



Safe Speeds Programme

Public feedback on proposed speed limit changes October/November 2021

Feedback related to Whau Local Board area



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

During October and November 2021, 198 people from within the Whau Local Board area submitted on the Safe Speeds Programme - proposed speed limit changes.

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

In the first part of the feedback form, respondents were asked what they thought of the proposed speed limit changes for each road. Specifically they were asked:

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

This section outlines:

- The sentiment expressed by respondents towards the proposed speed limit changes for each road within the Whau 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 Whau Local Board area ('Why do you feel this way?').

Road name	Addison Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	9
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: 9</i>	<ul style="list-style-type: none"> Taylor Street is a main connecting road from Blockhouse Bay to Wolverson Road of which Addison connects onto - many school children exit Addison and cross Taylor, and traffic exceeds 80kph. Busy street during morning drop offs and after school picks for the Primary and Intermediate students.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Hardly any student movement on this or the adjacent Taylor Street, and no need to lower speed limit.

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

Road name	Aspen Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	12
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: 12</i>	<ul style="list-style-type: none"> • There are a lot of school children. • Main connector street from Rosebank Road, which is one of the busiest roads in Auckland, to the streets with the schools - gets very busy and people speed, especially around school pick up/drop off times. • Short road that for the safety of all 30kph would be safe and easily achieved.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Speed is already reduced during school hours/weeks on this street.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Gets very busy and people speed, especially around school pick up/drop off times.

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

Road name	Beatrix Street
Part of road	Full length

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

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"> Motorists use this as a bypass for the lights on Victor Street, and it is very narrow with lots of parked cars (dangerously obscuring driveways), which is likely to get worse due to new dense developments.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> It is a short road, with residential vehicles parked on-street which narrows it, so vehicles are unlikely to be able to get up to speed anyway.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Needs to be supported with traffic calming on Plane St and single sided parking on Beatrix St. This would make it consistent with the other 30km/h zone roads (Victor, Holly etc).

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

Road name	Busby Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	3
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"> • Busy street during morning drop-offs and after school pick-ups.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Have never seen any issues on this street, no need to lower speed limits here.

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

Road name	Chaucer Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
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"> Will be safer (at lowered speed limit).

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

Road name	Colorado Place
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	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"> Small cul-de-sac - if people drive fast, they are likely to end up on someone's property if something goes wrong.

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

Road name	Congreve Place
Part of road	Full length

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> A lot of blind spots around corners - slower is better.

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

Road name	Crowther Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	3
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: 3</i>	<ul style="list-style-type: none"> Street is narrow, and visibility is restricted when backing out of driveways due to parked vehicles too close to driveways. Vehicles travel at 45kph at least, and this is too fast due to restricted visibility. New housing and lots more residents now, so reduced speed limit is appropriate to ensure their safety. Road is narrow with cars parked on both sides - lower speed limit will be safer.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> No need for 30kph speed zone near Chaucer School.

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

Road name	Eastdale Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	16
I think the current speed limit on this road should be kept the same	8
Other - Should be higher than current	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 12</i>	<ul style="list-style-type: none"> • This road has schools and high volumes of school traffic. • There are two light spots on Eastdale opposite sides that turn green - if cars are speeding through, ignorant of this, there could be an accident. • Lower speed limit will be safer for children and ducks. • Lots of families walking around and can get very busy during business hours. • Many near misses (children, other cars) and dead animals. • 50kph max around schools. • A lot of children cross this road. • Area located near parks and schools, increasing likelihood of people travelling to these places, who should be kept as safe as possible. • Around 3500 students from 3 schools less than 1km from each other is a lot of students and the cars need to slow down.
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> • There are no problems at current speed limit - no need to change it. • There are already speed bumps. • Due to raised speed bumps you cannot drive over 30kph anyway.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Drivers speed down this road.
Other suggestions for reduced vehicle speeds	<ul style="list-style-type: none"> • There are already speed bumps, recommend 40kph instead. • 30kph is way too low - suggest 40kph.

Why do you feel this way?	
Feedback Theme	Main points
Mentions: 2	
Other physical improvements suggested Mentions: 1	<ul style="list-style-type: none"> Around 3500 students from 3 schools less than 1km from each other is a lot of students and the cars need to slow down. We should also put in cycle lanes for these roads.

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

Road name	Falkirk Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	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"> • There is a bend where visibility is restricted, and Chaucer Primary is here. • Many children living and wandering around in this area. • Before and after school hours, there are many school kids walking, cycling, and driving in these areas. Outside of these times these are quiet suburban roads isolated from the main arterial network - lowering speed limit will create a more friendly residential environment. • Busy road during morning drop offs and after pick-ups, doesn't help that it is a narrow road too.

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

Road name	Highbury Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2
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: 2</i>	<ul style="list-style-type: none"> Reduced speed limit will be safer for the residents of the street - during school hours students from Avondale College park on Highbury and occasionally speed up and down the street. Is a short one-way road so 30kph is fine.

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

Road name	Holly Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	29
I think the current speed limit on this road should be kept the same	11
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: 21</i>	<ul style="list-style-type: none"> • Avondale Intermediate on this road. • Windy, bendy, bumpy road with school at one end. • Lower speed limit would improve safety for pedestrians, students, and wildlife/pets, and reduce noise. • Existing speed humps are not working to slow vehicles down. • It's the best for everyone's safety.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> • There are already speed bumps on this road that lower traffic to less than 50kph - 40kph more appropriate but expect minimal impact due to existing speed bumps (will not make any difference to safety outcomes).
The reduced speed limit is unnecessary <i>Mentions: 6</i>	<ul style="list-style-type: none"> • There are already speed bumps on this road that lower traffic to less than 50kph - 40kph may be more appropriate but expect minimal impact from lower limit due to existing speed bumps. • No reason to lower speed limits. • So many raised speed bumps that there is no need to change the speed limit.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Lower speed limit won't help if new limits aren't enforced (as they are not currently).

Why do you feel this way?	
Feedback Theme	Main points
Only support the reduced speed limit for a certain period of the day <i>Mentions: 2</i>	<ul style="list-style-type: none"> Speed limit should only be reduced during school hours. Against 24/7 speed reduction.
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> 30kph is unnecessary - there are already speed bumps, recommend 40kph instead. 30kph is way too low - suggest 40kph.
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> Needs an island where Holly Street meets Eastdale Road at that intersection - many drivers cut others off when indicating right do go down Eastdale. Need clearway for Holly Street to help traffic flow ('no parking' restrictions).

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

Road name	Keats Place
Part of road	Full length

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

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

Road name	Lidcombe Place
Part of road	Full length

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

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

Road name	Malory Street
Part of road	Full length

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

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

Road name	Marlowe Road
Part of road	Full length

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

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

Road name	Mayville Avenue
Part of road	Full length

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

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"> Children cross the road often, and Mayville is a cul-de-sac and does not require a higher (than proposed) speed limit. Small, narrow no-exit street with a Special Needs School whose students are at serious risk of being hit. Vehicles need to slow down.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> Have never seen/heard of anyone injured or killed - it's a short dead-end street with no need to speed.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> It is a waste of time and money to change something that's been working fine for so long.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> It's not long road, and cul-de-sac. I haven't seen any car drive fast. Also, the school is special school, and all students are in and out by taxi provided as school bus. Agree with lower speed limits to keep this the norm, but request no speed bumps, for consideration of the disabled students who can find these discomforting.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> There are too many cars parking on this street, and on footpaths and too close to driveways, obscuring visibility and making it difficult for residents to access. One development is causing particular issues in this regard, with people parking illegally.

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

Road name	Meredith Street
Part of road	Full length

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Narrow width street - lower speed limit will be safer for children.

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

Road name	Plane Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	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"> This road is used to bypass the lights from Victor St to Great North Road and cars come down here very fast.
Driver behaviour is creating safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Reducing the speed limit may not change this without supplementary engineering changes though as cars already regularly break the speed limit.
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> Needs to be supported with traffic calming on plane st and single sided parking on Beatrix St. This would make it consistent with the other 30km/h zone roads (Victor, Holly etc). Need clearway for Holly Street to help traffic flow ('no parking' restrictions).

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

Road name	Swinburne Street
Part of road	Full length

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

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

Road name	Ulster Road
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	3
I think the current speed limits in this road should be kept the same	3
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"> Reduced speed limit will be safer for those living and working on this narrow road, with many trying to bypass traffic and are speeding.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> No need for 30kph speed zone near Chaucer School. Submitter often walks and cycles along these roads and never has issue with vehicles travelling at 50kph.
Driver behaviour is causing safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> Many motorists try to bypass traffic using Ulster and are speeding.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> 30kph just seems too slow.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> I think that the design of this street encourages speeding. The speed limit of this street could be kept the same if speed control measures like kerb bailouts, tree planting, etc were implemented.

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

Road name	Victor Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	31
I think the current speed limit on this road should be kept the same	13

Why do you feel this way?	
Feedback Theme	Main points
<p>Reduced speed limit will be safer</p> <p><i>Mentions: 26</i></p>	<ul style="list-style-type: none"> Schools in this area. Runs parallel with Alberton Ave with the 3 schools and also another entrance to two of them. We need to decrease the speed limit to try and prevent speeding. Teenage drivers speed on this street and it is dangerous for school children. These streets are home to one of the largest High schools in the countries, and shares boundaries with 4 other education institutes with children ages from 0-12yrs. Three schools equating to around 3500 students within less than 1 kilometre of each other finish and start school at the same time. The traffic is carnage and anything to slow people down during school beginning is and endings is good. The existing speed bumps slow traffic already and it is used a lot around school time, and the rest of the time residents can go carefully over the bumps at 30kph. I think with kids and school on the street, a speed reduction would be great. Drivers often race (not literally) down this street.
<p>Reduced speed limit will create, or not reduce, safety issues</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> There are already speed bumps on this road that lower traffic to less than 50kph - 40kmph expect minimal impact due to existing speed bumps (will not make any difference to safety outcomes). There are already speed bumps in a number of roads including ours (Victor St), so I don't feel AT have fully looking at the congestion impacts to residents, or the parking congestion, which will only get worse with more high-rise apartments being built in the immediate area.
<p>The reduced speed limit is unnecessary</p> <p><i>Mentions: 6</i></p>	<ul style="list-style-type: none"> There are already speed bumps on this road that lower traffic to less than 50kph - 40kph more appropriate but expect minimal impact due to existing speed bumps. Seems to work fine as is. Speed is already reduced during school hours/weeks on this street.

Why do you feel this way?	
Feedback Theme	Main points
Driver behaviour is causing safety issues <i>Mentions: 3</i>	<ul style="list-style-type: none"> Regardless of speed limit, drivers will still be reckless. Too many cars speed on this road.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> Lower speed limit won't help if new limits aren't enforced (as they are not currently).
Reduce the speed limit further than proposed for a section of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> High volume of children especially after school - 40kph is not low enough during school hours - suggest 50kph outside school hours, and 30kph as the new school zone speed limit.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> Only support the reduced speed limit for a certain period of the day.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> 30kph is way too low - suggest 40kph.

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 Whau Local Board area. It saved a significant amount of time reporting in this way.

Suburb

Avondale

Feedback Theme	Main points
<p>Other roads/suggestions for reduced vehicle speeds</p> <p><i>Mentions: 8</i></p>	<ul style="list-style-type: none"> • Mead St - Lower speed limit: very narrow road with no speed limit signage, and many parked cars. • Rosebank Rd, Great North Rd - Do not lower speed limits: lowering limits here will cause congestion on Victor St, making it even more difficult to leave driveways. • Great North Rd - Lower vehicle speeds: Many pedestrians crossing for the shops, and children around with Primary school, and high vehicle speeds. • Trent St - Lower vehicle speeds: Many residences, with poor footpath, and courier drivers going very fast. • Blockhouse Bay Rd - Lower vehicle speeds. • Riversdale Rd - Lower vehicle speeds: Too many people speeding despite speed bumps - improve child safety. • Ash St - Lower vehicle speed: Cars and trucks drive far in excess of speed limit - very scary and have been accidents. • Rosebank Rd - Lower speed limit: There are frequently accidents on this part, which is why hit sticks have been put in. Clearly the speed limit needs to be lowered. • Rosebank Rd - 3 schools and a community park lead out to Rosebank Road at this location. It is essential to reduce speed here, between Honan Road and Ash Street. This should be a 30kph zone. • Rosebank Rd - Lower speed limit to 30kph: wherever possible, for safety of children, schools, and town centre.

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

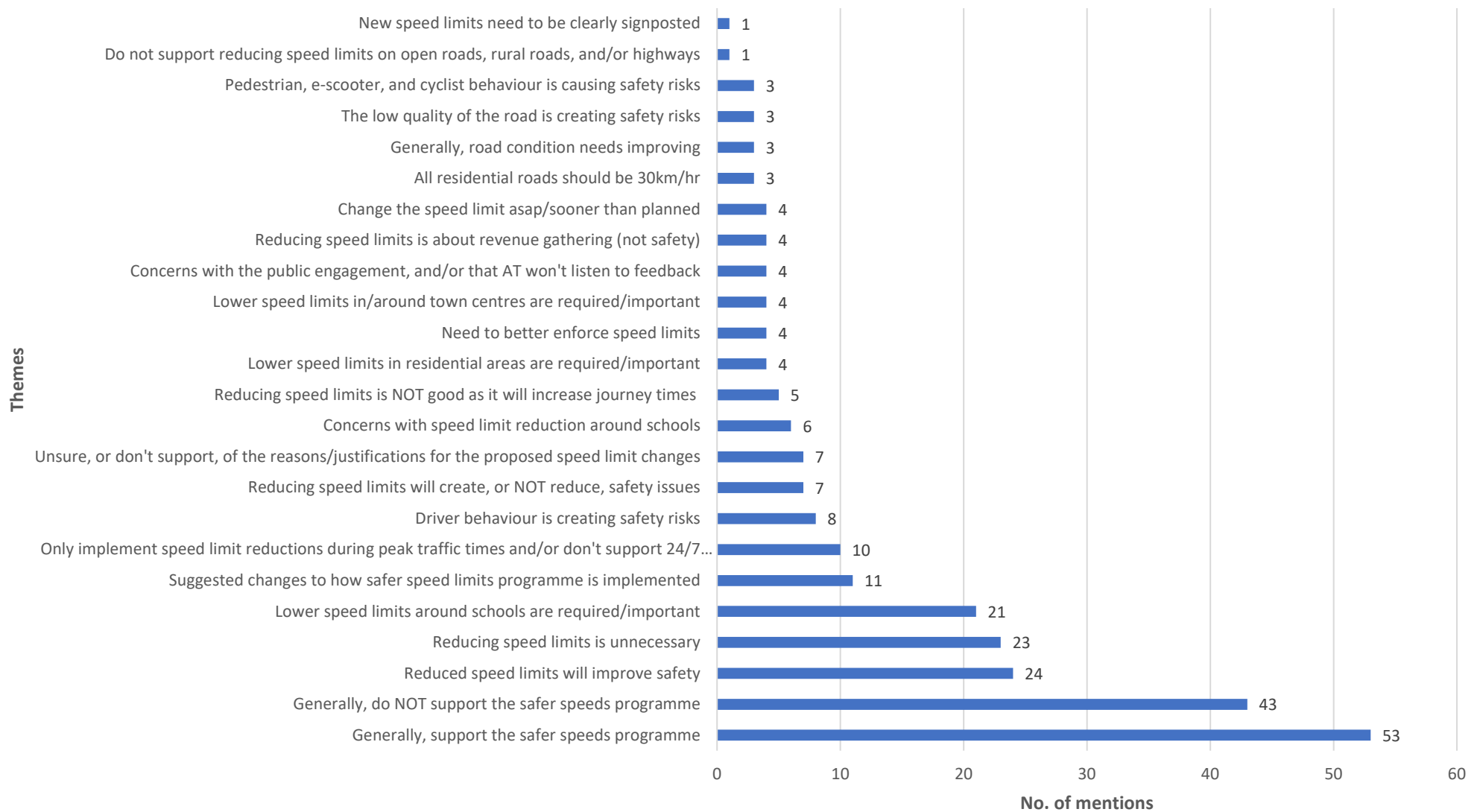
The feedback form also provided the opportunity for respondents to provide general comments on the Safe Speeds Programme. Most this feedback was general in nature and could not be attributed to a particular road.

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 Whau 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 Whau 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 Whau Local Board area, just themes.

All Themes: Whau Local Board Residents



Overall sentiment towards the Safer Speeds Programme

Feedback Theme	Main points
<p>Generally, support the safer speeds programme</p> <p><i>Mentions: 53</i></p>	<ul style="list-style-type: none"> • Support reduced speed limits as they will reduce crashes. • Making streets safer for pedestrians and cyclists can only be a good thing. • Support changes in high incident areas. • Support for speed limit changes around schools. • Support for speed limit changes around schools but only during school hours not 24/7. • Support for changes in inner city suburbs. • Believe other roads should also have a speed reduction. • Support speed reductions but don't agree with proposed speeds: <ul style="list-style-type: none"> ○ There should be less speed levels e.g. 30km/h residential, 60km/h rural and 80km/h motorway. ○ Support speed limit reduction to 40km/h not 30km/h. ○ 100km/h to 40km/h is too large of a change. • Support speed limit changes but they should be targeted to the road and researched.
<p>Generally, do NOT support the safer speeds programme</p> <p><i>Mentions: 43</i></p>	<ul style="list-style-type: none"> • Don't think speed is the issue, road maintenance is. • Don't think speed is the issue, poor driving is. • Don't think speed is the issue, poor enforcement is. • Drivers who decide to speed now will speed anyway. • Will make traffic congestion worse. • Previous programme to lower speed has not had an effect on accidents or deaths. • Current 30km/h hour speed limits are not working and will not work. • Speed limits below 40km/h are unrealistic. • Think speed limits should be raised. • Cars cannot travel faster than the speed limit in Metro Auckland anyway. • Do not support speed reductions on entire roads, rather just the stretch affected by accidents. • Do not support speed limit reductions, except around schools.

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

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

Feedback Theme	Main points
<p>Unsure, or don't support, of the reasons/justifications for the proposed speed limit changes</p> <p><i>Mentions: 7</i></p>	<ul style="list-style-type: none"> • Need to show why they justify the speed limit reductions. • AT need to show how many fatal crashes on the roads proposed justify the speed limit changes. • AT need to show the number of fatal crashes on Queen Street, Quay Street, Tangihua Street, and Anzac Avenue. • Show how many crashes were caused by speed and not due to other factors. • Franklin roads do not have the accident statistics that are being claimed, would like to see the actual statistics. • Using reports of accidents to make decisions is flawed as not all accidents are reported. • Accidents caused by texting and alcohol should not impact speed decisions. • Using speed around school to justify these changes is wrong as there are already speed limits around schools and most of the proposed changes are not near schools. • Seems driven by ideology not practicality. <ul style="list-style-type: none"> ○ Proposed changes are unrealistic. ○ Model is flawed/decision is based on incomplete or incorrect data. • People are capable of driving to the conditions. • Congestions means speed self-limits where necessary. • Speed limit reductions are a guise to force people out of using private cars. • The increase in injuries is probably in correlation to Auckland's growth. • Reducing rural roads to 80km/h is an attempt to ensure roads last longer, not for safety. • Proposal is based not on reducing speed reducing harm, but on cost being a limiting factor in providing safe roads. • These changes are being made to hide how bad AT has made Auckland's traffic congestion. • What are the reasons for these changes? • The roads mentioned for speed changes are inconsistent. • Too many roads have been selected.
<p>Reducing speed limits is unnecessary</p> <p><i>Mentions: 23</i></p>	<ul style="list-style-type: none"> • There is no need to lower speed limits/existing speed limits are safe. <ul style="list-style-type: none"> ○ Roads are safe for the current speed limits (flat, straight, visibility is good, very few hazards on the side of the road, no side roads).

Feedback Theme	Main points
	<ul style="list-style-type: none"> ○ Suggested roads already have speed calming measures (speed bumps, chicanes). • Proposed speed limits are slower than necessary. <ul style="list-style-type: none"> ○ 50km/h is a safe speed limit, no need to reduce below that. ○ 30km/h speed limits are ridiculous / too slow / unnecessary. • Speed limit reviews are a waste of time and money. • Many roads require maintenance/upgrading to improve safety, not speed limit reductions. • Due to congestion people already travel around the city at less than 50km/h. • Auckland speed limits are much lower than other parts of New Zealand. • Many of the proposed speed limit reductions don't make sense. • Enough roads have had speed lowered already. • Vehicles do not speed on this road(s). • There have been no, or very few, crashes on this road(s). • Cars are safer than ever. • Vehicles are of better quality now and can travel at faster speeds safely. • Of the 206 rural roads in Franklin only 33 are high risk (serious injury or death), it unnecessary to reduce speeds on many of these roads. • There are no proposed developments in this area that would make this road significantly busier. • The justification that this limit should be reduced to be in keeping with surrounding roads isn't a satisfactory justification. • There is already a variable speed limit for the dangerous part of the road. • Road will still be unsafe for walking at the reduced speed limit. • The changes are being made to slow journeys to get people to ride bikes. • Just use LSZ signs.
<p>Reducing speed limits will create, or NOT reduce, safety issues</p> <p><i>Mentions: 7</i></p>	<ul style="list-style-type: none"> • AT's speed limit reductions have so far caused increased crashes and deaths. • Reduced speed limits have increased incidences of dangerous driving. • Reduced speed limits have increased accidents. • There is no evidence that reducing speeds will reduce deaths, in fact, the opposite has occurred. Following a non-relevant Scottish example is senseless. • Reinstate the speed limits that were recently reduced by AT.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Driver behaviour is the problem, not the speed limits. • People who speed will still speed. • Lower speed limits (and slow drivers) create driver frustration and dangerous behaviour, such as risky overtaking. • Any motorist obeying a 50kmph limit who crashes and causes a fatality or serious injury is either elderly, pathetic, or on drugs/intoxicated. 30kmph speed limit won't change the cause of the accident. • Reduced speed limits will not reduce crashes in South Auckland, most people do not obey the current speed limits. • Reduced speed limit (to 30) will cause constant watching of speedometer instead of watching the road. • Slow traffic encourages phones use. • Variable speeds along same stretch of road causes driver distraction. • Need to also change the design speed of the road, or changes will be ineffective. • Proposal is about politicians being seen to do something, rather than actually improving safety. • AT need to research and focus on changes that will actually improve safety. • Why is AT not doing cost benefit analysis to justify these proposals? • AT need to do a full economic analysis of the impacts of reducing speed limits, such as time wasted, increased travel times for buses/delivery vehicles/taxis etc. • I work for insurance and monitor claims. 98% of our crash report claims are due to poor driver behaviour. 85% of faults causing death and serious injury are elderly. What is your strategy doing about the real cause for these areas?
<p>Reduced speed limits will improve safety</p> <p><i>Mentions: 24</i></p>	<ul style="list-style-type: none"> • Lower speed limits will make people less likely to crash. • Lower speed limits improve pedestrian safety. • Lower speed limits will make our streets safer for children, elderly, and those with mobility issues. • Limiting speed will make cycling safer. • Lower speed limits in areas with speed related incidents. • Lowering speed limit is the only option on some roads that cannot be improved in other ways. • Road conditions are not suitable for the current speed limits, lowering them will improve safety.
<p>Reducing speed limits is NOT good as it will increase journey times</p> <p><i>Mentions: 5</i></p>	<ul style="list-style-type: none"> • Reducing speed limits will increase journey times. • Reduced speed limits increase pollution. • Reduced speed will impact traffic flow.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Reduced speed will increase congestion. • Reduced speed limits will increase journey times for emergency services - they cannot exceed 30km/h over the limit. • Reduced driving speeds is increasing journey times from Pukekohe to Auckland. • Driving around rural roads in Franklin will take too long at lower speeds. • Slower speeds, slows the economy. • Longer journey times mean increased risk of accidents. • Increased journey times will create risky, impatient drivers. • Reduced speed limits will negatively affect the public transport network. • Want to be compensated for wasted time. • Want to be compensated for wasted fuel.
<p>Reducing speed limits is about revenue gathering (not safety)</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • Reducing speed limits is about revenue gathering. • Manurewa is being unfairly targeted to be fined and generate income. • South Auckland, and therefore Māori and Pacific communities, are being unfairly targeted. • Reduced speeds will lead to more petrol consumption and therefore are purely profit generation.
<p>New speed limits need to be clearly signposted</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • New speed limits need to be clearly signposted. • New speed limits should be painted on the road as well as signposted.
<p>Need to better enforce speed limits</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • Proposed changes will have minimal impact if not enforced. • General concerns about how speed limits will be enforced. • Better police roads with 50km/h speed limits. • Need more traffic cops. • Install speed cameras around schools. • Need more speed cameras can increase safety. • Need more random license and WOF checks. • Ensure courts enforce the law. • Need stronger penalties for breaking the road rules (one submitter suggested vehicles seized and if a repeat offender, crushed). • Need harsher penalties for those that speed past schools.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Make those caught speeding attend a course. • Need to police those driving too slow. • Great South Road between Drury and Papakura is never policed.
<p>Driver behaviour is creating safety risks</p> <p><i>Mentions: 8</i></p>	<ul style="list-style-type: none"> • Improve driver education to reduce crashes. • Drivers that should not have been given licenses is the issue. • Driver education should focus on more than speed, e.g. how to identify when it is safe to pull out, how to accelerate up to speed of other traffic. • Drivers should have to do a practical test every 10 years when they renew their licenses. • Better driver training/refresher courses. Use a hydraulic synaptic feedback chair to learn better risk assessment and understanding of poor driving decisions. • Require driver refresher courses that provide driver trainer in a hydraulic synaptic feedback chair. • Dangerous drivers are ruining it for the majority who drive within the current limits. • Driver education for teenagers in rural areas is required. • Bus drivers need more training as they create a risk. • Good driving should be rewarded to encourage better drivers. • Not fair to reduce speed limits and punish the vast majority of drivers who drive safely, for the minority that drive dangerously (who will drive dangerously anyway). • Drivers using mobile phones is causing crashes. • Cars that are poorly maintained or in poor condition are the cause of crashes, more than speed. • People are regularly running red lights which is dangerous. Install more red-light cameras. • Slow speed limits (and slow drivers) cause driver frustration and dangerous driving, such as risky overtaking. • Reduced speed limits have increased incidences of dangerous driving. • Removing passing lanes is resulting in risky overtaking. • Unless there is frequent signage drivers won't know what speed to go and will be distracted looking for signs. • Any motorist obeying a 50kmph limit who crashes and causes a fatality or serious injury is either elderly, pathic, or on drugs/intoxicated. 30kmph won't change the cause. • I work for insurance and monitor claims. 98% of our crash report claims are due to poor driver behaviour. 85% of faults causing death and serious injury are elderly. What is your strategy doing about the real cause for these areas?

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

Feedback Theme	Main points
	<ul style="list-style-type: none"> ○ Need to make roads flow better. ○ Road calming suggestions. ○ More pedestrian crossings. ● Improve road signage, road markings and lighting. ● Need to make roads flow better. ● Poor repairs and maintenance work that don't last or are in poor/uneven condition from the time of the repair are a problem. ● Poor road condition is causing regular damage to vehicles. ● Need to improve motorways and invest more time in them. ● More and more development is being permitted without improving road quality.
<p>Suggested changes to how safer speed limits programme is implemented</p> <p><i>Mentions: 11</i></p>	<ul style="list-style-type: none"> ● Define a low-speed limit across the area (e.g. 30 km/h in urban areas and 60 km/h in rural areas and 80 km/h on motorways) and only allow roads to be faster by exception. ● Consider 10km/h speed reduction rather than 20km/h. ● Rural roads should be 80km/h maximum. ● 30km/h is too slow, should only consider implementing 40km/h limits. ● Having 10km/hr speed increments is confusing. Stick with just odd numbers (i.e. 10, 30, 50, 70, 90, 110km/h). ● Straight, long stretches of road should be 60km/h. ● All South Auckland roads should be 50km/h. ● In areas that have various speeds, stick with just 30km/h and 50km/h. ● Reduce speed limits on all urban roads to reduce confusion. ● The idea that speed limits should follow from design speeds is completely backwards. Lower the limit now and then design the street around that whenever it next comes to be rebuilt. ● Ensure roads are designed/changed to reflect the speed limit for the road, so that people naturally travel the speed limit and feel uncomfortable travelling faster e.g. narrower roads, trees on alternating sides of the road, plant trees between the road and the footpath. ● Low-cost, tactical changes need to be rolled out to support the reduced speed limits. ● In urban/residential areas reduced speed areas ought to take the form of low traffic neighbourhoods. ● Do not create traffic calming that is unsuitable for small vehicles. ● Speed limits should be implemented with road calming measures. ● Speed limits should be implemented with extra driver education.

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

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

Feedback Theme	Main points
<p>Only implement speed limit reductions during peak traffic times and/or don't support 24/7 implementation</p> <p><i>Mentions: 10</i></p>	<ul style="list-style-type: none"> • Do not support 24/7 implementation of speed limits. • Only implement during peak traffic times. • Only implement during school hours, school pick-up and drop-off times, and/or during school terms. • Speed reductions should only be between 8am and 7pm. • Speed reductions should only be between 8am and 4pm. • Reducing speeds all day for a problem that only exists for a short period of time each day doesn't make sense. • Reducing speeds for 24 hours is impractical and impossible to police. • Speed limit signage around schools should be electronic so limits can be changed when necessary (increased in evenings and weekends).
<p>Do not support reducing speed limits on open roads, rural roads, and/or highways</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Do not support reducing speed limits on open roads and/or highways. • Rural roads should have an open road speed limit so people can decide how fast they travel.
<p>Concerns with speed limit reduction around schools</p> <p><i>Mentions: 6</i></p>	<ul style="list-style-type: none"> • Schools are already speed limit zones, why add extra. • Limit should be 40km/h. • Should not be 24/7, and should be notified by illuminated, variable signs. • Different schools have different start times, so speed limits should be tailored to those times. • School zones should have more monitoring at peak times, not speed limit reductions. • Too many side roads around schools are included in low-speed limit. • Should only be 30km/h for a distance of 400m from each school. • Speed limits should be around primary schools only. • Only apply 30km/h speed limits to on schools that are not on main arterial roads. • It is not speed around schools that is the problem, it is parents dropping off and picking up dangerously, and buses. • People ignore low speed zones around schools anyway. • Is there a strategy to address school related traffic volume?

General locations where speed limit reductions are supported

Feedback Theme	Main points
<p>Lower speed limits around schools are required/important</p> <p><i>Mentions: 21</i></p>	<ul style="list-style-type: none"> • All schools should be included. • Makes it safer for children going to/from school. • Change speed limit around schools 40km/h. • Speed limits around schools need to be standard, not 40kph at some and 30kph at others. • Reduced speed limits should be restricted to school zones. Leave other roads 50km. • Don't support the speed reductions, except around schools. • There should be traffic calming measures and safety improvements (pedestrian islands) as well as lower speed limits. • All schools should have flashing 30kmh signs at their boundary.
<p>Lower speed limits in residential areas are required/important</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • All residential roads should be 30km/h. • Lower speed limit is important, but it should be 35km/h or 40km/h. • High density town roads should be 40km/h maximum. • In a cul-de-sac or tight, narrow residential road, the limit should be lower than 30km/h. • All minor side streets should be 30km/h. • Need lower speed limits around parks, where children play. • Residential roads have more potential for conflict (people turning out of driveways, pedestrians crossing the road, parked cars) and often have worse visibility. • Modern cars are large and dangerous, lower speed limits in suburban roads would be safer for pedestrians.
<p>All residential roads should be 30km/hr</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • All residential roads should be 30km/h. • Will enable vehicles and bikes to share the road. • Should be supported by physical measures to reduce speeds.
<p>Lower speed limits in/around town centres are required/important</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • Town centres are high pedestrian areas so should have lower speed limits. • Agree with speed reductions but speed limits should be 40km/h. • The city should be 30km/h everywhere, with wider footpaths and narrower streets to encourage slow speeds.

Other comments and concerns

Feedback Theme	Main points
<p>Concerns with the public engagement, and/or that AT won't listen to feedback</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • AT will not listen to public feedback. • AT did not listen to feedback regarding last speed limit review in Franklin, it is now more dangerous. • AT needs to communicate their responses to feedback better. • There is very limited opportunity to provide feedback. • The outcomes have already been decided as you state, "no change is not an option". • AT only listens to vocal minority groups. • Sick of the government deciding things without consulting the ratepayers. • AT never propose increased speed limits. • AT need to release statistics to show proof of speed limit reduction requirements on each road. • Consultation website was poorly designed and difficult to navigate, meaning that an informed assessment cannot be made. • Concerns the map in the brochure drop is deceptive - the dots are incorrectly placed. • Had technical issues with the online survey and/or interactive map tool. • Concerns the leaflet is propaganda and doesn't contain accurate statistics. • Concern that there is a discrepancy between the online information when giving feedback and the leaflet drop: D'Oyly Drive included in the leaflet but not the online 'Have your say'. • Stop using Facebook groups for feedback. • Need an option for people to be added to the mailing list once feedback is gathered that doesn't require giving feedback. • Future proposals should be posted on local community boards. • AT should communicate directly with locals and drive the roads to better understand the problems.
Other comments	<ul style="list-style-type: none"> • People parking in unsuitable places causes congestion and is unsafe. • Slows down emergency response vehicles who are only allowed to travel 20km/h above limit. • Rules around the use of E-scooters and bikes need to be formalised. e.g. giving way, signalling, where to ride, interactions with pedestrians. • Speed reductions of 50% or more will not be tolerated by the community.

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