

ATTACHMENT 5

Local board feedback summary Speed Limits Amendment Bylaw 2022 (No. 2)

| Local Board | Overall sentiment | Feedback summary |
|-----------------------|-------------------|--|
| Albert-Eden | Supportive | Supportive of the changes proposed. Noted that consistency of speed limits across the region is important. Recommended areas for inclusion in future Speed Management Plan. |
| Aotea / Great Barrier | Supportive | Supportive of the changes proposed. Noted limited resources on island for enforcement. |
| Devonport-Takapuna | Mixed support | Support a change on all roads to 40km/h instead of the 30km/h proposed. |
| Franklin | Mixed support | Use of multiple speed limits in Āwhitu peninsula creates inconsistency and confusion. Default 80km/h on all roads unless metal, residential, outside of school or marae. Seeking 40km/h outside of all schools and functioning marae (permanent or variable). Seeking 40km/h in small coastal villages and developments. Not supportive of isolated residential 30km/h areas proposed within Pukekohe. |
| Henderson-Massey | Supportive | |
| Hibiscus and Bays | Supportive | Supportive. Seeking investigation to further lower speed limits in some areas |
| Howick | Mixed support | Supportive of a limited number of changes. Not supportive of changes proposed on many higher speed (60km/h or 80km/h) urban roads, preference for variable rather than permanent school zones, supportive of lower speed beach front areas, supportive of traffic calming. Further detail provided below. |
| Kaipātiki | - | No roads in Kaipātiki Local Board area within this proposal. |
| Māngere-Ōtāhuhu | Mixed support | Support 80% of changes. Recommend further investigation or no change being made on 20% of roads reflecting community feedback. Further detail provided below. |

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| Manurewa | Supportive | Supportive. Request further investigation on Coxhead Road due to intricacies around both the proposed speed limit and adjacent school zone. Further detail provided below. |
| Maungakiekie-Tāmaki | Supportive | |
| Ōrākei | Supportive | Supportive of the changes. Noted that many residents expressed a lesser reduction to 40km/h and preferred that school zones only apply during school pick up / drop off times. Recommended that speed limits are clearly sign posted, traffic light phasing needs to align with revised speed limits, enforcement is important that speed limits are only one tool to improve road safety. |
| Ōtara-Papatoetoe | Supportive | |
| Papakura | Supportive | Noted that Walters Road requires a flashing school zone sign. Requested a focus on consistency across areas of Auckland. Recommended a number of roads and areas for physical speed calming &/or further speed limit changes. |
| Puketāpapa | Supportive | |
| Rodney | Supportive | Supportive. Request that community feedback be considered particularly with regard to no exit roads. |
| Upper Harbour | Mixed support | Not supportive of 24/7 school zones or permanent 30km/h safe and appropriate speeds proposed. Believe 40km/h school zones currently in place are working well. Further detail provided below. |
| Waiheke | Supportive | Seeking further changes around Fossil Bay School and Waiheke Primary School. |
| Waitākere Ranges | Mixed support | Support Vision Zero goals through speed management. Concerned about the extent of change within the proposal. Do not support Huia Road or Piha Road, or reductions of only 10km/h. Generally support other changes. Further detail provided below. |
| Waitematā | Supportive | Support proposed changes. Thank AT for including Ponsonby South as per feedback on Tranche 2A. Reiterate wish for the inclusion of Grey Lynn East South in future stages. |
| Whau | Supportive | Requested that the extent of areas around schools be carefully considered, noting the potentially large extent of some areas with high school concentrations. |

Each local board submission is provided in full within *Attachment 4 – Local board input on Auckland Transport’s proposed speed limit changes*.

Devonport – Takapuna Local Board

Resolution number DT/2022/71 (excerpts)

| Item | Resolution text | AT review of feedback | | | | | | | | | | | | | | | | | | | | |
|---------------------|---|---|----------------------------------|--------------------------|-----------------------------------|----------------------------------|----|-----|-----|-----|----|-----|-----|-----|----|-----|----|-----|----|-----|----|----|
| 1 | <ol style="list-style-type: none"> 1. receive the report and attachments on phase three of Auckland Transport’s proposed speed limit changes in the Devonport-Takapuna Local Board Area 2. support the Vision Zero goal of eliminating road transport-related deaths and serious injuries (DSI) 3. note that 263 submissions were received from residents of the Devonport-Takapuna Local Board area, and thank them for their feedback 4. note that many respondents did not support any reduction in the current 50kmph speed limit, many others did not support a reduction below 40kmph 5. support a change in the speed limit to 40kmph on the roads listed in Attachment A to the agenda report 6. do not support lowering the speed limit to 30kmph on the roads listed in Attachment A to the agenda report 7. asks that Auckland Transport look to implement a raised zebra crossing across Hamana Road at the Old Lake Road end to support the safe crossing of beach users and school students. | <p>The majority of respondents were supportive of the proposed speed limit changes.</p> <p>We welcome the support of Devonport-Takapuna Local Board for the Vision Zero goal of eliminating road transport-related deaths and serious injuries (DSI)</p> <p>We note that the suggested approach of 40km/h speed limits will not achieve a vision zero outcome for road users outside of vehicles. The recommendation of 30km/h reflects survivable speeds for road users outside vehicles.</p> <div data-bbox="1240 756 1854 1123" data-label="Figure"> <table border="1"> <caption>Death and injury percentages</caption> <thead> <tr> <th>IMPACT SPEED Kmh</th> <th>DEATH Percentage risk</th> <th>SERIOUS INJURY Percentage risk</th> <th>SLIGHT INJURY Percentage risk</th> </tr> </thead> <tbody> <tr> <td>30</td> <td>10%</td> <td>15%</td> <td>75%</td> </tr> <tr> <td>40</td> <td>32%</td> <td>26%</td> <td>42%</td> </tr> <tr> <td>50</td> <td>80%</td> <td>3%</td> <td>17%</td> </tr> <tr> <td>60</td> <td>95%</td> <td>3%</td> <td>2%</td> </tr> </tbody> </table> <p><small>Survivability rates vary significantly based on a number of factors and scenarios. AT takes a preventative approach with respect to the survivability of our most vulnerable road users. Data taken from Research Report AP-R050-18 published in March 2018 by Austroads - the Association of Australian and New Zealand Road Transport and Traffic Authorities.</small></p> </div> <p>A speed limit of 40km/h would also not meet the central government mandated speed limit of 30km/h outside schools.</p> <p>With regard to item 7, while this is not within the scope of the speed limit bylaw changes it will be considered for inclusion in other work programmes.</p> | IMPACT SPEED Kmh | DEATH Percentage risk | SERIOUS INJURY Percentage risk | SLIGHT INJURY Percentage risk | 30 | 10% | 15% | 75% | 40 | 32% | 26% | 42% | 50 | 80% | 3% | 17% | 60 | 95% | 3% | 2% |
| IMPACT SPEED Kmh | DEATH Percentage risk | SERIOUS INJURY Percentage risk | SLIGHT INJURY Percentage risk | | | | | | | | | | | | | | | | | | | |
| 30 | 10% | 15% | 75% | | | | | | | | | | | | | | | | | | | |
| 40 | 32% | 26% | 42% | | | | | | | | | | | | | | | | | | | |
| 50 | 80% | 3% | 17% | | | | | | | | | | | | | | | | | | | |
| 60 | 95% | 3% | 2% | | | | | | | | | | | | | | | | | | | |

Franklin Local Board feedback

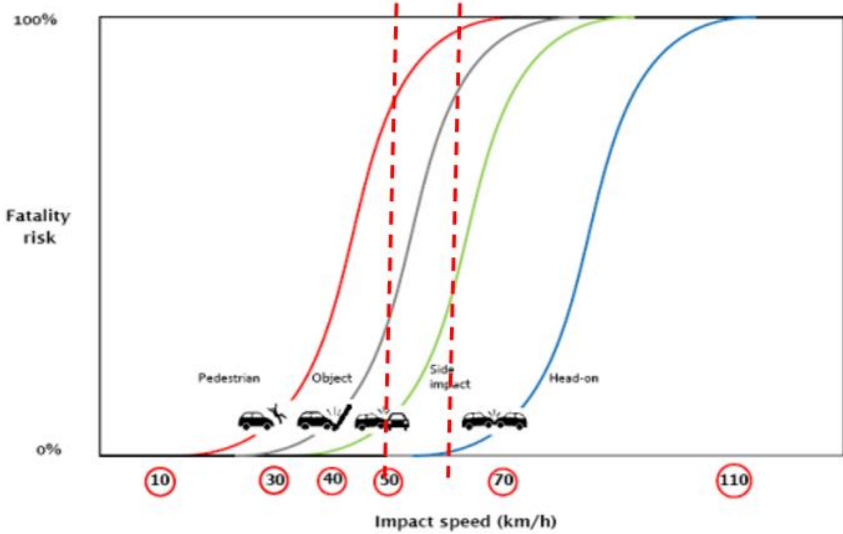
Resolution number FR/2022/77 (excerpts)

| Item | Resolution text | AT review of feedback |
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| 1 | <p>provide feedback on speed limit changes proposed as part of Phase Three of Auckland Transport’s Safe Speeds Programme as follows:</p> <ol style="list-style-type: none"> a. that the proposal to use four different speed limits on the Āwhitu Peninsula creates inconsistency and confusion for road users. b. that an approach previously suggested by Auckland Transport staff when considering “hot list” roads in Tranche 2 be adopted where practical, namely: <ol style="list-style-type: none"> a) through-road speed limits should be the same as the roads from which they feed b) where “engineering up” solutions such as centre-lines could be installed, this should be preferred ahead of more costly solutions, such as speed limit signs c) roads with low traffic volumes and servicing only a few rural properties should have speed limits that are the same as the feeder roads c. that roads which are “self-explaining” such as metal roads be the same d. that outside all schools and functioning marae the speed limit should be such to enable a drop to 40kph outside those facilities by either school zones with variable speed limits or permanent 40kph. | <p><u>Āwhitu peninsula</u></p> <p>For Āwhitu peninsula rural area, the proposal is mainly</p> <ul style="list-style-type: none"> • 80km/h for arterial roads • 60km/h for narrow and low traffic volume roads • 40km/h for unsealed roads and rural residential roads <p>There is a very short section of 50km/h at Waiuku urban boundary. The road environment has significant differences between the three main types, such as the road width, traffic volume, operating speed, and road markings.</p> <p>The safe and appropriate speed limit reflects both the road condition and risks to road users.</p> <p><u>Prior Tranche 2 feedback</u></p> <p>Future investigation of “hot list” roads will be undertaken based on the Local Board feedback.</p> <p><u>Roads outside of schools and functioning marae</u></p> <p>Feedback noted. Speed limits around rural schools are intended to be reviewed comprehensively as part of the Interim Speed Management Plan, now that new speed limit legislation has come into effect in 2022.</p> <p>The new legislation and associated national guidance substantially change the requirements for speed limits around rural schools and</p> |

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| | <p>e. that in small coastal developments and villages where there are no or limited footpaths or pedestrian facilities, a consistent approach of 40kph be adopted.</p> <p>f. that all main, through-roads and roads that are not an exception above be 80kph including those where “engineering up” would be pragmatic, i.e. that the default speed for all open roads unless metal, past schools or functioning marae or within residential development areas be set at 80kph to retain a consistent, understandable, and more likely to be adhered to, response from road users.</p> <p>g. that the Franklin Local Board does not support the random approach to the implementation of 30kph streets within Pukekohe; on the basis that it is inconsistent across the township, will create confusion, and is a waste of money when most of these selected streets are short cul-de-sacs and that such change will not achieve anything.</p> | <p>enable AT to implement solutions more in line with Local Board and community expectations.</p> <p><u>Coastal developments</u></p> <p>Feedback noted.</p> <p><u>Default speed of 80km/h</u></p> <p>The suggested default speed of 80km/h for rural roads does not align with national requirements, plus this blanket approach ignores road specific characteristics and crash risk.</p> <p>It is important to understand that every rural road is different for the road function, its design and use. Hence a default speed of 80kph does not suit every rural road.</p> <p><u>30km/h residential streets within Pukekohe</u></p> <p>The Pukekohe schools selected for 30km/h zones within Phase 3 have driver speeds that are already relatively low. The proposal will bring the posted speed limit closer to the speed most drivers are already travelling at and what is considered the safe and appropriate speed limit for these areas.</p> <p>Other schools and residential areas within Pukekohe, including those on higher volume / higher speed roads, will be considered within future phases of the programme.</p> <p>Taking onboard Franklin Local Board advice, an area based approach will aim to be taken – so seek consistency across larger areas and avoid isolated areas.</p> |
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Howick Local Board feedback

Resolution number HW/2022/72 (excerpts)

| Item | Resolution text | AT review of feedback |
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| 1 | <p>1. the board has considered all public feedback and proposes the following on these particular roads:</p> <ol style="list-style-type: none"> 1. Accent Drive – to remain at 60 kph 2. Baverstock Road – to remain at 50 kph 3. Botany Road – to remain at 60 kph 4. Chapel Road – to remain at 60 kph 5. East Tamaki Road – to remain at 60 kph 6. Harris Road – to remain at 60 kph 7. Helianthus Avenue – either leave at 60 kph or make all the road 50 kph, its senseless to make just a 15-metre length 50 kph with 60 kph either side of it. (Road is adjacent to Ormiston Primary School) 8. Murphys Road – make all of Murphys road 60 kph so it is consistent. 9. Ormiston Road – leave at 60 kph for all of this road. 10. Pakuranga Road – leave at 60 kph 11. Smales Road – leave at 60 kph 12. Springs Road – leave at 60 kph 13. Stancombe Road – leave at 60 kph 14. Te Ara Kahikatea – either leave at 60 kph or make all the road 50 kph, same reason as Helianthus (above) as this road adjoins Ormiston Junior College. | <p>The majority of these roads have abnormally high urban speed limits (60km/h or 80km/h) and are over-represented in their road trauma - representing 13% of the Howick local road network, but experiencing 54% of serious road trauma within Howick.</p> <p>Even a relatively small reduction from 60km/h to 50km/h will have a significant influence on the severity of potential crashes.</p>  <p>Commercial, industrial, or mixed land use creates higher turning demand (as vehicles enter/exit driveways) which increases the risk of side-impact crash.</p> |

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| | <p>15. Te Irirangi Drive – leave at 80 kph where it is currently 80 kph, this is a major arterial where traffic needs to flow.</p> <p>16. Thomas Road – support reduction to 50 kph</p> <p>17. Ti Rakau Drive – leave at 60 kph</p> | <p>The main crash types on these roads are vehicle turning / intersection crashes.</p> <p>With reference to the figure above, the risk of death at 60km/h is 30%-40%, in comparison to less than 10% at 50km/h.</p> <p>Many of the roads have high numbers of fixed roadside hazards (e.g. trees, signs and power poles).</p> <p>Baverstock Road is a residential street that serves as the frontage for Baverstock Oaks School. There is significant pedestrian activity along the school frontage and in the surrounding area.</p> <p>The mean operating speed for Baverstock Road is in the range of 30-34km/h, as reports by the Waka Kotahi MegaMaps tool.</p> <p>30km/h is the survivable speed for vulnerable road users if a crash occurs between vehicles and vulnerable road users and has been assessed as the safe and appropriate speed limit for Baverstock Road.</p> |
| | <p>2. does not support lowering speed limits carte blanche across urban streets. Drivers who choose to ignore speed limits will do so irrespective of whatever limit is set.</p> | <p>All the roads in this phase are individually assessed. Many of the high-volume urban roads within the Howick Local Board are over-represented in road trauma compared to other areas of Auckland.</p> |
| | <p>3. supports speed reduction where there is significant pedestrian traffic (i.e. beachfronts).</p> | <p>Based upon community feedback, Shelly Beach Parade is included in this phase with a proposed 20km/h speed.</p> <p>More beachfronts and high pedestrian areas are being identified for the future speed proposals through Speed Management Plan.</p> |
| | <p>4. supports the use of temporary speed reduction (40km/h School Speed Zones) in locations where children are entering/leaving school grounds.</p> | <p>Feedback noted; however, 30km/h is the survivable speed for vulnerable road users if a crash occurs between vehicles and vulnerable road users.</p> |

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| | | <p>Where a 30km/h speed limit is proposed, this has been assessed as the safe and appropriate speed for the subject road.</p> <p>Many of the residential areas included in the proposal have lots of walking and cycling activity generators throughout them. In areas where there is not much walking and cycling activity, the proposal aims to encourage active modes of transport by implementing safe speeds for these road users.</p> <p>For the residential areas included in this consultation, average driver speeds are already relatively low, and the reduced speed limit more accurately reflects the actual speed that most drivers are comfortable travelling at.</p> <p>The reduced speed limit in these areas is expected to help reduce the speed of the minority of drivers that are travelling at less sensible speeds for the area</p> |
| | <p>5. supports the use of traffic calming measures on roads where there has been a frequency of crashes due to poor driver behaviour. Road narrowing or the addition of traffic islands would impede the ability to speed.</p> | <p>Feedback noted. Auckland Transport Road Safety Programme proactively investigating the locations of infrastructure needs by assessing the risks. Suitable treatments continue to be applied across the network as the programme progresses.</p> |
| | <p>6. does not support significant speed reduction:</p> <ul style="list-style-type: none"> a. to replace enforcement of speed, or other driver behaviour. Dangerous driving/racing - particularly involving youth - can often be resolved by interaction with Police. Enforcement should be considered as an essential tool for changing driver behaviour b. on commuter routes. The larger arterial and well used roads need to have their existing speed limits maintained in the majority of cases or the city will grind to even more of a stand-still than is has already, particularly in peak flows. Congested | <p>Vision Zero is a system response to tackling road trauma in Aotearoa including Auckland.</p> <p>Speed reduction is only one part of a comprehensive system response and is designed to work alongside other parts of the safe system – including driver education, safety engineering and speed limit enforcement.</p> <p>We are working closely with our road safety partners, including the Ministry of Transport, Waka Kotahi, and NZ Police, on this system response to safety.</p> |

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| | <p>traffic is generally able to keep moving on roads with higher speed limits. Penalising law-abiding drivers by increasing journey times is both unfair and not the answer.</p> | |
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Māngere-Ōtāhuhu Local Board feedback

Resolution number MO/2022/74 (excerpts)

| Item | Resolution text | | | | | |
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| 1 | <p>provide feedback on speed limit changes proposed as part of Phase Three of Auckland Transport's Safe Speeds Programme as follows:</p> <p><i>AT Note: Only rows where the speed limit change was not fully endorsed are shown below (approx. 20% of roads)</i></p> | | | | | |
| | Road Name | Part of Road | Proposed speed limit | Community feedback | Local board feedback | AT review of feedback |
| | Ambury Road | full length | 30km/h | Retain current speed | Retain current speed | <p>These streets are all part of the proposed 30km/h zone around Waterlea Public School.</p> <p>This school was included in this phase of the Safe Speeds Programme because our data finds that the existing mean operating speeds on the streets surrounding Waterlea Public School are relatively low and the proposed speed limit is in line with what most drivers are already comfortable travelling at.</p> |
| | Anarahi Place | full length | 30km/h | Retain current speed | Retain current speed | |
| | Andes Avenue | full length | 30km/h | Retain current speed | Retain current speed | |
| | Ashcroft Avenue | full length | 30km/h | Retain current speed | Retain current speed | |
| | Boyd Avenue | full length | 30km/h | Retain current speed | Retain current speed | |
| | House Avenue | full length | 30km/h | Endorse | Request further investigation to identify time of day to reduce speeds and speed limit | <p>A 50km/h speed limit in these areas can often encourage drivers to speed up even when they are comfortable travelling at lower speeds.</p> |
| | Kiwi Esplanade | between Boyd Avenue and the western end of Kiwi Esplanade | 30km/h | Retain current speed | Retain current speed | <p>A 30km/h speed limit is the survivable speed for vulnerable road users if a crash occurs between vehicles and vulnerable road users.</p> |

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| | Kowhai Avenue | full length | 30km/h | Retain current speed | Retain current speed | Where a 30km/h speed limit is proposed, this has been assessed as the safe and appropriate speed for the road. |
| | Lindis Place | full length | 30km/h | Retain current speed | Retain current speed | |
| | Friesian Drive | full length | 30km/h | Retain current speed | Retain current speed | |
| | Muir Avenue | full length | 30km/h | Retain current speed | Retain current speed | |
| | Seaforth Avenue | full length | 30km/h | Retain current speed | Retain current speed | |
| | Sullivan Avenue | full length | 30km/h | Further investigation needed | Further investigation needed | |
| | Titoki Avenue | full length | 30km/h | Retain current speed | Retain current speed | |
| | Warden Place | full length | 30km/h | Retain current speed | Retain current speed | |
| | Yorkton Rise | full length | 30km/h | Retain current speed | Retain current speed | |
| | Church Street | Between Princes Street and Ngaio Street | 30km/h | Two comments – endorse and not endorse speed reduction | Request further investigation to identify best option for this road | <p>Church Street serves as the frontage for McAuley High School and Saint Joseph's School. There are a considerable number of pedestrians using Church Street, many are schoolchildren.</p> <p>30km/h is the survivable speed if a crash occurs between vehicles and vulnerable road users and is the safe and appropriate speed limit for Church Street.</p> |

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| Greenwood Road | full length | 50km/h | Retain current speed | Retain current speed | <p>The proposed 50 km/h creates a consistent speed environment as parallel Kirkbride Road is also proposed to be 50 km/h.</p> <p>Retaining Greenwood Road at 60 km/h may result in an increase in the number of higher-speed vehicles on Greenwood Road, increasing safety risk.</p> |
| Ihumatao Road | between George Bolt Memorial Drive and 400m West of Oruarangi Road 60km/h | 40km/h | Retain current speed | Retain current speed | <p>The proposed speed for this section of Ihumatao Road is 60 km/h (not 40km/h as noted in feedback).</p> <p>A proposed speed limit of 60 km/h was selected for this section of Ihumatao Road as the road has a narrow lane, narrow shoulder width, and high road-side hazard. The current mean operating speed is 56 km/h, which means on average, drivers already travel slower than the current 100km/h speed limit due to the physical characteristics of the road.</p> |
| Ihumatao Road | between 400m West of Oruarangi Road and the western end of Ihumatao Road | 40km/h | Retain current speed | Retain current speed | <p>A speed limit of 40km/h is proposed for this section of Ihumatao Road due to the physical characteristics of the road.</p> <p>This section of Ihumatao Road is unsealed, with narrow lane width and a very narrow shoulder.</p> |

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| James Fletcher Drive | full length | 50km/h | Retain current speed | Retain current speed | James Fletcher Drive is mainly an industrial zone with a high number of driveways and active road users. The reduced speed limit will create a safer, more consistent speed environment along James Fletcher Drive and reduce the potential and severity of crash risk for all road users. |
| Kirkbride Road | full length | 50km/h | Retain current speed | Retain current speed | Kirkbride Road is mainly urban residential with a high number of active road users. The reduced speed limit will create a safer, more consistent speed environment along Kirkbride and reduce the potential and severity of crash risk for all road users. |
| Māngere Town Square | full length | 30km/h | Lower than proposed | Request further investigation to identify time of day to reduce speeds and speed limit | Further changes to the speed limits within the Mangere Town Square would require a new proposal for changes, which can be considered in the development of the Speed Management Plan. |
| Massey Road | full length | 50km/h | Retain current speed | Retain current speed | <p>Massey Road is mainly urban residential, and the road has a high number of active road users. The reduced speed limit will reduce the potential and severity of crash risk for all road users.</p> <p>Massey Road is currently classified as a high collective risk road and recorded over 120 crashes from 2016.</p> |

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| | Orly Avenue | full length | 30km/h | Suggest 40km/h | Endorse 40km/h | <p>The northern section of Orly Avenue is directly adjacent to the Mangere Town Centre. There is a considerable amount of pedestrian activity and multiple pedestrian crossings in the area.</p> <p>The southern section is residential and near Mangere Central School.</p> <p>30km/h has been identified as the safe and appropriate speed limit for this type of street and is the survivable speed for vulnerable road users if a crash occurs between vehicles and vulnerable road users.</p> |
| | Oruarangi Road | between 680m north of Ruaiti Road and 128m south of Waipouri Road 60km/h | 40km/h | Retain current speed | Retain current speed | An in-depth assessment has been undertaken of safety risks around Ihumatao Pa and Makaurau Marae. 40km/h is the assessed safe and appropriate speed for this road section. |
| | Oruarangi Road | between 128m south of Waipouri Road and Ihumatao Road 40km/h | 60km/h | Retain current speed | Retain current speed | An in-depth assessment has been undertaken of safety risks around Ihumatao Pa and Makaurau Marae. 60km/h is the assessed safe and appropriate speed for this road section. |
| | Oruarangi Road | Between 128 m south of Waipouri Road and | 60km/h | Retain current speed | Retain current speed | An in-depth assessment has been undertaken of safety risks around Ihumatao Pa and Makaurau Marae. 60km/h is the assessed safe and appropriate speed for this road section. |

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| Tennessee Avenue | full length | 30km/h | Two comments - endorse and not endorse speed reduction | Request further investigation to identify time of day to reduce speeds and speed limit | <p>Tennessee Avenue is a residential street located between Sutton Park School and Mangere East School.</p> <p>30km/h has been identified as the safe and appropriate speed limit for this type of street and is considered the survivable speed for vulnerable road users if a crash occurs between vehicles and vulnerable road users</p> |
| Walmsley Road | full length | 50km/h | Retain current speed | Retain current speed | <p>Walmsley Road is mainly urban residential, and the road has a high number of active road users. The reduced speed limit will create a safer, more consistent speed environment with connecting Favona Road and McKenzie Road plus reduce the potential and severity of crash risk for all road users.</p> |

Manurewa Local Board feedback

Resolution number MR/2022/65 (excerpts)

| Item | Resolution text | AT review of feedback |
|------|---|--|
| 1 | <p>provide the following feedback on speed limit changes proposed as part of Phase Three of Auckland Transport's Safe Speeds Programme:</p> <ul style="list-style-type: none"> a. the board supports the proposed speed limit changes on roads in the Manurewa Local Board area as set out in Attachment A of the report, with the exception of Coxhead Road b. the board provides the following feedback regarding the proposal to lower the speed limit on Coxhead Road from 50kmh to 40kmh: <ul style="list-style-type: none"> i. all roads connecting to Coxhead Road have either 50kph or 30kph speed limits. Coxhead Road would be the only residential road in Manurewa with a 40kph speed limit. The board would prefer speed limits of either 30kph or 50kph on residential roads in Manurewa as a greater variety of speed limits could create confusion for road users ii. as there are no changes proposed to the speed limits on roads around Clayton Park School other than Coxhead Road, this creates an undesirable situation where drivers will move to a zone with a higher speed limit as they approach the school. This would be further complicated by the existing variable speed school zone, resulting in a plethora | <p>Coxhead Road has a relatively higher driver operating speed of approximately 46km/h. While speed calming has been installed, this has been modified from speed humps to speed cushions in response to community and emergency services feedback.</p> <p>It is considered that with the current design, achieving consistent driver speeds of 30km/h may be challenging.</p> <p>The recommendation is for 40km/h along Coxhead Road and 30km/h on surrounding roads.</p> <p>Auckland Transport will monitor the performance of the 40kph speed limit and further reductions can be attended when the monitoring results warranted further changes.</p> |

of speed limit advisory signs within a very short distance

- iii. changes to the speed limit on the section of Coxhead Road between Mahia Road and Tington Avenue should be delayed until the speed limits on the roads around Clayton Park School are reviewed. This would avoid changing the speed limit more than once, which could also create confusion for road users
- iv. the board would support a different speed limit being applied to the section of Coxhead Road between Weymouth Road and Mahia Road, where speed calming devices have been installed, from that applied to the section of Coxhead Road between Mahia Road and Tington Avenue, if Auckland Transport considers this is necessary to address the board feedback above

Upper Harbour Local Board feedback

Resolution number UH/2022/54 (excerpts)

| Item | Resolution text | AT review of feedback |
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| 2 | do not support the blanket 24/7 nature of speed reductions to 30km/h. | The streets with proposed 30km/h speed limits around schools are areas where operating speeds are already relatively low, with most drivers comfortable travelling below the current speed limit the majority of the time. |
| 3 | believe the 40km/h school zones are working well around schools in Upper Harbour currently where they are in place. | <p>A 50km/h speed limit in these areas can often encourage drivers to speed up even when they are comfortable travelling at lower speeds, creating a less safe community environment.</p> <p>30km/h is internationally recognised as the survivable speed for crashes between vehicles and people outside of vehicles.</p> <p>The schools in this proposal are in residential areas, typically with walking and cycling activity that is not just limited to a schools pick up and drop off hours. The proposed 30km/h speed limits provide wider safety benefits for walking and cycling road users at all times – including after school and evening hours and on weekends.</p> <p>Where a 30km/h speed limit is proposed, this has been assessed as the safe and appropriate speed.</p> |
| 4 | <p>have specific concerns with reductions proposed on the following roads due to the collector role they play:</p> <ul style="list-style-type: none"> a. Kyle Road b. Orwell Road. | <p>Kyle Road and Orwell Road are the primary roads in and out of the area. These sections are residential in nature and carry a relatively low volume of vehicles per day.</p> <p>The sections proposed for speed limit reductions are relatively short lengths of road and the reduced speed limits are expected to have minimal impact on travel times for residents travelling in and out of the area. 30km/h is considered the safe and appropriate speed for these types of collector roads.</p> |

Waitākere Ranges Local Board feedback

Resolution number WTK/2022/76 (excerpts)

| Item | Resolution text | AT review of feedback |
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| b) | request that Auckland Transport engage with the Piha Ratepayers and Residents with a view to reducing speed on Piha Road and Seaview Road from the beginning of the 50 kph zone at the top of Piha hill to the village | <p>AT road safety and traffic engineering team members met with the Piha Residents and Ratepayers Association members on Wednesday 17 August 2022.</p> <p>Discussion topics covered speed limits, safety signage, the potential for lower speed shared spaces, bus stop locations and no parking lines.</p> <p>Follow up actions have been logged via CRM cases for follow up on bus stop and parking items.</p> <p>The Phase 3 proposal focuses on rural roads within this area (existing speed limits greater than 50km/h). Changes within the 50km/h area can be considered for inclusion within the next phase of the programme, which will be included within the first Auckland Speed Management Plan.</p> |

Feedback

| Item | Resolution text | AT review of feedback |
|------|--|--|
| d) | the extent of change proposed warrants a great deal more communication and engagement to achieve community buy-in. We would like to see a communications plan focussed on achieving safer speeds on Waitākere Ranges roads tailored to the people who live there and visit the area. | <p>Feedback noted.</p> <p>All areas that have confirmed speed limit changes, following Phase Three Board approval, will have a communications campaign in place prior to implementation. This will be through a number of channels such as print media (newspaper adverts, resident flyers</p> |

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| | | <p>and postcard), radio, targeted social media and where possible outdoor media.</p> <p>AT are exploring the options (resource and budget dependant) as to whether this campaign can be further targeted to the Waitakere Ranges Local Board area.</p> |
| i) | <p>do not support the proposed speed limit changes for Huia Road and Piha Road. The local board considers these are not fit-for-purpose, will not contribute to safety, and, worse, may promote risk taking with drivers trying to pass slower vehicles on unsafe sections of the road, noting there are no passing lanes and few pull over areas.</p> | <p><u>Huia Road</u></p> <p>Speed limit proposal has been reassessed for Huia Road following the consultation feedback and further investigation. Speed limit on Huia Road, between 90m west of Shirley Road and 630m east of Foster Avenue, has been changed to 80km/h instead of 60km/h. Further safety improvements will be considered on this section, such as curve advisory signs and warning signs.</p> <p><u>Piha Road</u></p> <p>There are three proposed changes for Piha Road on our original proposal as below,</p> <ol style="list-style-type: none"> 1) 70 to 60 km/h between Quinns Road and 300m west of Quinns Road 2) 100 to 80 km/h between 300m west of Quinns Road and 50m east of Anawhata Road 3) 70 to 60 km/h between 50m east of Anawhata Road and 450m west of Karekare Road <p>Changes in speed limit setting legislation encourage the phasing out of 70km/h rural speed limits. The speed limits in local rural roads will primarily be 80km/h and 60km/h following the changes, instead of the 100km/h and 70km/h used in the past. Rather than increasing complexity this will actually provide greater consistency with other parts of the region as the new approach is rolled out.</p> <p>A proposed speed limit of 80km/h was selected for the second section of Piha Road due to a multitude of factors. These included the curved road alignment, moderate roadside hazards, and</p> |

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| | | <p>relatively high mean operating speed of 78km/h. Total seven crashes was recorded in 2016-2020 including three minor injured crashes. 100km/h is not considered to be safe and appropriate speed limits for this section.</p> <p>During consultation formal feedback was received from the Piha Residents and Ratepayers Association in support of the proposed speed limit changes to Piha Road.</p> |
| j) | <p>do not support the proposed speed reductions of 10km/h, as it seems a small difference, that will add complexity and confusion for drivers and a cost for ratepayers for additional signage.</p> | <p>Changes in speed limit setting legislation encourage the phasing out of 70km/h rural speed limits.</p> <p>The speed limits in local rural roads will primarily be 80km/h and 60km/h following the changes, instead of the 100km/h s and 70km/h used in the past. Rather than increasing complexity this will actually provide greater consistency with other parts of the region as the new approach is rolled out.</p> <p>While a 10km/h change may seem like a small change, it does have a significant difference in terms of crash outcomes. The impact energy is reduced by more than 26% when a vehicle is travelling at 60km/h instead of 70km/h.</p> |