. 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. I can't see what changes you are making on the map in this website. Re Takapuna Town Centre: The brochure refers wrongly to Devonport, but the map is correct. Online form doesn't have the correct roads in Henderson suburb. 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. Because there is not enough consultation on the changes. Ask the people instead of assuming you have got it right. 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. There are too many roads to review at one time to provide an opinion on the whole safe speeds programme. AT has no accountability - previous concerns/requests to AT have been brushed off with no explanation. Materials are inconsistent and contradict themselves - traffic lights vs roundabout for safety, for example. What is there to consult on when you have a Vision Zero policy, just do it. Don't put your junk mail pamphlets in a letter box marked 'No Junk Mail'. 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. 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.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Spend less money on reducing speeds and this consultation - invest in making the roads themselves safer instead (maintenance). • 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. • 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. • It is patronizing to even suggest that you want feedback if you are blatantly ignoring the rights of law-abiding drivers. • Online survey is very hard to find. • QR code links to a wrong URL. • Some sections of the roads mentioned don't appear to exist. • 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? • Concerned most people are not able to have their say due to their personal circumstances. • 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. • Note your map shows Hibiscus Drive incorrectly named as Eaves Bush Parade. • 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.
<p>Zero deaths by 2050 is unrealistic/ impossible</p> <p><i>Mentions: 6</i></p>	<ul style="list-style-type: none"> • Zero deaths is a fantasy - there will always be deaths if there are cars and roads. • The goal of no deaths or serious injuries is unrealistic. • The only way to achieve zero vehicle incidents is by removing all vehicles, and that is just not acceptable. • You may as well ban cars buses and bikes completely if your aim is zero deaths. • The only way we will see zero crashes is if all cars are autonomous and communicating to each other. • So long as there are people, there will never be zero deaths. • The 'zero deaths' goal is pie-in-the-sky ideology that is underpinning extreme and impractical changes and proposals, like this one.
<p>Suggestions for licensing/law changes</p> <p><i>Mentions: 6</i></p>	<ul style="list-style-type: none"> • Licensing in NZ: all drivers should re-sit their licence every 5/10/15 years – there should be an ongoing review of driving ability. • Make licenses harder to get with a heavier focus on driver training. • The age of 16 is too low to expect a child to handle a vehicle: the driver age is too low and too easy. • Lower speed limits do not make people drive safer - introduce a Hazard Awareness course as part of the driving test (for example).

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Make the defensive driving course compulsory (not rewarding with lessened Restricted time) • Drivers should need to log 'x' hours with an instructor before receiving your licence. • 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. • 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. • Make getting a full driver license compulsory after certain amount of time. • 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. • Make road usage and driving mandatory in schools. • 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. • 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). • Double fines for those speeding in a school zone. • Increase fines/punishment/penalties for crossing the centreline/driving on the wrong side of the road/dangerous driving/. • Restrict the performance of cars for new drivers for at least the first year of holding a full driver's license. • Ban undertaking on all roads. • Fines for drivers sitting in outside/overtaking lane. • 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. • 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. • Speed limit changes won't change behaviour unless speed camera fines increase drastically to make people take them seriously. • Parking distance before and after speed humps must be increased and if they are not respected then the car owners need to be penalized. • 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.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • 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.
<p>Other comments</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • Roothing network has not been improved despite petrol surcharge. • The state of the roads needs huge investment which our regional fuel tax should be going to. • Make new/near-new cars more affordable/available to raise the average safety of all cars on the road. • To maintain this programme would be to commit significant police resource that is instead needed to do real policing, and crime prevention. • 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. • 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. • 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. • 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. • 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. • 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. • 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. • 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. • Your 'Death/injury percentages' chart is contentious, with are other studies giving evidence to the contrary. Your policy is decidedly anti-private vehicle with the purpose to drive the public onto busses. This policy has been politicised. • What is the cost of implementing this programme? At a time when the cost of living is skyrocketing, and rates are increasing. • Perhaps AT should focus on some of the dangerous driving of their bus drivers. • 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. • 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? • Modern vehicles have cruise control and active safety systems which only work above 40kph.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • 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. • 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. • Remove the filter lights on feeder roads to the motorway that simply add to the already growing frustration of drivers. • 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. • Consider congestion charge zones to reduce commuters from outside the central city suburbs from driving into these suburbs with exemptions for residents. • 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. • 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. • 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. • Many of these roads do not fit within the "self-explaining roads" that comprise the majority of changes. • Are the changes likely to slow down the bus routes? Will there be changes to routes to accommodate changes? • 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. • Need to reduce amount of foliage at intersections that obstruct visibility and consider this in future planning for planting. • More emphasis needs to be put on drug and alcohol testing, more rigorous policing of seat belt use and cell phone usage. • Visual pollution on every bend in the road (e.g. signage) is very obnoxious. • Where speed limit review is on an unmarked road, markings should be added first before speed limit is dropped. • Instant disqualification for 20kph (instead of 40kph) over limit and instant fine for running a stop sign would help reduce incentives to speed. • 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. • 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? • Submitter's manual car struggled to maintain 30kph - it put too much strain on the motor.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • 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 • The public need to see the evidence justifying these changes, the cost of this list and consultation, and the hundreds of thousands to implement. • Will the names of councillors supporting these changes be published so I know who is responsible for this? • 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. • The current trend to move to bikes (electric or not)/electric scooters and other powered transportation, the majority can and easily exceed 30kph - will they be policed in the same manner as a car? • I propose the speed limit on the Harbour Bridge be reduced to 50kph 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. • 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. • Get rid of the trucks clogging our highways and byways/trucks should have a 90kph limit. • All main Highways should be tolled as it is often overseas - users to pay. • 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. • As a motorcycle license assessor, because of the frequent speed changes, I must change my NZTA Authorised Assessment Routes every year. • 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. • The law needs to be revised to ban private cars exceeding 110kph to be imported, or to have them modified to limit their speed to 110kph (of course, except special vehicles like police cars). Their overall weight also needs to be reduced. • 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. • 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". • Need to include some of the roads that AT intends or is currently sealing as part of the seal extension programme.