

Safe Speeds Programme

Proposed Speed Limit Changes Speed Limits Amendment Bylaw 2022

Public feedback October/November 2021

Proposed new speed limits for approximately 800
roads around Auckland



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Summary

What did we seek feedback on?

From 6 October to 14 November 2021, Auckland Transport (AT) invited the public to provide feedback on a proposal to set new permanent speed limits on approximately 800 roads around Auckland.

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

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

This ongoing programme to review road speed limits is called the Safe Speeds Programme. The 800 roads proposed for changes under this consultation is phase two of this programme.

Safe Speeds Programme – Vision Zero

To investigate speed limits across the region and if required to propose and set safe and appropriate speed limits. Safe and appropriate speed limits are those that take into account the design and layout, use, risk and safety factors of each road.

To integrate with AT's Vision Zero goals of achieving zero deaths and serious injuries by 2050. Speed plays a factor in every crash. Traveling at a safe speed has been proven to make most crashes survivable.

To integrate with Ministry of Transport Road to Zero action plan to reduce DSIs across New Zealand.

Flow on effects of safe speed limits include greater investment in public transport, improved human health, especially for children and senior citizens, and a reduction in carbon emissions as people are more willing to accept mode shift when the perception of safety improves (which is another flow-on effect of setting safe speed limits).

About this report

This report outlines the feedback received on approximately 800 roads proposed for new speed limits, that were presented for public feedback between October and November 2021. This report, and the feedback analysis that form it, were completed independently by Viewpoints NZ.

Respondents could provide general feedback on the Safe Speeds Programme, or feedback on specific roads. In total **8,413 submissions** were received. The feedback has been analysed and presented in this report as follows:

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

Activities to raise awareness








From 27 September to 14 November 2021, Auckland Transport (AT) invited the public to provide feedback on a proposal to set new permanent speed limits on approximately 800 roads around Auckland. To let you know about the opportunity to provide feedback on the project, we:

- Mailed a flyer to 340,257 properties and PO Boxes on/near the roads proposed for speed limit changes.
- Email of the project information to approximately 150 key stakeholders, including businesses in the area, Emergency Services, educational institutions
- Project web pages on both AK Have Your Say page, which included the online feedback form, and Auckland Transport’s website (linking to the AK Have Your Say page)
- Production and promotion of a project video
- Our Auckland story
- Translated consultation materials into Te Reo Māori, Tongan, Samoan, Simplified Chinese, Korean and NZ Sign Language.
- Emails to more than 210,000 people through Auckland Council and AT databases
- Presentations to the Waitemata Local Board, City Centre in Focus, and Heart of the City
- Separate public and business-focused webinars
- Posters featuring a QR code linking people to the AK Have Your Say page put up around the project area and at Britomart
 - Advertising in the NZ Herald, community newspapers, specialist/ethnic media:
 - Central Leader, East & Bays Courier, Eastern Courier, Manukau Courier, North Harbour News, North Shore Times, Nor-West News, Papakura Courier, Rodney Times, Franklin County News, Western Leader, Hibiscus Matters, Pohutukawa Times, Chinese Herald, Mandarin Pages, Ponsonby News, Times, Kakalu O Tonga, Indian Weekender.
- Sent flyers, posters, and hardcopy Freepost feedback forms, in multiple languages to every library and service centre in Auckland.
- Social media campaign promoting the engagement, the video and registering to attend the public-focused webinar
- Utilising City Rail Link/Link Alliance existing networks to reach the Aotea Station Community Liaison Group members and Aotea e-newsletter recipients
- Promotion via AT’s Metro and AT HOP (bus, train, and ferry) e-newsletters
- One-on-one briefings with key stakeholders.

Overview of public feedback

Top 11 feedback themes: 'general comments' on proposed speed limit changes

(results from all respondents – Note: the majority of submitters did not provide general sentiment)

Feedback theme	No. of mentions
 Reduced speed limit is NOT good as it will increase journey times	311
 Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes	330
 Generally, road condition needs improving	383
 Lower speed limits around schools are required/important	495
 Driver behaviour is creating safety risks	566
 Reduced speed limits will improve safety	581
 Reducing speed limits will create, or NOT reduce, safety issues	603
 Reducing speed limits is unnecessary	1086
 Generally, support the Safe Speeds Programme	1,406
 Generally, do NOT support the Safe Speeds Programme	1,814
 Did <u>not</u> express 'general sentiment' towards the Safe Speeds Programme	5,193

**Positive comments
about the Safe
Speeds Programme**

Lower speeds will make streets safer for the elderly and people with mobility issues

Lower speeds will make streets safer for pedestrians and people on bikes

Support speed limit reductions around schools so it is safer for children to travel to/from school

Lots of people speed down this road, the new speed limit will make it safer

Lower speeds will reduce crashes/serious crashes

Also need physical interventions to reduce vehicle speeds e.g. speed tables

Support reduced speeds in inner city suburbs

A lower speed limit should be standardised around all schools

Residential streets should be 30km/hr

A lower speed limit is suitable for this type of road e.g. narrow, residential, dead-end

Previous programme to lower speed has not had an effect on accidents or deaths

Don't think speed is the issue:
- poor driving is
- the road condition is

Improve driver education and enforcement to reduce crashes

Concerns about the Safe Speeds Programme

Lower speeds cause people to get frustrated and drive dangerously

Speed limit should only be lowered during school hours (no issues at other times)

Do not support speed limit reductions, except around schools

There is no need to lower speed limits:
- existing speed limits are safe
- road is in safe condition
- there are no issue with dangerous driving on this road

Don't support reducing speed on rural roads

The speed limit reductions are not adequately justified/evidenced by AT

Roads with various speed limits are confusing and people will speed by mistake

Project decisions and next steps

Response to feedback themes

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

School speed limit zones

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

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

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

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

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

Project decisions

After considering all public feedback and any further technical investigations, the AT Board will make decisions on each of the roads proposed for speed limit changes. As decisions are made, they will be published at at.govt.nz/about-us/have-your-say/proposed-speed-limit-changes/.

Next steps

- If these proposed changes go ahead, they will be made by amendment to the Speed Limits Bylaw 2019 and will start to come into effect in mid-2022.
- AT will be seeking public feedback on more than 1,600 additional roads proposed for speed limit changes in February to April 2022. This will be phase three of the Safe Speeds Programme.
- Any roads suggested for speed limit changes during the phase two October/November 2021 public feedback round, if not already part of the phase three February/April 2022 proposal round, will be investigated and if suitable included in subsequent engagement rounds (i.e. late 2022 onwards).

Feedback received

What we asked you

We asked people:

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

People could provide feedback via:

- An online feedback form (please refer to [Attachment 3](#))
- An online feedback map
- Email

Feedback overview

People could provide general feedback on the Safe Speeds Programme, or feedback on specific roads. In total, **8,413 submissions** were received. The feedback has been analysed and presented in this report as follows:

- The feedback received on each road proposed for speed limit changes has been reported by local board area. A report for each local board area (and each local boards submission on the Safe Speeds Programme) can be found at at.govt.nz/about-us/have-your-say/proposed-speed-limit-changes/. An index table that shows which roads are in each local board area is provided in [Appendix 1](#) of this report.
- A brief summary of the ‘general feedback’ on the Safe Speed Programme is outlined above in the [Overview of public feedback](#) section above.
- The sub-section immediately below ([Key feedback topics and themes](#)), covers the ‘general feedback’ on the Safe Speed Programme in more detail. In this section the feedback has been grouped into 27 themes, which have been grouped under six topic areas.
- The [Feedback from key interest groups](#) section outlines the feedback received from key interest groups, such as Waka Kotahi (New Zealand Transport Agency), Emergency Services, and AA.

Key feedback topics and themes

This section outlines the feedback topics and related themes from all submitters. A submission from one person or organisation can count towards multiple topics and themes.

Feedback topics

All themes from general feedback on the Safe Speeds Programme

Overall sentiment towards the Safe Speeds Programme

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

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

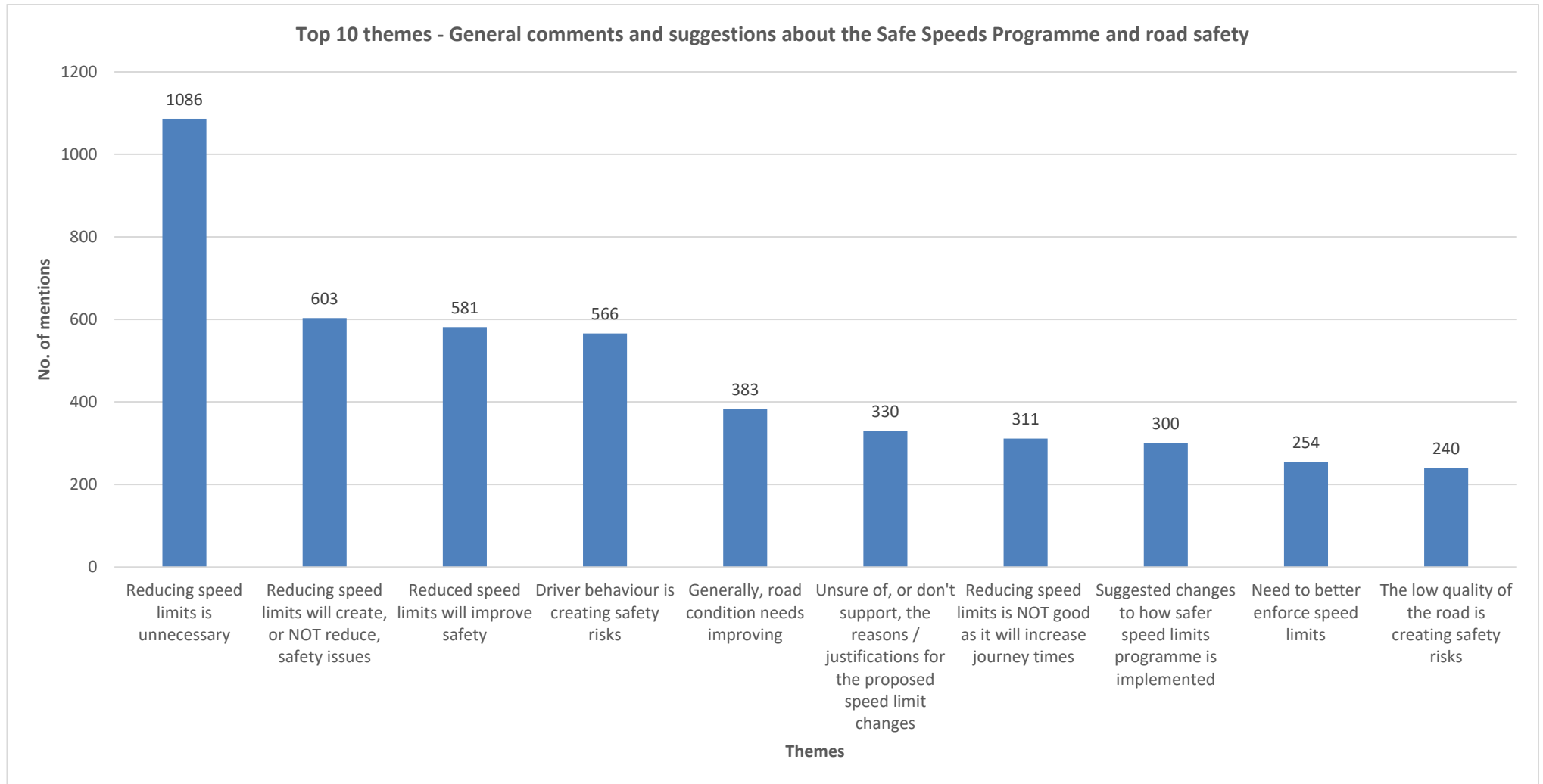
General locations where speed limit reductions are supported

Other comments and concerns

Feedback Theme	Main points
<p>Generally, support the Safe Speeds Programme <i>Mentions: 1,406</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 Safe Speeds Programme <i>Mentions: 1,814</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. • Don't support reducing speed on rural roads. • Programme with various speeds will cause confusion and people will be fined.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • 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 Safe Speeds Programme and road safety



Feedback Theme	Main points
<p>Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes</p> <p><i>Mentions: 330</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: 1,086</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). ○ Suggested roads already have speed calming measures (speed bumps, chicanes). • Proposed speed limits are slower than necessary.

Feedback Theme	Main points
	<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: 603</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. ● Driver behaviour is the problem, not the speed limits.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • 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 <i>Mentions: 581</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 <i>Mentions: 311</i></p>	<ul style="list-style-type: none"> • Reducing speed limits will increase journey times. • Reduced speed limits increases 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) <i>Mentions: 169</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 <i>Mentions: 89</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 <i>Mentions: 254</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).

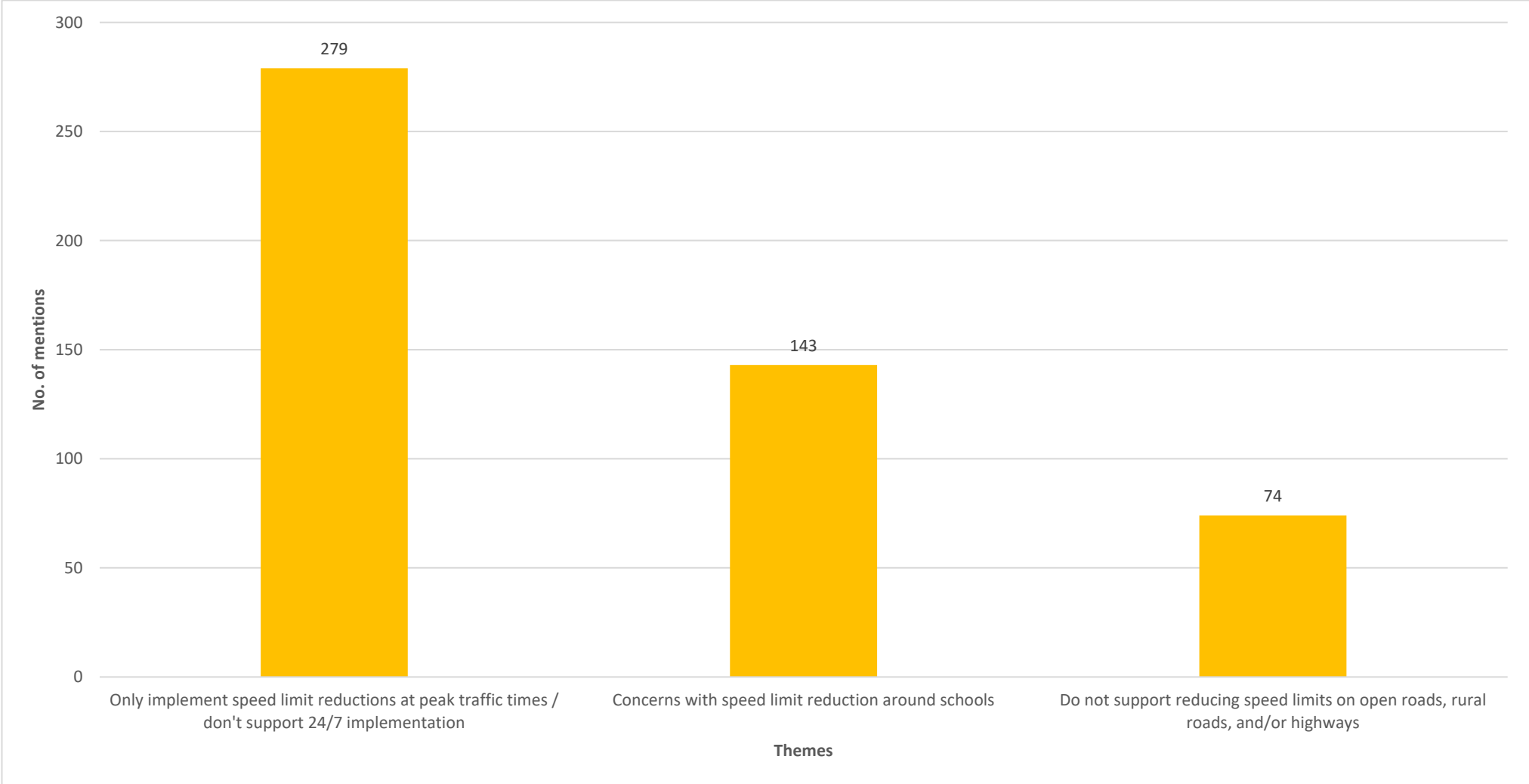
Feedback Theme	Main points
	<ul style="list-style-type: none"> • Need harsher penalties for those that speed past schools. • Make those caught speeding attend a course. • Need to police those driving too slow. • Great South Road between Drury and Papakura is never policed.
<p>Driver behaviour is creating safety risks <i>Mentions: 566</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.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • 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>Pedestrian, e-scooter, and cyclist behaviour is causing safety risks</p> <p><i>Mentions: 73</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: 240</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: 383</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.

Feedback Theme	Main points
	<ul style="list-style-type: none"> ○ Better quality maintenance. ○ Improve road signage, road markings, and lighting. ○ Speed limits should be painted on roads at regular intervals. ○ 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>Change the speed limit asap/sooner than planned</p> <p><i>Mentions: 49</i></p>	<ul style="list-style-type: none"> ● Implement speed limit reductions sooner. ● Trial temporary speed limit reductions until new limits come into effect. ● AT should take a bolder approach, introduce wider speed zones at a faster pace.
<p>Lowering speed limits will have a positive effect on climate change</p> <p><i>Mentions: 37</i></p>	<ul style="list-style-type: none"> ● Reducing speed limits will reduce emissions. ● Reducing speed limits will help to meet climate change goals. ● Reducing speed limits encourages non-vehicle travel and therefore reduces emissions. ● Reducing speed limits will reduce pollution.
<p>Suggested changes to how safer speed limits programme is implemented</p> <p><i>Mentions: 300</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.

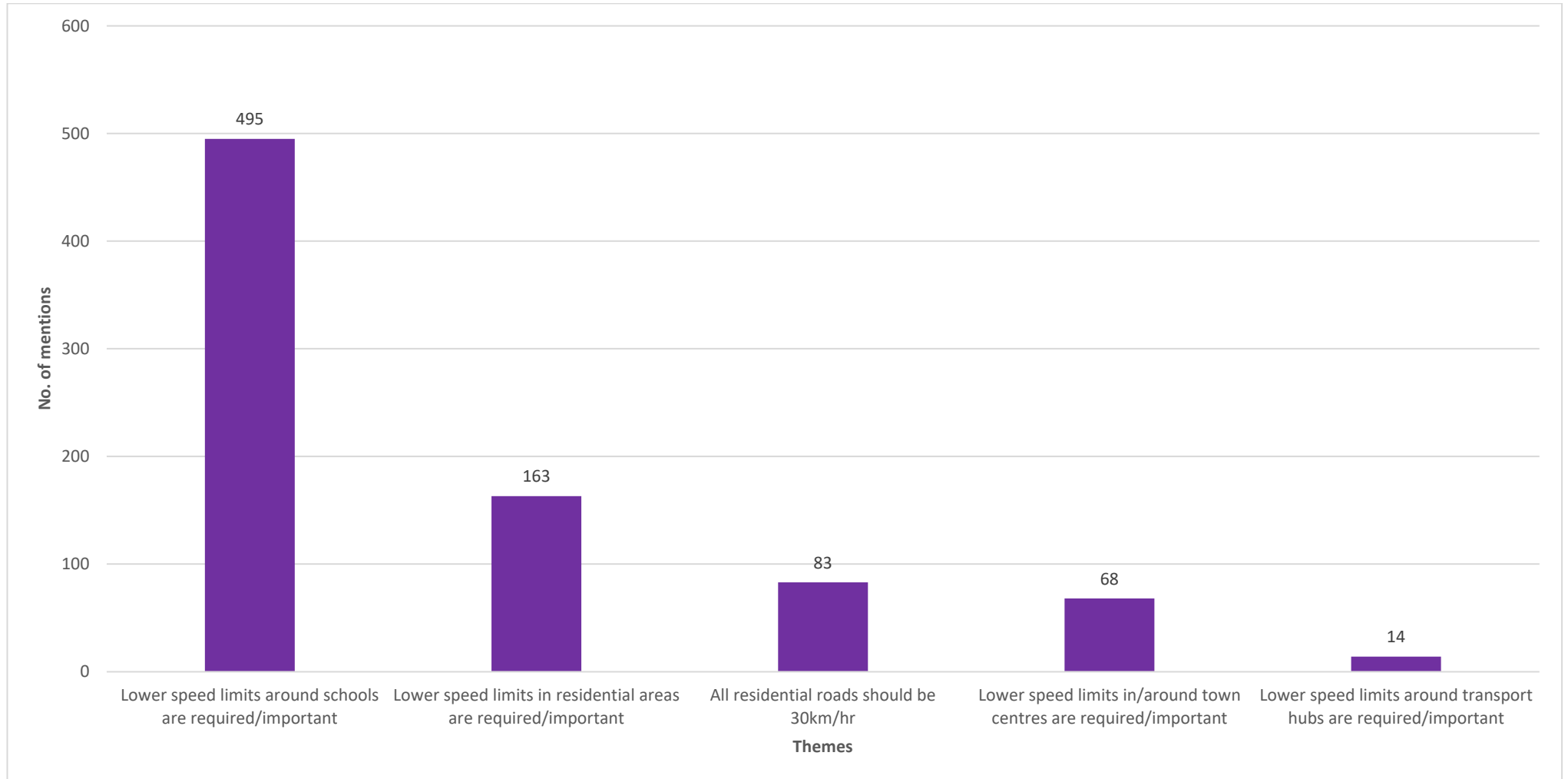
Feedback Theme	Main points
	<ul style="list-style-type: none"> • All South Auckland roads should be 50km/h. • In areas that have various speeds, stick with just 30km/h and 50km/h. • Reduce speed limits on all urban roads to reduce confusion. • The idea that speed limits should follow from design speeds 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. • 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



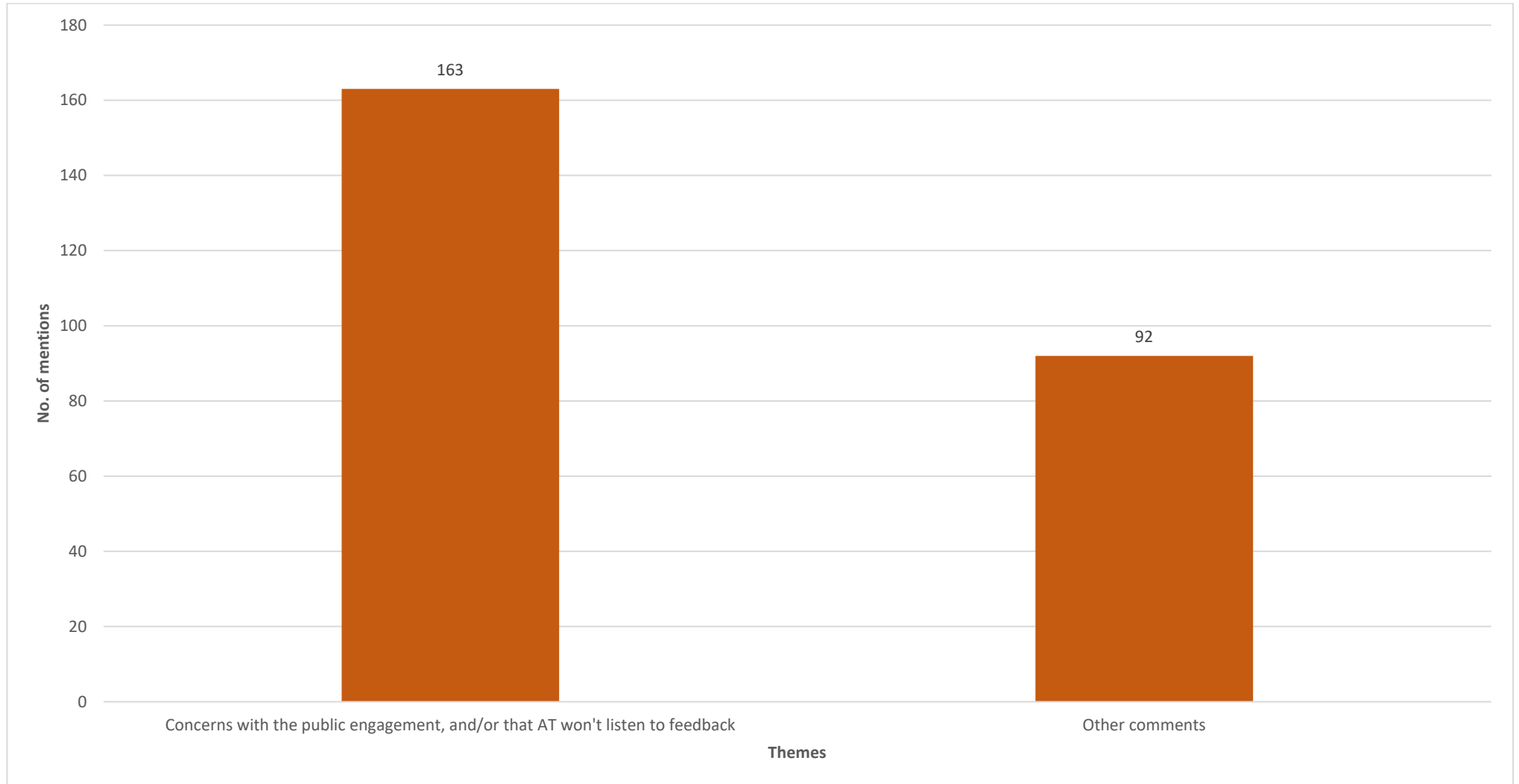
Feedback Theme	Main points
<p>Only implement speed limit reductions at peak traffic times / don't support 24/7 implementation</p> <p><i>Mentions: 279</i></p>	<ul style="list-style-type: none"> • Do not support 24/7 implementation of speed limits. • Only implement during peak traffic times. • Only implement 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: 74</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: 143</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 <i>Mentions: 495</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 <i>Mentions: 163</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 conflicts (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 <i>Mentions: 83</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 around transport hubs are required/important <i>Mentions: 14</i></p>	<ul style="list-style-type: none"> • Transport hubs are high pedestrian areas so should have lower speed limits.
<p>Lower speed limits in/around town centres are required/important <i>Mentions: 68</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: 163</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.
<p>Other comments</p> <p><i>Mentions: 92</i></p>	<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. • 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.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • 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.

Feedback from key interest groups

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

- Fire and Emergency New Zealand in Tāmaki Makaurau
- NZ Police
- Waka Kotahi
- Hauraki District Council
- Avondale Intermediate School
- MHJC School Flat Bush
- Mt Albert Primary School
- Newton Central School
- Ōrākei School
- Orere School
- Pukekohe Christian School
- Westmere School
- Franklin Residents Association
- Grey Lynn Residents Association
- Meadowbank and St Johns Residents Association
- AA
- Bike Tamaki Drive
- Brake
- JR Coachlines
- The Campaign for Better Transport
- Orataiao: NZ Climate & Health Council

Attachment 1: Index for results of road-based feedback

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

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

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit
Aarts Avenue	full length	Manurewa	Manurewa	50	30km/h
Aberdeen Crescent	full length	Manurewa	Wattle Downs	50	30km/h
Aberfoyle Street	full length	Albert-Eden	Epsom	50	30km/h
Addington Avenue	full length	Manurewa	Manurewa	50	30km/h
Addison Street	full length	Whau	Blockhouse Bay	50	30km/h
Adelie Place	full length	Hibiscus And Bays	Murrays Bay	50	30km/h
Aden Place	full length	Manurewa	Clendon Park	50	30km/h
Agar Place	full length	Māngere-Ōtāhuhu	Favona	50	30km/h
Agathis Avenue	full length	Hibiscus And Bays	Mairangi Bay	50	30km/h
Aicken Road	full length	Franklin	Hunua	100	60km/h
Ainsdale Place	full length	Manurewa	Manurewa	50	30km/h
Aka Aka Road	between 165m south of Waiuku Road and 20m north of Shipherd Road (the boundary of Auckland)	Franklin	Puni	100	80km/h
Albany Road	full length	Waitematā	Ponsonby	50	30km/h
Albert Street	between Luke Street and Princes Street	Māngere-Ōtāhuhu	Otahuhu	50	30km/h
Alberton Avenue	full length	Albert-Eden	Mount Albert	50	30km/h
Alderson Lane	full length	Māngere-Ōtāhuhu	Favona	50	30km/h
Aldridge Road	full length	Franklin	Hunua	100	60km/h
Alexander Crescent	between Bairds Road and Blair Place	Ōtara-Papatoetoe	Otara	50	30km/h

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit
Alexis Avenue	between Alberton Avenue and New North Road	Albert-Eden	Mount Albert	50	30km/h
Aley Road	full length	Franklin	Mangatawhiri	100	60km/h
Alford Street	full length	Albert-Eden	Waterview	50	30km/h
Alfriston-Ardmore Road	full length	Franklin	Alfriston	100	80km/h
Allendale Road	between Lloyd Avenue and 20m north of Mt Albert Road	Albert-Eden	Mount Albert	50	30km/h
Allerton Place	full length	Manurewa	Wattle Downs	50	30km/h
Alverston Street	full length	Albert-Eden	Waterview	50	30km/h
Ambush Road	full length	Franklin	Ramarama	100	40km/h
Anglesea Street	full length	Waitematā	Freemans Bay	50	30km/h
Annison Avenue	full length	Waitākere Ranges	Glen Eden	50	30km/h
Antalya Place	full length	Manurewa	Manurewa	50	30km/h
Aotearoa Terrace	full length	Hibiscus And Bays	Murrays Bay	50	30km/h
Aporo Drive	full length	Rodney	Kumeu	50	30km/h
Appleyard Crescent	full length	Ōrākei	Meadowbank	50	30km/h
Arabi Street	full length	Albert-Eden	Sandringham	50	30km/h
Ararimu Road	between 275m east of Maxted Road and 150m south of Steel Road	Franklin	Ararimu/Ramarama	100	80km/h
Ararimu Road	between 223m north of Steel Road and Papparimu Road	Franklin	Ararimu/Ramarama	100	80km/h
Arbor Close	full length	Manurewa	Manurewa	50	30km/h
Ardmore Quarry Road	between 560m south of Creightons Road and southern end of Ardmore Quarry Road	Franklin	Ardmore	100	40km/h
Ardmore Quarry Road	between Papakura-Clevedon Road and 560m south of Creightons Road	Franklin	Ardmore	100	60km/h
Ardmore Road	full length	Waitematā	Ponsonby	50	30km/h
Argyle Avenue	full length	Papakura	Pahurehure	50	30km/h

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit
Argyle Street	full length	Albert-Eden	Morningside	50	30km/h
Arlington Street	full length	Albert-Eden	Waterview	50	30km/h
Armada Road	full length	Ōrākei	Remuera	50	30km/h
Arnwood Street	full length	Manurewa	Manurewa	50	30km/h
Ashbourne Place	full length	Henderson-Massey	Glendene	50	30km/h
Ashley Avenue	full length	Hibiscus And Bays	Long Bay	50	30km/h
Ashmore Place	full length	Māngere-Ōtāhuhu	Favona	50	30km/h
Aspen Street	full length	Whau	Avondale	50	30km/h
Attwood Road	full length	Upper Harbour	Paremoremo	80	50km/h
Aulyn Drive	full length	Franklin	Karaka	100	60km/h
Aurora Avenue	full length	Puketāpapa	Wesley	50	30km/h
Austin Brave Place	full length	Māngere-Ōtāhuhu	Favona	50	30km/h
Aveline Place	full length	Maungakiekie-Tāmaki	Glen Innes	50	30km/h
Aviemore Drive	full length	Howick	Highland Park	60	50km/h
Awakino Place	full length	Manurewa	Manurewa	50	30km/h
Awhina Street	full length	Māngere-Ōtāhuhu	Favona	50	30km/h
Axtens Road	full length	Franklin	Mangatawhiri	100	60km/h
Bairds Road	between East Tamaki Road and 10m west of Cordoba Court	Ōtara-Papatoetoe	Otara	50	30km/h
Bank Street	full length	Albert-Eden	Mount Eden	50	30km/h
Barber Road	between Portsmouth Road and 330m north of Paparata Road	Franklin	Bombay	100	60km/h
Barber Road	between 10m south of Paparata Road and southern end of Barber Road	Franklin	Bombay	100	60km/h
Barque Rise	full length	Hibiscus And Bays	Long Bay	50	30km/h
Barrie Street	full length	Waitematā	Freemans Bay	50	30km/h

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit
Barrys Road	full length	Henderson-Massey	Glendene	50	30km/h
Bathurst Road	full length	Albert-Eden	Mount Eden	50	30km/h
Batkin Road	full length	Franklin	Hunua	100	60km/h
Bayard Street	full length	Waitematā	Ponsonby	50	30km/h
Bayfield Road	full length	Waitematā	Ponsonby	50	30km/h
Beagle Avenue	full length	Puketāpapa	Wesley	50	30km/h
Beatrix Street	full length	Whau	Avondale	50	30km/h
Beaver Road East	full length	Franklin	Bombay	100	60km/h
Beaver Road West	between SH1 and 350m west of Streamfields Way (the boundary of Auckland)	Franklin	Bombay	100	60km/h
Beazley Place	full length	Henderson-Massey	Glendene	50	30km/h
Bedlington Avenue	full length	Manurewa	Manurewa	50	30km/h
Beeston Crescent	full length	Manurewa	Manurewa	50	30km/h
Belcher Street	full length	Puketāpapa	Wesley	50	30km/h
Belfry Place	full length	Manurewa	Wattle Downs	50	30km/h
Bellbird Rise	full length	Hibiscus And Bays	Murrays Bay	50	30km/h
Bellshill Close	full length	Manurewa	Wattle Downs	50	30km/h
Belvedere Street	full length	Albert-Eden	Epsom	50	30km/h
Benmore Place	full length	Manurewa	Manurewa	50	30km/h
Bennett Street	full length	Albert-Eden	Mount Albert	50	30km/h
Benton Place	full length	Manurewa	Manurewa	50	30km/h
Beresford Street Central	full length	Waitematā	Freemans Bay	50	30km/h
Beresford Street West	full length	Waitematā	Freemans Bay	50	30km/h
Bettina Place	full length	Manurewa	Manurewa	50	30km/h
Betts Avenue	full length	Puketāpapa	Wesley	50	30km/h
Bight Road	full length	Hibiscus And Bays	Long Bay	50	30km/h

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit
Bingara Place	full length	Māngere-Ōtāhuhu	Favona	50	30km/h
Blackett Crescent	full length	Ōrākei	Meadowbank	50	30km/h
Blake Street	full length	Waitematā	Ponsonby	50	30km/h
Blantyre Court	full length	Manurewa	Wattle Downs	50	30km/h
Bombay Road	between 150m north of Lawrence Carter Drive and Great South Road	Franklin	Bombay	100	60km/h
Bonnie Brae Road	full length	Ōrākei	Meadowbank	50	30km/h
Brechin Place	full length	Manurewa	Wattle Downs	50	30km/h
Brent Place	full length	Manurewa	Manurewa	50	30km/h
Brentford Place	full length	Manurewa	Manurewa	50	30km/h
Brisbane Street	full length	Waitematā	Grey Lynn	50	30km/h
Brixton Road	full length	Albert-Eden	Mount Eden	50	30km/h
Brodie Road	full length	Franklin	Clevedon	100	40km/h
Broken Bridge Road	full length	Franklin	Hunua	100	60km/h
Bromley Place	full length	Maungakiekie-Tāmaki	Glen Innes	50	30km/h
Brookfield Road	full length	Franklin	Drury	80	60km/h
Buccaneer Street	full length	Puketāpapa	Wesley	50	30km/h
Buckland Road	between 300m south of George Crescent (south end) and Tuakau Road (the boundary of Auckland)	Franklin	Pukekohe / Buckland	80	80km/h
Buckland Road	between 300m south of the southern end of George Crescent and Tuakau Road (the boundary of Auckland)	Franklin	Pukekohe / Buckland	100	80km/h
Buckville Road	between Logan Road and the boundary of Auckland	Franklin	Buckland	100	50km/h
Bullens Road	full length	Franklin	Ardmore	80	60km/h

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit
Buller Street	full length	Waitematā	Ponsonby	50	30km/h
Burbank Avenue	full length	Manurewa	Manurewa	50	30km/h
Burlington Place	full length	Manurewa	Manurewa	50	30km/h
Burndale Terrace	full length	Manurewa	Manurewa	50	30km/h
Burns Street	full length	Waitematā	Grey Lynn	50	30km/h
Burnside Road	between Clevedon-Takanini Road and 320m northwest of Papakura-Clevedon Road	Franklin	Ardmore	80 / 100	60km/h
Burnside Road	between 320m northwest of Papakura-Clevedon Road and 120m northwest of Papakura-Clevedon Road	Franklin	Ardmore	80	80km/h
Burt Road	between Pitt Road and urban traffic area boundary (Auckland Isthmus)	Franklin	Paerata	100	80km/h
Burt Road	between Tuhimata Road and urban traffic area boundary (Auckland Isthmus)	Franklin	Paerata	100	80km/h
Busby Street	full length	Whau	Blockhouse Bay	50	30km/h
Bush Road	full length	Franklin	Paerata	100	60km/h
Bushmere Drive	full length	Franklin	Hunua	100	60km/h
Cadman Avenue	full length	Albert-Eden	Waterview	50	30km/h
Caitcheon Road	full length	Franklin	Hunua	100	40km/h
Calgary Street	full length	Albert-Eden	Sandringham	50	30km/h
Calthorp Close	full length	Māngere-Ōtāhuhu	Favona	50	30km/h
Cambourne Road	full length	Albert-Eden	Sandringham	50	30km/h
Caram Place	full length	Kaipātiki	Birkenhead	50	30km/h
Carbery Place	full length	Manurewa	Manurewa	50	30km/h
Carmen Avenue	full length	Albert-Eden	Mount Eden	50	30km/h
Carter Place	full length	Manurewa	Manurewa	50	30km/h
Cascade Road	full length	Franklin	Bombay	100	60km/h

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit
Cassia Place	full length	Devonport-Takapuna	Sunnynook	50	30km/h
Cavalli Road	full length	Hibiscus And Bays	Long Bay	50	30km/h
Celia Place	full length	Ōtara-Papatoetoe	Mangere East	50	30km/h
Chamberlain Road	full length	Franklin	Bombay	100	60km/h
Chaplin Street	full length	Māngere-Ōtāhuhu	Mangere East	50	30km/h
Charles Street	full length	Devonport-Takapuna	Hauraki	50	30km/h
Charlotte Street	full length	Hibiscus And Bays	Stanmore Bay	50	30km/h
Chaucer Place	full length	Whau	Blockhouse Bay	50	30km/h
Cheriton Lane	full length	Franklin	Runciman	100	40km/h
Cherrington Road	full length	Franklin	Clevedon	80	60km/h
Chesham Lane	full length	Franklin	Clevedon	100	60km/h
Cheviot Street	full length	Māngere-Ōtāhuhu	Mangere East	50	30km/h
Chiltern Crescent	full length	Maungakiekie-Tāmaki	Glen Innes	50	30km/h
Chine Place	full length	Māngere-Ōtāhuhu	Favona	50	30km/h
Chisholm Place	full length	Ōtara-Papatoetoe	Mangere East	50	30km/h
Christini Street	full length	Puketāpapa	Wesley	50	30km/h
Church Road	full length	Franklin	Ardmore	80	60km/h
Church Street	between Princes Street and the northern end of Church Street	Māngere-Ōtāhuhu	Otahuhu	50	30km/h
Clarence Street	full length	Waitematā	Ponsonby	50	30km/h
Clark Road	full length	Papakura	Papakura	50	30km/h
Clematis Avenue	full length	Hibiscus And Bays	Murrays Bay	50	30km/h
Clendon Place	full length	Manurewa	Manurewa	50	30km/h
Clevedon Kawakawa Road	between 90m west of McNicol Road and 100m east of McNicol Road	Franklin	Clevedon	100	50km/h

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit
Clevedon Kawakawa Road	between 200m west of Turei Road and Kawakawa-Orere	Franklin	Clevedon	50	50km/h
Clevedon Kawakawa Road	between 100m east of McNicol Road and 900m west of Turei Road	Franklin	Clevedon	100	80km/h
Clevedon-Takanini Road	full length	Franklin	Ardmore / Clevedon	100	80km/h
Clyde Street	full length	Albert-Eden	Epsom	50	30km/h
Coal Mine Road	full length	Franklin	Opaheke	80	60km/h
Coburg Street	full length	Henderson-Massey	Henderson	50	30km/h
Coey Place	full length	Waitākere Ranges	Glen Eden	50	30km/h
Colegrave Place	full length	Maungakiekie-Tāmaki	Glen Innes	50	30km/h
Colin Shaw Lane	full length	Waitematā	Freemans Bay	50	30km/h
Collingwood Street	full length	Waitematā	Freemans Bay	50	30km/h
Colorado Place	full length	Whau	Avondale	50	30km/h
Congreve Place	full length	Whau	Blockhouse Bay	50	30km/h
Conrad Drive	full length	Ōrākei	Meadowbank	50	30km/h
Cooper Road	full length	Franklin	Ramarama	100	60km/h
Corinth Street	full length	Ōrākei	Remuera	50	30km/h
Cosgrave Road	between 200m north of Old Wairoa Road and Walters Road	Papakura / Franklin	Alfriston	80	60km/h
Cossey Road	full length	Franklin	Hunua	100 / 80	60km/h
Cotton Place	full length	Papakura	Opaheke	50	30km/h
Coulston Road	full length	Franklin	Ramarama	100	60km/h
Court Town Close	full length	Māngere-Ōtāhuhu	Mangere	50	30km/h
Courtenay Crescent	full length	Māngere-Ōtāhuhu	Mangere East	50	30km/h

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit
Courtland Avenue	full length	Maungakiekie-Tāmaki	Glen Innes	50	30km/h
Coventry Way	full length	Hibiscus And Bays	Long Bay	50	30km/h
Cowan Road	full length	Franklin	Hunua	100	60km/h
Cowan Street	full length	Waitematā	Ponsonby	50	30km/h
Cox Street	full length	Waitematā	Ponsonby	50	30km/h
Cramond Drive	full length	Ōtara-Papatoetoe	Mangere East	50	30km/h
Crampton Place	full length	Manurewa	Manurewa	50	30km/h
Creda Road	full length	Manurewa	Wattle Downs	50	30km/h
Creightons Road	between Papakura-Clevedon Road and Jones Road	Franklin	Clevedon	100	80km/h
Creightons Road	between Jones Road and Ardmore Quarry Road	Franklin	Clevedon	100	60km/h
Crowther Street	full length	Whau	Blockhouse Bay	50	30km/h
Curlew Place	full length	Māngere-Ōtāhuhu	Favona	50	30km/h
Cutfield Lane	full length	Rodney	Kumeu	50	30km/h
Dagenham Street	full length	Manurewa	Manurewa	50	30km/h
Dale South Road	full length	Franklin	Ramarama	100	60km/h
Dalmahoy Place	full length	Manurewa	Wattle Downs	50	30km/h
Datura Place	full length	Devonport-Takapuna	Sunnynook	50	30km/h
Daventry Street	full length	Albert-Eden	Waterview	50	30km/h
Davies Road	full length	Franklin	Ramarama	100	60km/h
Dawn Place	full length	Henderson-Massey	Te Atatu South	50	30km/h
Dean Street	full length	Waitematā	Grey Lynn	50	30km/h
Deerys Road	full length	Franklin	Orere Point	100	60km/h
Delemere Place	full length	Maungakiekie-Tāmaki	Glen Innes	50	30km/h
Delphine Close	full length	Albert-Eden	Mount Albert	50	30km/h

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit
Denize Road	full length	Puketāpapa	Wesley	50	30km/h
Dillimore Avenue	full length	Howick	Pakuranga	50	30km/h
Disley Road	full length	Manurewa	Wattle Downs	50	30km/h
Disraeli Street	full length	Albert-Eden	Mount Eden	50	30km/h
Divich Avenue	full length	Henderson-Massey	Te Atatu South	50	30km/h
Donnell Avenue	full length	Māngere-Ōtāhuhu	Favona	50	30km/h
Dorendia Place	full length	Manurewa	Clendon Park	50	30km/h
Douglas Road	full length	Albert-Eden	Mount Eden	50	30km/h
Dover Place	full length	Ōrākei	Remuera	50	30km/h
Downs Road	full length	Franklin	Hunua	100	60km/h
Dreadon Road	full length	Manurewa	Manurewa	50	30km/h
Dromorne Road	between Armadale Road and Omahu Road	Ōrākei	Remuera	50	30km/h
Dunbar Road	full length	Albert-Eden	Mount Eden	50	30km/h
Dunn Road	between Ararimu Road and Totara Road	Franklin	Ararimu	100	80km/h
Dunn Road	between Totara Road and the southern end of Dunn Road	Franklin	Ararimu	100	60km/h
Dunrobin Lane	full length	Franklin	Ararimu	100	60km/h
Dunstan Place	full length	Ōtara-Papatoetoe	Otara	50	30km/h
Dyke Road	full length	Franklin	Karaka	100	60km/h
East Coast Road	between Orere-Matingarahi Road and the boundary of Auckland	Franklin	Whakatiwai	100	60km/h
Eastdale Road	full length	Whau	Avondale	50	30km/h
Eldon Road	full length	Albert-Eden	Mount Eden	50	30km/h
Elie Place	full length	Manurewa	Wattle Downs	50	30km/h
Elizabeth Place	full length	Franklin	Drury	80	60km/h
Elizabeth Street	full length	Albert-Eden	Mount Eden	50	30km/h

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit
Ellerton Road	full length	Albert-Eden	Mount Eden	50	30km/h
Elliston Crescent	full length	Hibiscus And Bays	Stanmore Bay	50	30km/h
Elmwood Place	full length	Manurewa	Manurewa	50	30km/h
Epping Street	full length	Maungakiekie-Tāmaki	Glen Innes	50	30km/h
Eric Farley Drive	full length	Rodney	Kumeu	50	30km/h
Erica Road	full length	Devonport-Takapuna	Sunnynook	50	30km/h
Erin Street	full length	Albert-Eden	Epsom	50	30km/h
Ernest George Drive	full length	Franklin	Karaka	100	60km/h
Ev Perry Way	full length	Maungakiekie-Tāmaki	Glen Innes	50	30km/h
Evandale Street	full length	Maungakiekie-Tāmaki	Glen Innes	50	30km/h
Ewbank Place	full length	Manurewa	Manurewa	50	30km/h
Eyres Road	full length	Franklin	Clevedon	100	60km/h
Fahey Road	full length	Franklin	Bombay	100	60km/h
Fairlands Avenue	full length	Albert-Eden	Waterview	50	30km/h
Fairlight Place	full length	Manurewa	Manurewa	50	30km/h
Falkirk Street	full length	Whau	Blockhouse Bay	50	30km/h
Falls Road	full length	Franklin	Hunua	100	60km/h
Fancourt Street	full length	Ōrākei	Meadowbank	50	30km/h
Farquharson Road	full length	Franklin	Hunua	100	60km/h
Farr Road	full length	Franklin	Bombay	100	60km/h
Farrelly Avenue	full length	Puketāpapa	Wesley	50	30km/h
Farringdon Street	full length	Maungakiekie-Tāmaki	Glen Innes	50	30km/h
Fatafahi Place	full length	Māngere-Ōtāhuhu	Favona	50	30km/h

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit
Fausett Road	full length	Franklin	Ararimu	100	60km/h
Feasegate Street	full length	Manurewa	Manurewa	50	30km/h
Fellbrook Street	full length	Manurewa	Manurewa	50	30km/h
Fenchurch Street	full length	Maungakiekie-Tāmaki	Glen Innes	50	30km/h
Fielding Road	full length	Franklin	Drury	80	60km/h
Finlow Drive	full length	Henderson-Massey	Te Atatu South	50	30km/h
Fir Street	full length	Albert-Eden	Waterview	50	30km/h
Flay Road	full length	Franklin	Ramarama	100	60km/h
Fletcher Street	full length	Puketāpapa	Wesley	50	30km/h
Francis Ryan Close	full length	Albert-Eden	Mount Albert	50	30km/h
Fred White Drive	full length	Rodney	Kumeu	50	30km/h
Frobisher Way	full length	Manurewa	Clendon Park	50	30km/h
Funnell Place	full length	Manurewa	Manurewa	50	30km/h
Gainsborough Street	full length	Manurewa	Manurewa	50	30km/h
Galaxy Drive	full length	Hibiscus And Bays	Mairangi Bay	50	30km/h
Galbraith Street	full length	Puketāpapa	Wesley	50	30km/h
Garelja Road	full length	Henderson-Massey	Henderson	50	30km/h
Garry Road	full length	Albert-Eden	Mount Eden	50	30km/h
Garth Place	full length	Manurewa	Manurewa	50	30km/h
Garvie Road	full length	Franklin	Hunua	100	60km/h
Gearon Road	full length	Franklin	Mauku	100	60km/h
Gelling Road	full length	Franklin	Hunua/Drury	100	80km/h
George Street	full length	Waitematā	Newmarket	50	30km/h
Gilbransen Road	full length	Rodney	Kumeu	50	30km/h
Gillespie Road	full length	Franklin	Hunua	100	60km/h
Girvan Terrace	full length	Manurewa	Wattle Downs	50	30km/h

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit
Gledstane Road	Between Elliston Crescent and D'Oyly Drive	Hibiscus And Bays	Stanmore Bay	50	30km/h
Glen Marine Parade	full length	Henderson-Massey	Glendene	50	30km/h
Glennis Place	full length	Manurewa	Clendon Park	50	30km/h
Glenvar Ridge Road	between Te Oneroa Way and 50m west of Bight Road	Hibiscus And Bays	Long Bay	50	30km/h
Golding Road	full length	Franklin	Pukekohe	100 / 60	60km/h
Gordon Francis Drive	between Runciman Road and urban traffic area boundary (Pukekohe)	Franklin	Paerata	100	60km/h
Gordon Francis Drive	between urban traffic area boundary (Pukekohe) and the western end of Gordon Francis Drive	Franklin		100	60km/h
Gordon Road	full length	Albert-Eden	Mount Albert	50	30km/h
Goring Road	full length	Albert-Eden	Sandringham	50	30km/h
Grattan Place	full length	Waitematā	Freemans Bay	50	30km/h
Great South Road	between 230m north of Mill Road and southern end of Great South Road	Franklin	Bombay	100 / 60	60km/h
Great South Road	between SH22 and urban traffic area boundary (Auckland Isthmus)	Franklin	Drury/Bombay	100	80km/h
Great South Road	between urban traffic area boundary (Auckland Isthmus) and 230m north of Mill Road	Franklin	Drury/Bombay	100	80km/h
Greenhaven Avenue	full length	Papakura	Opapeke	50	30km/h
Greenway Place	full length	Maungakiekie-Tāmaki	Glen Innes	50	30km/h
Greta Place	full length	Hibiscus And Bays	Stanmore Bay	50	30km/h
Gribblehirst Road	full length	Albert-Eden	Sandringham	50	30km/h
Guildford Place	full length	Maungakiekie-Tāmaki	Glen Innes	50	30km/h

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit
Haddon Street	full length	Māngere-Ōtāhuhu	Mangere East	50	30km/h
Hadfield Avenue	full length	Albert-Eden	Waterview	50	30km/h
Hadley Wood Drive	full length	Manurewa	Wattle Downs	50	30km/h
Halesowen Avenue	full length	Albert-Eden	Mount Eden	50	30km/h
Hall Avenue	full length	Māngere-Ōtāhuhu	Favona	50	30km/h
Halston Road	full length	Albert-Eden	Mount Eden	50	30km/h
Hamlin Road	full length	Franklin	Ardmore	100	80km/h
Hanover Place	full length	Papakura	Pahurehure	50	30km/h
Harapaki Road	full length	Ōrākei	Meadowbank	50	30km/h
Harkness Road	full length	Franklin	Karaka	100	60km/h
Harlow Crescent	full length	Maungakiekie-Tāmaki	Glen Innes	50	30km/h
Harriet Street	full length	Māngere-Ōtāhuhu	Favona	50	30km/h
Harrison Road	full length	Franklin	Drury	100	60km/h
Harrow Place	full length	Manurewa	Manurewa	50	30km/h
Harry Dodd Road	full length	Franklin	Drury	80	60km/h
Harry Dreadon Road	full length	Franklin	Opaheke	80	60km/h
Hasbury Avenue	full length	Albert-Eden	Epsom	50	30km/h
Haumia Way	full length	Ōtara-Papatoetoe	Otara	50	30km/h
Haverstock Road	between Euston Road and Hazelmere Road	Albert-Eden	Sandringham	50	30km/h
Hawthorne Lane	full length	Franklin	Kingseat	100	60km/h
Hayden Street	full length	Waitemātā	Freemans Bay	50	30km/h
Hayman Street	full length	Ōtara-Papatoetoe	Otara	50	30km/h
Hays Creek Road	full length	Franklin	Hunua	100	60km/h
Hazelmere Road	full length	Albert-Eden	Sandringham	50	30km/h
Head Road	full length	Franklin	Hunua	100	60km/h
Heald Road	full length	Franklin	Hunua	100	60km/h

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit
Healy Road	full length	Manurewa	Manurewa	50	30km/h
Heather Place	full length	Devonport-Takapuna	Sunnynook	50	30km/h
Heatherbank Street	full length	Maungakiekie-Tāmaki	Glen Innes	50	30km/h
Hector Street	full length	Waitematā	Ponsonby	50	30km/h
Hedley Road	full length	Puketāpapa	Wesley	50	30km/h
Heke Street	full length	Waitematā	Freemans Bay	50	30km/h
Helland Drive	full length	Franklin	Bombay	100	60km/h
Helms Place	full length	Manurewa	Manurewa	50	30km/h
Hemington Street	full length	Albert-Eden	Waterview	50	30km/h
Henslowe Place	full length	Maungakiekie-Tāmaki	Glen Innes	50	30km/h
Hepburn Road	between Glen Marine Parade and Barrys Road	Henderson-Massey	Glendene	50	30km/h
Hepburn Street	full length	Waitematā	Freemans Bay	50	30km/h
Herbert Street	full length	Devonport-Takapuna	Hauraki	50	30km/h
Herdman Street	full length	Albert-Eden	Waterview	50	30km/h
Hereford Street	full length	Waitematā	Freemans Bay	50	30km/h
Heybridge Street	full length	Manurewa	Manurewa	50	30km/h
Highbury Street	full length	Whau	Avondale	50	30km/h
Highcliffe Road	full length	Albert-Eden	Mount Eden	50	30km/h
Highridge Road	full length	Franklin	Clevedon	100	60km/h
Hilltop Road	full length	Franklin	Pukekohe	100	60km/h
Hillview Road	full length	Franklin	Bombay	100	60km/h
Hiwinui Road	full length	Franklin	Ararimu	100	60km/h
Hobman Place	full length	Manurewa	Manurewa	50	30km/h
Hokianga Street	full length	Ōtara-Papatoetoe	Mangere East	50	30km/h
Holdens Road	full length	Franklin	Clevedon	100	60km/h

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit
Holdsworth Avenue	full length	Puketāpapa	Wesley	50	30km/h
Holly Street	full length	Whau	Avondale	50	30km/h
Home Street	between Kirk Street and 30m west of King Street	Waitematā	Grey Lynn	50	30km/h
Hopetoun Street	full length	Waitematā	Freemans Bay	50	30km/h
Hoturoa Place	full length	Manurewa	Manurewa	50	30km/h
Howe Street	full length	Waitematā	Freemans Bay	50	30km/h
Howlett Street	full length	Albert-Eden	Waterview	50	30km/h
Hukanui Crescent	full length	Waitematā	Ponsonby	50	30km/h
Hunua Road	between 90m east of Dominion Road and 700m west of Middleton Road	Franklin	Hunua	100 / 80	60km/h
Hunua Road	between 700m west of Middleton Road and 130m west of the western end of Lockwood Road	Franklin	Hunua	100	80km/h
Hunua Road	between 120m east of the eastern end of Lockwood Road and Moumoukai Road	Franklin	Hunua	100	80km/h
Hutton Street	between Luke Street and Princes Street	Māngere-Ōtāhuhu	Otahuhu	50	30km/h
Huxley Place	full length	Maungakiekie-Tāmaki	Glen Innes	50	30km/h
Hywell Place	full length	Manurewa	Manurewa	50	30km/h
Ian Sage Avenue	full length	Hibiscus And Bays	Long Bay	50	30km/h
Ingram Road	full length	Franklin	Bombay	100	60km/h
Iris Place	full length	Manurewa	Clendon Park	50	30km/h
Islington Street	full length	Waitematā	Ponsonby	50	30km/h
Iwinuku Crescent	full length	Manurewa	Wattle Downs	50	30km/h
Jack Paterson Road	full length	Franklin	Opaheke	80	60km/h
James Scott Place	full length	Henderson-Massey	Te Atatu South	50	30km/h
Jason Avenue	full length	Albert-Eden	Sandringham	50	30km/h

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit
Jellicoe Road	full length	Hibiscus And Bays	Murrays Bay	50	30km/h
Jessop Street	full length	Puketāpapa	Wesley	50	30km/h
John Hill Road	full length	Franklin	Hunua	100	80km/h
John Street	full length	Waitematā	Ponsonby	50	30km/h
John Walker Drive	full length	Manurewa	Manurewa	50	30km/h
Jollie Road	full length	Franklin	Hunua	100	40km/h
Jonathan Place	full length	Devonport-Takapuna	Sunnynook	50	30km/h
Jones Road	full length	Franklin	Hunua	100	60km/h
Joyce Street	full length	Papakura	Pahurehure	50	30km/h
Judge Richardson Drive	full length	Franklin	Opaheke	80	60km/h
Juniper Road	full length	Devonport-Takapuna	Sunnynook	50	30km/h
Jutland Road	between Francis Street to the southern end of Jutland Road	Devonport-Takapuna	Hauraki	50	30km/h
Kairanga Street	full length	Māngere-Ōtāhuhu	Mangere East	50	30km/h
Kanuka Road	full length	Franklin	Bombay	100	60km/h
Kanuka Street	full length	Albert-Eden	Point Chevalier	50	30km/h
Kapua Street	full length	Ōrākei	Meadowbank	50	30km/h
Karengo Street	full length	Hibiscus And Bays	Long Bay	50	30km/h
Kashmir Road	full length	Waitākere Ranges	Glen Eden	50	30km/h
Kauri View Road	full length	Franklin	Opaheke	80	60km/h
Kaurimu Rise	full length	Waitākere Ranges	Titirangi	50	30km/h
Kawakawa Bay Coast Road	between 80m northeast of Karaka Road and eastern end of Kawakawa Bay Coast Road	Franklin	Whakatiwai	100	60km/h
Kawakawa-Orere Road	between 500m south of Kawakawa Bay Coast Road and the eastern end of Kawakawa-Orere Road	Franklin	Kawakawa Bay	100 / 80	60km/h

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit
Kay Road	full length	Manurewa	Manurewa	50	30km/h
Keaney Road	full length	Franklin	Ararimu	100	60km/h
Keats Place	full length	Whau	Blockhouse Bay	50	30km/h
Keith Avenue	full length	Ōrākei	Remuera	50	30km/h
Kelmarna Avenue	full length	Waitematā	Ponsonby	50	30km/h
Kelpie Lane	full length	Ōtara-Papatoetoe	Otara	50	30km/h
Kelvin Road	full length	Ōrākei	Remuera	50	30km/h
Kensington Avenue	full length	Albert-Eden	Mount Eden	50	30km/h
Keppell Street	full length	Waitematā	Grey Lynn	50	30km/h
Kern Place	full length	Manurewa	Manurewa	50	30km/h
Kern Road	full length	Franklin	Ramarama	100	60km/h
Kerr Street	full length	Albert-Eden	Sandringham	50	30km/h
Kerria Place	full length	Devonport-Takapuna	Sunnynook	50	30km/h
Kettle Street	full length	Albert-Eden	Point Chevalier	50	30km/h
Kew Lane	full length	Ōtara-Papatoetoe	Otara	50	30km/h
Killick Place	full length	Hibiscus And Bays	Long Bay	50	30km/h
Kimber Road	full length	Franklin	Mangatawhiri	100	60km/h
Kinder Place	full length	Ōrākei	Meadowbank	50	30km/h
King Edward Street	full length	Albert-Eden	Sandringham	50	30km/h
King George Avenue	between Saint Andrews Road and Pencarrow Avenue	Albert-Eden	Epsom	50	30km/h
King Street	full length	Waitematā	Grey Lynn	50	30km/h
Kingsford Road	full length	Albert-Eden	Mount Eden	50	30km/h
Kirk Street	full length	Waitematā	Grey Lynn	50	30km/h
Kirkaldy Street	full length	Manurewa	Wattle Downs	50	30km/h
Kitenui Avenue	full length	Albert-Eden	Mount Albert	50	30km/h

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit
Kiwitea Street	between Calgary Street and Lambeth Road	Albert-Eden	Sandringham	50	30km/h
Koa Street	full length	Ōrākei	Meadowbank	50	30km/h
Kokiri Street	full length	Henderson-Massey	Te Atatu South	50	30km/h
Korako Drive	full length	Rodney	Kumeu	50	30km/h
Kuawa Drive	full length	Rodney	Kumeu	50	30km/h
Kura Place	full length	Hibiscus And Bays	Long Bay	50	30km/h
Lanark Place	full length	Maungakiekie-Tāmaki	Glen Innes	50	30km/h
Lancing Road	full length	Albert-Eden	Sandringham	50	30km/h
Landette Road	full length	Manurewa	Manurewa	50	30km/h
Latham Avenue	full length	Howick	Pakuranga	50	30km/h
Laurie Drive	full length	Franklin	Hunua	100	40km/h
Leaside Lane	full length	Maungakiekie-Tāmaki	Glen Innes	50	30km/h
Lewis Younie Road	full length	Rodney	Kumeu	50	30km/h
Leybourne Circle	full length	Maungakiekie-Tāmaki	Glen Innes	50	30km/h
Lidcombe Place	full length	Whau	Avondale	50	30km/h
Linthorpe Crescent	full length	Maungakiekie-Tāmaki	Glen Innes	50	30km/h
Lloyd Avenue	between Alberton Avenue and New North Road	Albert-Eden	Mount Albert	50	30km/h
Lockyer Road	full length	Rodney	Kumeu	50	30km/h
Longfellow Parade	full length	Waitākere Ranges	Glen Eden	50	30km/h
Lorraine Avenue	full length	Albert-Eden	Mount Albert	50	30km/h
Lovegrove Crescent	full length	Ōtara-Papatoetoe	Otara	50	30km/h
Lowry Road	full length	Franklin	Bombay	100	60km/h
Lowry Road West	full length	Franklin	Bombay	100	60km/h

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit
Loxton Lane	full length	Franklin	Paerata	100	60km/h
Lucia Glade	full length	Ōrākei	Meadowbank	50	30km/h
Luke Street	full length	Māngere-Ōtāhuhu	Otāhuhu	50	30km/h
Lyford Crescent	full length	Devonport-Takapuna	Sunnynook	50	30km/h
Lynd Road	full length	Franklin	Ararimu	100	60km/h
Lyndale Place	full length	Maungakiekie-Tāmaki	Glen Innes	50	30km/h
Lyons Avenue	full length	Hibiscus And Bays	Murrays Bay	50	30km/h
Macnay Way	full length	Hibiscus And Bays	Murrays Bay	50	30km/h
Macpherson Street	full length	Ōrākei	Meadowbank	50	30km/h
MacWhinney Drive	full length	Franklin	Drury	80	60km/h
Maddaford Road	full length	Franklin	Ararimu	100	40km/h
Madden Avenue	full length	Rodney	Kumeu	50	30km/h
Maida Vale	full length	Manurewa	Manurewa	50	30km/h
Main Road	full length	Franklin	Bombay	100	60km/h
Maketu Road	full length	Franklin	Drury	80	60km/h
Malmö Pl	full length	Manurewa	Manurewa	50	30km/h
Malory Street	full length	Whau	Avondale	50	30km/h
Mamaku Street	full length	Ōrākei	Meadowbank	50	30km/h
Manapau Street	full length	Ōrākei	Meadowbank	50	30km/h
Manene Street	full length	Manurewa	Wattle Downs	50	30km/h
Manor Place	full length	Albert-Eden	Point Chevalier	50	30km/h
Manse Road	full length	Papakura	Pāhurehure	50	30km/h
Mansfield Street	full length	Maungakiekie-Tāmaki	Glen Innes	50	30km/h
Mara Street	full length	Ōrākei	Meadowbank	50	30km/h
Margot Street	full length	Albert-Eden	Epsom	50	30km/h

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit
Mariana Place	full length	Waitākere Ranges	Glen Eden	50	30km/h
Markham Road	full length	Franklin	Ararimu	100	60km/h
Marlowe Road	full length	Whau	Blockhouse Bay	50	30km/h
Mars Avenue	full length	Albert-Eden	Sandringham	50	30km/h
Marsden Avenue	full length	Albert-Eden	Mount Eden	50	30km/h
Marsden Street	full length	Devonport-Takapuna	Hauraki	50	30km/h
Masters Place	full length	Māngere-Ōtāhuhu	Favona	50	30km/h
Matama Road	full length	Waitākere Ranges	Glen Eden	50	30km/h
Matheson Road	full length	Franklin	Hunua	100	80km/h
Mathis Road	full length	Franklin	Hunua	100	60km/h
Matipo Road	full length	Hibiscus And Bays	Mairangi Bay	50	30km/h
Matipo Street	full length	Albert-Eden	Mount Eden	50	30km/h
Matthew Whitford Drive	full length	Franklin	Bombay	100	60km/h
Maunsell Road	full length	Waitematā	Parnell	50	30km/h
Maxted Road	full length	Franklin	Ramarama	100	60km/h
May Road	full length	Māngere-Ōtāhuhu	Mangere East	50	30km/h
Mayflower Close	full length	Māngere-Ōtāhuhu	Mangere East	50	30km/h
Mayville Avenue	full length	Whau	New Lynn	50	30km/h
McEntee Road	full length	Franklin	Hunua	100	60km/h
McGehan Close	full length	Albert-Eden	Mount Albert	50	30km/h
McGregor Road	full length	Franklin	Clevedon	100	60km/h
McIndoe Road	full length	Rodney	Kumeu	50	30km/h
Mckean Avenue	full length	Manurewa	Manurewa	50	30km/h
McMurray Road	full length	Franklin	Hunua	100	60km/h
McNicol Road	between Clevedon-Kawakawa Road and 1200m north of Tourist Road	Franklin	Clevedon	100 / 80	80km/h

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit
McNicol Road	between 1200m north of Tourist Road and 1570m south of Whiteside Lane	Franklin	Clevedon	100 / 80	60km/h
McNicol Road	between 1570m south of Whiteside Lane and the southern end of McNicol Road	Franklin	Clevedon	100	40km/h
McPherson Road	full length	Franklin	Karaka	100	80km/h
McVilly Road	full length	Manurewa	Manurewa	50	30km/h
Meadow Crescent	full length	Henderson-Massey	Te Atatu South	50	30km/h
Meadowbank Road	full length	Ōrākei	Meadowbank	50	30km/h
Medhurst Road	full length	Franklin	Mangatawhiri	100	60km/h
Medhurst Road North	full length	Franklin	Bombay	100	60km/h
Meredith Street	full length	Whau	Blockhouse Bay	50	30km/h
Metric Place	full length	Henderson-Massey	Te Atatu South	50	30km/h
Meyrick Place	full length	Ōrākei	Meadowbank	50	30km/h
Middlesex Road	full length	Albert-Eden	Waterview	50	30km/h
Middleton Road	full length	Franklin	Hunua	100	60km/h
Mikasa Place	full length	Māngere-Ōtāhuhu	Mangere	50	30km/h
Mile Road	full length	Franklin	Bombay	100	60km/h
Mill Road	between 190m east of Harrisville Road and 550m west of Great South Road	Franklin	Bombay	100	80km/h
Mill Road	between Redoubt Road and urban traffic area boundary (Auckland Isthmus)	Franklin / Howick	Bombay	80	60km/h
Mill Road	between urban traffic area boundary (Auckland Isthmus) and 111m north of Alfriston Road	Papakura / Franklin	Alfriston	80	60km/h
Mill Road	between 210m south of Alfriston Road and 260m south of Alfriston Road	Papakura / Franklin	Alfriston	80	60km/h
Mill Road	between 260m south of Alfriston Road and Hamlin Road	Papakura / Franklin	Bombay	80	80km/h

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit
Mill Road	between Hamlin Road and Walters Road	Papakura / Franklin	Totara Park	80	60km/h
Mill Road	between Harrisville Road (being the side road) and 190m east of Harrisville Road	Franklin	Bombay	Variable 100 / 70	60km/h
Millen Avenue	full length	Howick	Pakuranga	50	30km/h
Minton Place	full length	Manurewa	Manurewa	50	30km/h
Moira Street	full length	Waitematā	Grey Lynn	50	30km/h
Mokau Street	full length	Waitematā	Grey Lynn	50	30km/h
Moki Place	full length	Hibiscus And Bays	Long Bay	50	30km/h
Mon Desir Place	full length	Manurewa	Manurewa	50	30km/h
Moncrieff Avenue	full length	Manurewa	Clendon Park	50	30km/h
Monmouth Street	full length	Waitematā	Grey Lynn	50	30km/h
Montana Avenue	full length	Hibiscus And Bays	Murrays Bay	50	30km/h
Montilla Place	full length	Manurewa	Manurewa	50	30km/h
Monument Road	between 400m south of Hyde Road and urban traffic area boundary (Clevedon)	Franklin	Clevedon	100 / 60	60km/h
Monument Road	between urban traffic area boundary (Clevedon) and Skyhigh Road	Franklin	Clevedon	100	60km/h
Moray Place	full length	Albert-Eden	Point Chevalier	50	30km/h
Morewood Lane	full length	Māngere-Ōtāhuhu	Favona	50	30km/h
Morgan Road	full length	Franklin	Pukekohe East	100	60km/h
Morgan Street	full length	Waitematā	Newmarket	50	30km/h
Moumoukai Hill Road	between 830m south of Ness Valley Road and eastern end of Moumoukai Hill Road	Franklin	Ness Valley	100	40km/h
Moumoukai Hill Road	between Ness Valley Road and 830m south of Ness Valley Road	Franklin	Ness Valley	100	60km/h
Moumoukai Road	full length	Franklin	Hunua	100	60km/h
Mount Carmel Place	full length	Ōrākei	Meadowbank	50	30km/h

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit
Mount Saint John Avenue	full length	Albert-Eden	Epsom	50	30km/h
Mullins Road	full length	Franklin	Ardmore	100	80km/h
Munros Road	full length	Franklin	Clevedon	100	60km/h
Nairn Road	full length	Franklin	Hunua	100	60km/h
Nandana Drive	full length	Waitākere Ranges	Glen Eden	50	30km/h
Naomi Place	full length	Manurewa	Manurewa	50	30km/h
Needham Road	full length	Franklin	Paerata	100	60km/h
Neems Place	full length	Manurewa	Manurewa	50	30km/h
Ness Valley Road	between Clevedon Kawakawa Road and Moumoukai Hill Road	Franklin	Ness Valley	100	80km/h
Ness Valley Road	between Moumoukai Hill Road and eastern end of Ness Valley Road	Franklin	Ness Valley	100	60km/h
Newbury Street	full length	Ōtara-Papatoetoe	Otara	50	30km/h
Ngaire Avenue	full length	Albert-Eden	Epsom	50	30km/h
Ngakoroa Road	between Runciman Road and urban traffic area boundary (Auckland Isthmus)	Franklin	Runciman	100	60km/h
Ngakoroa Road	between urban traffic area boundary (Auckland Isthmus) and the southern end of Ngakoroa Road	Franklin		100	60km/h
Ngapawa Street	full length	Albert-Eden	Sandringham	50	30km/h
Niccone Place	full length	Franklin	Bombay	100	60km/h
Niger Street	full length	Waitematā	Grey Lynn	50	30km/h
Nina Place	full length	Manurewa	Manurewa	50	30km/h
Norana Avenue	full length	Ōrākei	Remuera	50	30km/h
Norfolk King Drive	full length	Franklin	Ramarama	100	60km/h
Nui Mana Place	full length	Henderson-Massey	Te Atatu South	50	30km/h
O'Neill Street	full length	Waitematā	Ponsonby	50	30km/h

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit
Oakfield Avenue	full length	Albert-Eden	Mount Albert	50	30km/h
Oakley Avenue	full length	Albert-Eden	Waterview	50	30km/h
O'Donnell Avenue	full length	Puketāpapa	Wesley	50	30km/h
Okaroro Drive	full length	Franklin	Beachlands	100	80km/h
Old Barn Road	full length	Franklin	Opaeheke	80	60km/h
Old Coach Way	full length	Franklin	Ramarama	100	60km/h
Opaeheke Road	between 375m south of Lorelei Place and Sutton Road	Franklin	Opaeheke	80	60km/h
Oratu Place	full length	Manurewa	Manurewa	50	30km/h
Orere Point Road	between 560m south of Bays Road and Kawakawa-Orere Road	Franklin	Orere Point	100	60km/h
Orere-Matingarahi Road	full length	Franklin	Orere Point	100	60km/h
Otau Lane	full length	Franklin	Clevedon	100	60km/h
Otau Mountain Road	between McNicol Road and 3000m east of McNicol Road	Franklin	Clevedon	100	60km/h
Otau Mountain Road	between 3000m east of McNicol Road and eastern end of Otau Mountain Road	Franklin	Clevedon	100	40km/h
Otto Road	full length	Franklin	Ramarama	100	40km/h
Overlea Road	full length	Maungakiekie-Tāmaki	Glen Innes	50	30km/h
Oxton Road	full length	Albert-Eden	Sandringham	50	30km/h
Paddington Street	full length	Maungakiekie-Tāmaki	Glen Innes	50	30km/h
Paewai Road	full length	Waitākere Ranges	Glen Eden	50	30km/h
Paget Street	full length	Waitematā	Freemans Bay	50	30km/h
Paice Avenue	full length	Albert-Eden	Sandringham	50	30km/h
Pallant Street	full length	Manurewa	Manurewa	50	30km/h

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit
Papakura-Clevedon Road	between urban traffic area boundary (Auckland Isthmus) and 35m northeast of Church Road	Franklin	Ardmore	100 / 80	80km/h
Papakura-Clevedon Road	between 70m northeast of Burnside Road and urban traffic area boundary (Clevedon)	Franklin	Ardmore	100 / 80	80km/h
Papakura-Clevedon Road	between 140m east of dominion Road and urban traffic area boundary (Auckland Isthmus)	Papakura / Franklin	Ardmore	100	80km/h
Paparata Road	Between 1050m east of Barber Road and Paparimu Road	Franklin	Bombay	100	80km/h
Paparimu Road	between Moumoukai Road and 2500m south of south of Paparata Road (the boundary of Auckland)	Franklin	Hunua	100	80km/h
Parawai Crescent	full length	Waitematā	Ponsonby	50	30km/h
Parish Line Road	between Papakura-Clevedon Road and Clevedon-Takanini Road	Franklin	Clevedon	100	60km/h
Parish Line Road	between Clevedon-Takanini Road and northern end of Parish Line Road	Franklin	Clevedon	100	40km/h
Parkinson Avenue	full length	Puketāpapa	Wesley	50	30km/h
Parrish Road	full length	Albert-Eden	Sandringham	50	30km/h
Parsons Road	full length	Ōrākei	Meadowbank	50	30km/h
Partridge Street	full length	Waitematā	Grey Lynn	50	30km/h
Pasadena Avenue	full length	Albert-Eden	Point Chevalier	50	30km/h
Pate Crescent	full length	Māngere-Ōtāhuhu	Favona	50	30km/h
Patrick Lane	full length	Franklin	Ramarama	100	60km/h
Patterson Street	full length	Albert-Eden	Sandringham	50	30km/h
Pawa Place	full length	Manurewa	Manurewa	50	30km/h
Peach Hill Road	full length	Franklin	Ramarama	100	60km/h
Peary Road	full length	Albert-Eden	Mount Eden	50	30km/h

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit
Pencarrow Avenue	full length	Albert-Eden	Mount Eden	50	30km/h
Penguin Drive	full length	Hibiscus And Bays	Murrays Bay	50	30km/h
Pennant Street	full length	Hibiscus And Bays	Long Bay	50	30km/h
Penrhyn Road	full length	Albert-Eden	Mount Eden	50	30km/h
Petersons Road	full length	Franklin	Ardmore	80	60km/h
Phillip Road	full length	Franklin	Takanini	80	60km/h
Phillips Road	full length	Franklin	Ness Valley	100	60km/h
Pickett Avenue	full length	Albert-Eden	Sandringham	50	30km/h
Picton Street	full length	Waitemata	Freemans Bay	50	30km/h
Pine Ridge Terrace	full length	Devonport-Takapuna	Hauraki	50	30km/h
Pine Street	full length	Albert-Eden	Mount Eden	50	30km/h
Pinnacle Hill Road	between Paparata Road and 570m south of Medhurst Road (the boundary of Auckland)	Franklin	Bombay	100	60km/h
Pioneer Road	full length	Franklin	Clevedon	100	60km/h
Pitcher Place	full length	Waitakere Ranges	Glen Eden	50	30km/h
Pitt Road	full length	Franklin	Runciman	100	80km/h
Plane Street	full length	Whau	Avondale	50	30km/h
Platina Street	full length	Orakei	Remuera	50	30km/h
Plunket Road	full length	Albert-Eden	Mount Eden	50	30km/h
Pompallier Terrace	full length	Waitemata	Ponsonby	50	30km/h
Ponga Road	between urban traffic area boundary (Auckland Isthmus) and Sonja Drive	Franklin	Opaheke	80	60km/h
Ponga Road	between Sutton Road and urban traffic area boundary (Auckland Isthmus)	Franklin	Opaheke/Hunua	100	60km/h
Ponsonby Terrace	full length	Waitemata	Ponsonby	50	30km/h
Popes Road	full length	Papakura	Takanini	80 / 60	60km/h

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit
Poronui Street	full length	Albert-Eden	Mount Eden	50	30km/h
Porterfield Road	full length	Franklin	Whitford	100 / 80	60km/h
Portsmouth Road	full length	Franklin	Bombay	100	60km/h
Potatau Street	full length	Waitematā	Grey Lynn	50	30km/h
Potter Avenue	full length	Puketāpapa	Wesley	50	30km/h
Poutini Place	full length	Manurewa	Manurewa	50	30km/h
Pratt Street	full length	Waitematā	Freemans Bay	50	30km/h
Pratts Road	full length	Franklin	Ramarama	100	60km/h
Premier Avenue	full length	Albert-Eden	Point Chevalier	50	30km/h
Primrose Place	full length	Manurewa	Manurewa	50	30km/h
Prosford Street	full length	Waitematā	Ponsonby	50	30km/h
Provost Street	full length	Waitematā	Ponsonby	50	30km/h
Pukekohe East Road	between 130m east of Anselmi Ridge Road and urban traffic area boundary (Pukekohe)	Franklin	Pukekohe	100	80km/h
Pukekohe East Road	between urban traffic area boundary (Pukekohe) and 300m west of Harrisville Road	Franklin	Pukekohe	100	80km/h
Pukekohe East Road	between 300m west of Harrisville Road (being the side road) and Harrisville Road	Franklin	Bombay	Variable 100 / 70	60km/h
Puketutu Road	full length	Franklin	Bombay	100	60km/h
Purewa Road	full length	Ōrākei	Meadowbank	50	30km/h
Puroto Street	full length	Ōrākei	Meadowbank	50	30km/h
Pushon Place	full length	Manurewa	Manurewa	50	30km/h
Putiki Street	full length	Waitematā	Grey Lynn	50	30km/h
Quarry Road	full length	Franklin	Drury	100	80km/h
Quarry Road	full length	Rodney	Waitoki	100	40km/h
Queens Avenue	full length	Albert-Eden	Mount Eden	50	30km/h

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit
Quinns Road	full length	Franklin	Clevedon	100	60km/h
Raamuri Road	full length	Maungakiekie-Tāmaki	Glen Innes	50	30km/h
Raglan Street	full length	Māngere-Ōtāhuhu	Mangere East	50	30km/h
Rako Place	full length	Manurewa	Manurewa	50	30km/h
Ralph Eagles Place	full length	Hibiscus And Bays	Long Bay	50	30km/h
Ramarama Road	full length	Franklin	Ramarama	80 / 60	60km/h
Ranfurly Road	between Alfriston Road and eastern end of Ranfurly Road	Papakura	Alfriston	100 / 80	60km/h
Rangataua Place	full length	Manurewa	Manurewa	50	30km/h
Ranleigh Road	full length	Albert-Eden	Mount Albert	50	30km/h
Rapson access Road	full length	Rodney	Waitoki	100	40km/h
Rapson Road	full length	Rodney	Waitoki	100	60km/h
Razorback Road	between 80m south of Mill Road and 85m south of Puketutu Road (the boundary of Auckland)	Franklin	Bombay	100	60km/h
Redman Road	full length	Franklin	Hunua	100	60km/h
Redmond Street	full length	Waitematā	Ponsonby	50	30km/h
Reed Road	full length	Franklin	Hunua	100	60km/h
Reg Pearce Way	full length	Maungakiekie-Tāmaki	Glen Innes	50	30km/h
Rehua Place	full length	Māngere-Ōtāhuhu	Favona	50	30km/h
Rembrandt Place	full length	Papakura	Opaheke	50	30km/h
Ridgeway Place	full length	Maungakiekie-Tāmaki	Glen Innes	50	30km/h
Ririno Place	full length	Manurewa	Manurewa	50	30km/h
Riro Street	full length	Albert-Eden	Point Chevalier	50	30km/h
Rocklands Avenue	full length	Albert-Eden	Mount Eden	50	30km/h

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit
Rod Place	full length	Māngere-Ōtāhuhu	Mangere East	50	30km/h
Rogers Road	full length	Franklin	Puni	100	80km/h
Romney Place	full length	Manurewa	Manurewa	50	30km/h
Ronald Place	full length	Manurewa	Manurewa	50	30km/h
Rondorlyn Place	full length	Manurewa	Manurewa	50	30km/h
Rosella Place	full length	Hibiscus And Bays	Murrays Bay	50	30km/h
Rosella Road	full length	Māngere-Ōtāhuhu	Mangere East	50	30km/h
Roseway Place	full length	Maungakiekie-Tāmaki	Glen Innes	50	30km/h
Rossmore Terrace	full length	Hibiscus And Bays	Murrays Bay	50	30km/h
Rowandale Avenue	full length	Manurewa	Manurewa	50	30km/h
Royal Doulton Drive	full length	Franklin	Pukekohe	100	60km/h
Ruapehu Street	full length	Albert-Eden	Mount Eden	50	30km/h
Runciman Road	between urban traffic area boundary (Auckland Isthmus) and Great South Road	Franklin	Pukehoke East	100	80km/h
Runciman Road	between Pukekohe East Road and 120m north of Rutherford Road	Franklin	Pukehoke East	100	80km/h
Runciman Road	between 820m north of Rutherford Road and urban traffic area boundary (Pukekohe)	Franklin	Ramarama	100	80km/h
Runciman Road	between urban traffic area boundary (Pukekohe) and urban traffic area boundary (Auckland Isthmus)	Franklin		100	80km/h
Rutherford Road	full length	Franklin	Pukekohe East	100	60km/h
Saddleback Rise	full length	Hibiscus And Bays	Murrays Bay	50	30km/h
Saddleton Road	full length	Franklin	Waiau Pa	80	60km/h
Sainsbury Road	full length	Albert-Eden	Mount Albert	50	30km/h
Saint Albans Avenue	full length	Albert-Eden	Mount Eden	50	30km/h

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit
Saint Andrews Road	between King George Avenue and the northern end of Saint Andrews Road	Albert-Eden	Epsom	50	30km/h
Sawyer Road	full length	Franklin	Bombay	100	60km/h
Saxon Street	full length	Albert-Eden	Waterview	50	30km/h
Scotsmoor Drive	full length	Manurewa	Wattle Downs	50	30km/h
Scott Street	full length	Waitemata	Ponsonby	50	30km/h
Seaford Place	full length	Hibiscus And Bays	Murrays Bay	50	30km/h
Sealord Place	full length	Manurewa	Manurewa	50	30km/h
Seascape Road	full length	Orakei	Remuera	50	30km/h
Seaside Avenue	full length	Albert-Eden	Waterview	50	30km/h
Seaton Road	full length	Hibiscus And Bays	Murrays Bay	50	30km/h
Selago Place	full length	Manurewa	Manurewa	50	30km/h
Selsey Lane	full length	Manurewa	Manurewa	50	30km/h
Sequoia Place	full length	Devonport-Takapuna	Sunnynook	50	30km/h
Shackleton Road	full length	Albert-Eden	Mount Eden	50	30km/h
Shah Place	full length	Waitakere Ranges	Glen Eden	50	30km/h
Sharland Avenue	full length	Manurewa	Manurewa	50	30km/h
Shayla Place	full length	Mangere-Otahuhu	Favona	50	30km/h
Shearer Street	full length	Puketapapa	Wesley	50	30km/h
Sheehan Street	full length	Waitemata	Ponsonby	50	30km/h
Sheppard Avenue	full length	Puketapapa	Wesley	50	30km/h
Short Street	full length	Papakura	Papakura	50	30km/h
Sinclair Road	full length	Franklin	Ararimu	100	60km/h
Skeates Avenue	full length	Puketapapa	Wesley	50	30km/h
Skyhigh Road	full length	Franklin	Hunua	100	80km/h
Slim Place	full length	Manurewa	Clendon Park	50	30km/h

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit
Sloane Street	full length	Maungakiekie-Tāmaki	Glen Innes	50	30km/h
Smedley Street	full length	Manurewa	Manurewa	50	30km/h
Smith Street	full length	Waitematā	Freemans Bay	50	30km/h
Solitaire Lane	full length	Franklin	Paerata	100	60km/h
Sonja Drive	full length	Franklin	Hunua	100	40km/h
Sonnenberg Way	full length	Waitākere Ranges	Titirangi	50	30km/h
Sowerby Heights	full length	Franklin	Hunua	100	60km/h
Stardon Place	full length	Māngere-Ōtāhuhu	Favona	50	30km/h
Station Road	between 20m south of Subway Road and Yates Road	Franklin	Pukekohe	80	60km/h
Steel Road	between 290m west of Ararimu Road and 490m west of Ararimu Road	Franklin	Ararimu	100 / 80	80km/h
Steel Road	between 490m west of Ararimu Road and western end of Steel Road	Franklin	Ararimu	100	60km/h
Stella Place	full length	Manurewa	Manurewa	50	30km/h
Stevens Road	full length	Franklin	Hunua	100	60km/h
Stitchbird Close	full length	Hibiscus And Bays	Murrays Bay	50	30km/h
Stone Road	full length	Franklin	Bombay	100	60km/h
Stranraer Crescent	full length	Manurewa	Wattle Downs	50	30km/h
Strathaven Road	full length	Manurewa	Wattle Downs	50	30km/h
Stuart Road	full length	Franklin	Mangatawhiri	100	60km/h
Summer Street	full length	Waitematā	Ponsonby	50	30km/h
Sunlands Drive	full length	Manurewa	Manurewa	50	30km/h
Sunningdale Street	full length	Manurewa	Wattle Downs	50	30km/h
Sunnymead Road	full length	Maungakiekie-Tāmaki	Glen Innes	50	30km/h

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit
Surat Place	full length	Waitākere Ranges	Glen Eden	50	30km/h
Sutton Road	between 300m east of Great South Road and Ponga Road	Franklin / Papakura	Drury	80	60km/h
Swallow Drive	full length	Manurewa	Manurewa	50	30km/h
Swinburne Street	full length	Whau	Blockhouse Bay	50	30km/h
Sydney Owen Road	full length	Franklin	Kingseat	100	60km/h
Sydney Street	full length	Devonport-Takapuna	Hauraki	50	30km/h
Tagor Street	full length	Waitākere Ranges	Glen Eden	50	30km/h
Tahapa Crescent	full length	Ōrākei	Meadowbank	50	30km/h
Tahuna Street	full length	Waitemātā	Freemans Bay	50	30km/h
Taitua Drive	full length	Henderson-Massey	Te Atatu South	50	30km/h
Talavera Place	full length	Henderson-Massey	Te Atatu South	50	30km/h
Tamworth Close	full length	Manurewa	Manurewa	50	30km/h
Tanekaha Street	full length	Albert-Eden	Mount Eden	50	30km/h
Tasman Drive	full length	Papakura	Opaheke	50	30km/h
Tawariki Street	full length	Waitemātā	Ponsonby	50	30km/h
Tawhero Road	full length	Franklin	Ararimu	100	60km/h
Taylor's Road	full length	Albert-Eden	Morningside / Mount Albert	50	30km/h
Te Papa Road	full length	Franklin	Kawakawa Bay	100	60km/h
Tegal Road	full length	Franklin	Drury	80	60km/h
Telford Avenue	full length	Albert-Eden	Mount Eden	50	30km/h
Temple Street	full length	Ōrākei	Meadowbank	50	30km/h
Tennyson Street	full length	Albert-Eden	Mount Eden	50	30km/h
Thames Street	full length	Albert-Eden	Mount Eden	50	30km/h
Thompson Street	full length	Māngere-Ōtāhuhu	Mangere East	50	30km/h
Thomson Street	full length	Puketāpapa	Wesley	50	30km/h

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit
Thorley Street	full length	Albert-Eden	Mount Eden	50	30km/h
Thurso Lane	full length	Ōtara-Papatoetoe	Otara	50	30km/h
Tiari Place	full length	Māngere-Ōtāhuhu	Mangere East	50	30km/h
Tilberg Street	full length	Māngere-Ōtāhuhu	Favona	50	30km/h
Timu Road	full length	Hibiscus And Bays	Long Bay	50	30km/h
Tirimoana Road	between Valron Road and the northern end of Tirimoana Road	Henderson-Massey	Te Atatu South	50	30km/h
Titoki Street	full length	Waitematā	Parnell	50	30km/h
Tole Street	full length	Waitematā	Ponsonby	50	30km/h
Tomlin Place	full length	Ōtara-Papatoetoe	Mangere East	50	30km/h
Tonkin Drive	full length	Devonport-Takapuna	Sunnynook	50	30km/h
Toso Way	full length	Ōtara-Papatoetoe	Otara	50	30km/h
Totara Road	full length	Franklin	Ararimu	100	80km/h
Tourist Road	full length	Franklin	Clevedon	100	600km/h
Townson Road	full length	Franklin	Kawakawa Bay	100	60km/h
Tracey Terrace	full length	Henderson-Massey	Te Atatu South	50	30km/h
Trail Road	full length	Franklin	Hunua	100	40km/h
Tranmere Road	full length	Albert-Eden	Sandringham	50	30km/h
Trinidad Road	full length	Devonport-Takapuna	Sunnynook	50	30km/h
Trinity Street	full length	Waitematā	Ponsonby	50	30km/h
Triton Avenue	full length	Puketāpapa	Wesley	50	30km/h
Trounson Avenue	full length	Manurewa	Clendon Park	50	30km/h
Truro Road	full length	Albert-Eden	Sandringham	50	30km/h
Tuhimata Road	between Cape Hill Road and Runciman Road	Franklin	Paerata	100	60km/h
Tui Street	between Premier Avenue and Moa Road	Albert-Eden	Point Chevalier	50	30km/h
Tuna Place	full length	Manurewa	Manurewa	50	30km/h

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit
Turnberry Drive	full length	Manurewa	Wattle Downs	50	30km/h
Turner Road	full length	Franklin	Ararimu	100	60km/h
Turutu Place	full length	Hibiscus And Bays	Long Bay	50	30km/h
Tutuki Street	full length	Albert-Eden	Waterview	50	30km/h
Tyburnia Avenue	full length	Albert-Eden	Wesley	50	30km/h
Ulster Road	full length	Whau	Blockhouse Bay	50	30km/h
Vale Road	Between Tamaki Drive and Clarendon Road	Ōrākei	St Heliers	50	30km/h
Valley Springs Way	full length	Franklin	Ramarama	100	60km/h
Van Rixel Drive	full length	Rodney	Kumeu	50	30km/h
Verran Road	between Waipa Street and the eastern end of Verran Road	Kaipātiki	Birkenhead	50	30km/h
Victor Street	full length	Whau	Avondale	50	30km/h
Violet Street	full length	Albert-Eden	Mount Albert	50	30km/h
Volcanic Street	full length	Albert-Eden	Mount Eden	50	30km/h
Waiatarua Road	full length	Ōrākei	Remuera	50	30km/h
Waima Street	full length	Waitematā	Grey Lynn	50	30km/h
Wainwright Avenue	full length	Puketāpapa	Wesley	50	30km/h
Waiora Road	full length	Hibiscus And Bays	Stanmore Bay	50	30km/h
Wairiki Road	full length	Albert-Eden	Mount Eden	50	30km/h
Waitangi Falls Road	full length	Franklin	Glenbrook	100	60km/h
Waitematā Road	full length	Devonport-Takapuna	Hauraki	50	30km/h
Waitomo Avenue	full length	Albert-Eden	Mount Eden	50	30km/h
Walden Place	full length	Ōtara-Papatoetoe	Mangere East	50	30km/h
Walker Road	full length	Franklin	Opapeke	80	60km/h
Wallace Drive	full length	Franklin	Clarks Beach	100	60km/h
Walter Ruddock Avenue	full length	Rodney	Kumeu	50	30km/h

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit
Walter Street	full length	Devonport-Takapuna	Hauraki	50	30km/h
Wanganui Avenue	full length	Waitematā	Ponsonby	50	30km/h
Warborough Avenue	full length	Albert-Eden	Epsom	50	30km/h
Waterbank Crescent	full length	Albert-Eden	Waterview	50	30km/h
Watford Street	full length	Ōtara-Papatoetoe	Otara	50	30km/h
Wattie Road	full length	Franklin	Hunua	100	40km/h
Watts Road	full length	Manurewa	Manurewa	50	30km/h
Wedding Place	full length	Franklin	Takanini	80	60km/h
Wellington Street	full length	Waitematā	Freemans Bay	50	30km/h
Wembley Road	full length	Albert-Eden	Mount Eden	50	30km/h
Wenlock Place	full length	Manurewa	Manurewa	50	30km/h
West Glade Crescent	full length	Kaipātiki	Birkenhead	50	30km/h
Westbourne Road	full length	Hibiscus And Bays	Murrays Bay	50	30km/h
Weybridge Crescent	full length	Maungakiekie-Tāmaki	Glen Innes	50	30km/h
Wharf Road	full length	Waitematā	Ponsonby	50	30km/h
White Road	full length	Franklin	Hunua	100	80km/h
White Road	full length	Manurewa	Manurewa	50	30km/h
Whiteside Lane	full length	Franklin	Clevedon	100	60km/h
Whitworth Road	full length	Albert-Eden	Mount Eden	50	30km/h
Wick Place	full length	Manurewa	Wattle Downs	50	30km/h
Willis Street	full length	Albert-Eden	Mount Albert	50	30km/h
Willow Road	full length	Franklin	Ramarama	100	60km/h
Wilson Road	full length	Franklin	Hunua	100	60km/h
Wily Road	between Waiuku Road and 720m south of Waiuku Road (the boundary of Auckland)	Franklin	Puni	100	80km/h

Road Name	Part of Road	Local Board	Suburb	Existing Speed Limit (km/h)	Proposed speed limit
Wimbledon Crescent	full length	Maungakiekie-Tāmaki	Glen Innes	50	30km/h
Windlass Street	full length	Hibiscus And Bays	Long Bay	50	30km/h
Windmill Road	full length	Albert-Eden	Mount Eden	50	30km/h
Winn Road	full length	Waitemātā	Freemans Bay	50	30km/h
Winsford Street	full length	Manurewa	Manurewa	50	30km/h
Winthrop Way	full length	Māngere-Ōtāhuhu	Mangere East	50	30km/h
Wiremu Street	full length	Albert-Eden	Mount Eden	50	30km/h
Wirihana Road	full length	Waitākere Ranges	Titirangi	50	30km/h
Withers Road	full length	Waitākere Ranges	Glen Eden	50	30km/h
Woburn Street	full length	Ōtara-Papatoetoe	Mangere East	50	30km/h
Wootten Road	full length	Franklin	Bombay	100	60km/h
Wordsworth Road	full length	Manurewa	Manurewa	50	30km/h
Wylie Avenue	full length	Devonport-Takapuna	Sunnynook	50	30km/h
Wyoming Avenue	full length	Hibiscus And Bays	Murrays Bay	50	30km/h
Yates Road	full length	Franklin	Pukekohe	80	60km/h
Yearsley Place	full length	Manurewa	Manurewa	50	30km/h

Attachment 2: Feedback from key interest groups

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

Ref: Feedback on Auckland Transport’s Safer Speeds Programme from Fire and Emergency New Zealand in Tāmaki Makaurau

1.0 Summary

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

1.2 Through a Memorandum of Understanding with St John, Fire and Emergency also responds to medical emergencies.

1.3 In 2020 Fire and Emergency attended 82,460 fire, medical and vehicle accident callouts, of which 19,316 were in Tāmaki Makaurau.

1.4 Fire and Emergency in Tāmaki Makaurau would like to work with Auckland Transport in early planning of traffic calming interventions to ensure positive community outcomes and an overall reduction of fatalities and injuries in Tāmaki Makaurau.

1.5 The road network is the primary mode of emergency response, particularly in the urban environment. Delays in attending a fire or other emergencies may risk the safety of people and their property.

1.6 Fire and Emergency in Tāmaki Makaurau is concerned that changes to speed limits and physical traffic calming devices proposed by Auckland Transport through the Safer Speeds Programme will negatively impact emergency response time, which may result in loss of life and/or property.

2.0 Fire and medical emergency call outs are increasing across Tāmaki Makaurau

2.1 The primary objective of Fire and Emergency is to reduce the incidence of unwanted fire and the associated risk to life and property. We seek:

- to protect and preserve life
- prevent or limit injury
- prevent or limit damage to property and land
- prevent or limit damage to the environment.

2.2 The main functions of Fire and Emergency are to:

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

2.3 In addition to the above core functions, Fire and Emergency also supports St John in medical emergencies through:

- co-response to all immediate or life threatening calls
- first response to:

- immediate or life threatening calls
- potentially life threatening or time-critical calls, and.
- urgent or potentially serious calls.⁴

2.4 Between 2016 to 2020 there has been a 6.51% increase in incident rates across Tāmaki Makaurau. Medical and fire incidents have increased faster than vehicle accidents.

- 7.91% increase in medical incidents
- 5.89% increase in fire incidents
- 5.28% increase in vehicle accidents.

2.5 Response to fire and medical incidents are time critical.

- A house fire can become fatal within three minutes.
- For every minute that goes by without CPR or using an AED⁶, the chance of survival drops by 10-15 percent.

2.6 In 2020 Fire and Emergency in Tamaki Makaurau attended 875 incidents where there were one or more fatalities.

3.0 Fire and Emergency in Tāmaki Makaurau supports Auckland Transport’s Vision Zero approach

3.1 Fire and Emergency in Tāmaki Makaurau acknowledges that on average, one person is killed every day on New Zealand roads and another seven are seriously injured.

3.2 We further acknowledge that in Tāmaki Makaurau in 2019, 40 people died on our roads and an additional 567 were seriously injured.

3.3 Fire and Emergency in Tāmaki Makaurau supports Auckland Transport’s Vision Zero, to reach zero road deaths or serious injuries by 2050 and its associated Safe Speed Programme.

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

3.5 However, during an emergency, Fire and Emergency is most efficient and effective when fire appliances have fast and clear access. Delays getting to and dealing with a fire may risk the safety of people and their property. Because of the functions performed by Fire and Emergency appliances, they are larger and heavier than those used by other emergency services.

3.6 Traffic calming strategies can impact fast and clear access. Active strategies, which prevent or reduce movement of traffic through such things as volume control devices⁹ or physical barriers have the greatest potential impact on emergency service response time.

4.0 Fire and Emergency in Tāmaki Makaurau would like to work with Auckland Transport in the planning of traffic calming interventions to mitigate impact on emergency response

4.1 Fire and Emergency in Tāmaki Makaurau welcomes the opportunity to work with Auckland Transport on information sharing and early planning of traffic calming interventions to ensure positive community outcomes and overall reduction of fatalities and injuries across Auckland.

4.2 The Firefighting Operations Emergency Vehicle Access Guide provides guidance to ensure appliances can access sites, buildings, and structures in an emergency¹¹. This includes:

- minimum widths for carriageways
- minimum widths for curved carriageways or corners

- requirements for turning areas (i.e. dead ends)
- kerb dimensions on carriageways
- maximum gradients for ramps/ inclines.

4.3 Ensuring speed calming interventions align with the specifications outlined in the Access Guide is likely to mitigate negative impacts on emergency services.

4.4 We appreciate that Auckland Transport’s document Traffic Calming, as part of the Engineering Design Code, references slower response time as a potential disadvantage to traffic calming. It identifies that careful planning, local public involvement, and the right devices in the right spots should minimise potential disadvantages.

4.5 The need to work with or consider the effects of traffic calming on emergency service response time is also referenced by Waka Kotahi New Zealand Transport Authority in their practice guidelines.

5.0 Speed limit changes in town centre and rural areas could negatively impact emergency response time

5.1 Fire and Emergency in Tāmaki Makaurau is concerned that speed limit changes, such as those proposed in Ōtara Manurewa, Freemans Bay South and Franklin East will negatively impact emergency response time.

5.2 As the flow of traffic slows, the speed that fire appliances can achieve in reaching emergencies also slows.

5.3 In rural areas, where distance from stations to emergencies can be greater, or require volunteer response, travel speed is an important factor.

5.4 In previous feedback to Waka Kotahi NZTA, Fire and Emergency has recommended a 70 km/hr speed limit as an appropriate balance between traffic calming and emergency response.

6.0 Speed calming devices planned in Manurewa are likely to negatively impact emergency response time

6.1 Fire and Emergency in Tāmaki Makaurau is concerned that some physical traffic calming devices, specifically speed humps, could result in delayed emergency response time.

6.2 In Manurewa where speed calming devices have been installed, as part of Safer Speeds Tranche 1:

- Fire and Emergency attended 39 incidents within the last 12 months¹³.
- 14 of the incidents had one or more fatalities, a 10% increase from the previous year.

6.3 In Manurewa where speed calming devices have been proposed, as part of Safer Speeds Tranche 2:

- Fire and Emergency attended 31 incidents within the last 12 months¹⁴.
- Six of the incidents had one or more fatalities.

6.4 Multiple appliance types may be sent to an emergency. Response delays will vary due to appliance size and type, and the nature of the road they are travelling. Research has found:

- the more a driver intensifies his/her efforts to traverse the speed humps, the greater the impact delay.
- time increases to traverse speed humps were approximately 2–10 seconds per hump. (Studies indicate the heavier the vehicle the greater the time it will take over physical barriers)
- that every speed hump an appliance crosses, while maintaining a 25 m/h (40 km/h) cruising speed, is equivalent to being .05 mile or 0.08 km further from the incident scene. (Fire and Emergency appliances tend to slow well below 40km/h to traverse a speed hump).

6.5 In general, Fire and Emergency in Tāmaki Makaurau recommends that primary response routes and protected routes¹⁷ should remain free of physical impediments (vertical or horizontal devices), such as speed humps, speed cushions, traffic circles and chicanes, or narrowing of roads.

NZ Police (Mark Evans)

Auckland Transport Proposed Speed Limit Changes

1. Thank you for this opportunity to make a formal submission on the proposed speed limit changes for Tāmaki Makaurau. New Zealand Police strongly support your intention “to dramatically reduce deaths and serious injuries on the region’s roads.”

Please find the formal submission attached:

Tāmaki Makaurau Proposal

2. We note the intention of Auckland Transport to introduce the proposed Speed Limits Amendment Bylaw 2022, which proposes to set new permanent speed limits on approximately 800 roads around Auckland – predominantly around schools and in South Auckland.

3. We acknowledge the key proposals relating to the speed limit changes that are part of Auckland Transport’s Safe Speeds Programme. We support taking a Vision Zero approach to road safety and striving to have zero deaths or serious injuries on the Tāmaki Makaurau transport system by 2050, ensuring speed limits are safe and appropriate across our road network. This aligns with central and local government directives, including the Road to Zero 2020-2030 strategy.

4. We understand, if these proposed changes proceed, they will be made by amendment to the Speed Limits Bylaw 2019 and come into effect in mid-2022, dependent on public feedback, Auckland Transport Board approval and implementation considerations. Feedback and consultation from New Zealand Police Tāmaki Makaurau Districts

5. Tāmaki Makaurau road policing staff has reviewed and has continued engagement across multiple forums with the proposal for speed limit changes made by Auckland Transport for roads around Auckland to be implemented in 2022.

6. The Auckland Transport’s Safer Speeds Programme (ATSS Programme) is supported as a key aspect of the activities overseen by the Tāmaki Makaurau Road Safety Partnership (TMRP).

7. Police leadership in Tāmaki Makaurau supports the ATSS Programme and has faith in the risk assessment and consultation process that has taken place so far, which will continue to be followed going forward.

8. Auckland Transport’s project team has engaged with Police regularly and provided the opportunity to give detailed feedback on each proposed change. Police has participated in stakeholder meetings as part of a wider group, as well as providing individual feedback from road policing specialists.

9. Through this process it was identified that the scale of this project was significant and required increased coordination with Police. A steering group has been set up between Police and the Auckland Transport project team. The intent is to break the local consultation up into manageable areas for consideration.

10. The momentum of the consultation work has been affected by the COVID-19 pandemic. However, consultation is continuing, with a further meeting planned in the next few weeks to assist Auckland Transport with local enforcement knowledge.

11. Auckland Transport reports that public sentiment to date around the proposed changes is positive; the only real area of challenge relate to a handful of proposed speed changes in the Franklin area near Pukekohe. Road Policing Managers have advised Auckland Transport to ensure that proposed speed changes are consistent and logical for road users to follow – balancing safety with ensuring enforcement is achievable and effective.
12. The ongoing consultation includes a plan from the steering group to have a retrospective view of the first tranche of speed changes to see what lessons can be learned and what changes may be needed. This process will be made a viable option through the new bylaw rules coming in next year, which will enable Auckland Transport to amend speed limits without the need for law change.
13. There is one specific piece of feedback relating to the speed limit change consultation webinar session, in the document schedule, it is noted there was one bylaw that was a clear typo: Tourist Road, Clevedon, Full length, 600km/hr, 31/05/22.
14. Auckland Transport was advised by Police that the proposed changes appeared sound from a road safety outcomes perspective. The Police Speed Enforcement Policy around speed limit changes is already sound in terms of the Police enforcement approach and should be applied as the speed limit change implementation approaches.
15. Overall, Police is involved sufficiently to support these changes and is applying the Police Speed Enforcement Policy approach to speed enforcement. Police Approach to Speed Enforcement
16. Speed limit changes are the responsibility of Road Controlling Authorities (RCAs); i.e. the applicable Council or, in the case of state highways, Waka Kotahi (NZ Transport Agency). The RCAs are responsible for consulting and communicating the speed limit changes to the public, including signage and road marking changes.
17. It is important that the Police approach supports the implementation of safe speed limits. This includes applying an approach the public expects and deserves, that being one which ensures a balance between keeping people safe on the roads, whilst also alleviating perceptions of not being fair and reasonable as motorists adjust to the speed limit changes. This approach should contribute to sector confidence that safe speed limits can be implemented without generating public or political concerns. The approach that will be undertaken following consultation with Auckland Transport will be:
 - a. To confirm the extent of the proposed changes, that the correct processes are being undertaken to implement them, and that there is a strong Auckland Transport led communication plan to ensure widespread public awareness ahead of and at the time of the changes.
 - b. Apply a “bedding in” approach for a period of one month from the speed limit changes being implemented.
 - c. Continue to deploy to locations and times of greatest road safety outcome risks; i.e. not deploying to affected roads simply because it will be easy to catch motorists exceeding the new speed limits.
 - Recognise that reduced speed limits will influence a reduction in mean speeds, even without enforcement, thereby, reducing road safety outcome risks.
 - d. If enforcement is carried out on affected roads during the first month after implementation and providing that the speed detected does not exceed the previous posted speed limit, adopt an approach that is appropriate to the circumstance, such as; engage, encourage, educate, warn, enforce methodology, with any such enforcement ideally conducted using marked cars.
 - This provides motorists with fair and reasonable opportunity to adjust their driving behaviours in the wake of the changes, whilst also enabling appropriate responses to behaviours and circumstances that pose clear road safety outcome risks.
 - This approach assists in building trust and confidence by also alleviating perceptions that Police are taking advantage of the speed limit changes to simply catch people out and issue large numbers of infringement notices. e. Mobile safe speed cameras should not be deployed on the affected roads for at least the first month

after changes are implemented, with the exception of school zones during high risk times, and thereafter as aligned to road safety outcome risk priorities.

- Again, this will alleviate perceptions that Police are taking advantage of the speed limit changes to simply catch people out and issue large numbers of infringement notices.
- Note that new site codes will be required before operating safe speed cameras on roads where speed limits have changed.

f. If static safe speed cameras are on roads affected by speed limit changes, early advice must be provided to the Police Infringement Bureau (PIB). The PIB will manage setting changes for the cameras to reflect the speed limit changes and will implement a graduated response to motorists detected exceeding the new speed limit for the first month after implementation of the speed limit change.

19. For significant speed limit changes a communication plan should be developed, in consultation with the National Road Policing Centre and Police Media and Communications as required. This should be largely for reactive purposes rather than proactive, noting that requests for media commentary around the implementation of new speed limits should be referred to Auckland Transport.

20. Consideration should be given to incorporating an approach to significant interest groups, such as AA, to confirm that Police will be deploying to road safety outcome risk and will not be targeting the affected roads for enforcement just because the speed limits have reduced.

Summary

21. New Zealand Police will continue to work closely with Auckland Transport and the ATSS Programme with the proposed speed limit changes to be implemented in 2022.

22. To reiterate, Police are supportive of the direction of the proposed approach and agree that it works well with Police Speed Enforcement Policy.

23. I can confirm that Police will apply the Speed Enforcement Policy which ensures a balance between keeping people safe on the roads, whilst also alleviating perceptions of not being fair and reasonable as motorists adjust to the speed limit changes.

24. I trust this feedback is useful as this work progresses and we anticipate you will continue to engage with us as this ATSS Programme is implemented.

Waka Kotahi (1 x submission from Michael Aitkin, and 1 x submission from Shashi Lakshminarasimhaiah)

Michael Aitkin's submission

The Land Transport Rule: Setting of Speed Limits 2017 (the Rule) provides that RCAs are required to set speed limits which are, in the RCA's view, safe and appropriate. Waka Kotahi's role as set out in the Rule is to provide guidance on speed management and how the Rule applies, and to be consulted in relation to specific proposals.

The guidance provided by Waka Kotahi is in the new Speed Management Guide dated November 2016, and the Safer Journeys Risk Assessment Tool (MegaMaps) available to all road controlling authorities (Edition III dated August 2020 is the latest edition). Safe and Appropriate travel Speeds for all roads in the network that Waka Kotahi has information available for, together with the top 10% of regional networks likely to deliver the highest benefit in terms of safety and efficiency, are detailed in MegaMaps.

In addition, we provide the following detailed comments below, to assist you to comply with the requirements of the Rule. Our guidance is provided below for your consideration.

Waka Kotahi compliments Auckland Transport on the extent of the changes and the robust methodology used. Of particular note is the area 'catchment' approach to achieving lower speed limits around 57 schools, and the similar broad area approach to delivering safe and appropriate speed limits in rural areas. With your permission,

we would be keen to showcase this approach as best practice for the benefit of other road controlling authorities.

As a neighbouring road controlling authority for the State highway network, Waka Kotahi is supportive of all activities designed to bring speeds to safe and appropriate levels and which are aligned with the government's Road to Zero strategy and has no concerns around the proposed speed management plan for the areas listed. From a Waka Kotahi regulatory perspective, my assessment of the 900+ proposals against the requirements of the Land Transport Rule: Setting of Speed Limits (2017) and the intent of the Speed Management Guide has identified Rule related compliance issues with only 26 of the proposals.

Shashi Lakshminarasimhaiah's submission

Road: Quarry Road (Drury)

The speed limit should be lower than what's proposed. It should be 60km/h.

Road: Great South Road (Drury/Bombay)

The speed limit should be lower than what's proposed.

Hauraki District Council (Lukas De Haast)

Road: East Coast Road

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

Avondale Intermediate School (submitter not specified)

Road: Holly Street (Avondale)

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

Why: Safety. Existence of Avondale Intermediate School on this road.

Road: Victor Street (Avondale)

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

Why: Safety. Existence of Avondale Intermediate School on this road.

MHJC School Flat Bush (Ian Morrison)

Thank you for reaching out to schools about this important issue.

For context MHJC and MHP share a site with approximately 1800 staff and students. While we are separate schools we work collaboratively and share similar challenges and contribute resources for the benefit of our community.

It is therefore a very busy place particularly in the morning but at any time as we have many events through the week and weekend when students may be exposed to risk.

MHJC strongly supports the reduction of speed in our area.

We would gladly work with your team to facilitate any projects which will contribute to our plans to promote safety for our community.

Further we would ask that Auckland Transport investigate the parking restrictions close to the school as this causes major traffic congestion (and dangerous situations for students) because residents are parking where students could be dropped off .

We also need support for permission to place signs in bottleneck areas to allow parents to drop and go at busy times in the school day.

Finally, Mr Gardi (Travelwise), Ms Selagan (Social Studies teacher) and some of our students met with Auckland Transport (Tracey McClure) as an important social action project relating to speeding around schools so there may be some record of this meeting where assurances were given in the presence of our local MP, Dr Neru Leavasa.

Thank you for your consideration.

Mt Albert Primary School (Jonathan Boow)

We fully support the proposed speed reduction around schools in Auckland.

Newton Central School (Riki Teteina)

Road: Partridge Street (Grey Lynn)

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

Why: I agree with the speed limits being lowered. I also think this should be extended across the overpass bridge to Haslett St as many of our students are picked up and dropped off here each morning and afternoon.

Road: Haslett Street (Eden Terrace)

The speed limit should be lower than what's proposed

Why: This area is a major pick up and drop off area for students attending Newton Central School. It is also a cul-de-sac. I ask that this area is also a 30km zone as parents are often reversing and turning in this area before and after school.

Road: Monmouth Street (Grey Lynn)

Other

Why: The Waima St and Monmouth St intersections are incredibly dangerous for parents and students getting to and from Newton Central School. There needs to be a raised crossing area here to ensure safe passage for pedestrians.

Road: Great North Road (Grey Lynn)

Other

Why: There needs to be a 30km speed limit on and around Great North Road, particularly by the traffic light pedestrian crossing

Orakei School (submitter not specified)

Yes please reduce the speed limits around schools. I'm a teacher who does road crossing duty daily and the speeds that cars travel at around schools is terrible.

Orere School (Rebekah Tossell)

Road: Orere Point Road (Orere Point)

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

Pukekohe Christian School (Adri von Fintel)

Road: Yates Road (Pukekohe)

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

Westmere School (Teresa Burn)

Franklin Residents Association (James Jun)

I do not agree with speed limit drop. It's going to put back more pressure on peoples' lifestyle by slowing them down. And will cause more accidents and road rage.

Grey Lynn Residents Association (Dan Salmon)

We agree that "roads should be safe for all users" We agree that means speed of 30km/hour on residential streets. We believe however that the current plans do not go far enough.

Other residential streets (not already identified) in our area should be included in this round of plans to ensure safe use for Ponsonby Intermediate/Western Springs High School/St Paul's High School and the feeder primary school students. Rather than listing all these roads, it would be most useful for AT to look at the roads students at all of our local schools use when getting to and from their schools. Many of these residential streets are used by students of these schools and are also already effectively operating at 30km/hour thanks to existing speed calming measures (e.g. Dryden, Hakanoa). The reduction to 30km/hour would therefore just bring their enforceable speed in alignment with the existing road environment, while significantly improving safety for all users.

Many of the school feeder roads in our area are also used as rat run roads by rush hour drivers. Formalising 30km speed limits through the area would create a much safer environment for pedestrians and cyclists, particularly school age children whose ability to judge speed and distance is not fully developed.

Any roads between major arterials which fit the above profile should also be included - so for example, the residential roads between Williamson and Richmond is another network that should be considered, and again between Williamson and Great North Road.

Additionally, the lower speed areas are meaningless without enforcement. The existing 30km zones are not well sign-posted and seem to have little enforcement. There will need to be both to shift driver culture in our area.

Meadowbank and St Johns Residents Association (Gerard Martin)

I am providing feedback on behalf of the Meadowbank & St Johns Residents Association (MBSJRA), with regard to the Safer Speed Limit proposals in our area. Notably, the Association supports the reduction of speed limits on all the streets and roads proposed for Meadowbank and St Johns and strongly support the focus on implementing lower speeds on our streets, particularly those that are walking school bus routes for local schools as well as those that are locations for schools and Meadowbank Kindergarten.

In addition, MBSJRA requests that the section of St Johns Road, between Meadowbank Road and Gerard Way, is also included in the safer speeds proposal. In 2018, in response to consultation by AT about traffic speeds through Town Centres, we made a submission in favour of reducing the speed limit on the 350 m stretch of Remuera Road / St Johns Road between McPherson Street and Gerard Way to reduce the speed limit to 30 km/h. This proposal was unanimously supported by a general meeting attended by 35-40 residents and included a letter of support signed by the proprietors of the shops and businesses on St Johns Road.

A particular concern was the speed of traffic approaching the traffic lights at Meadowbank Road, often downhill at speed, with frequent orange / red light jumpers. Also there is no controlled crossing point between Gerard Way and Meadowbank Road, a distance of 300 m, where people naturally want to cross St Johns Road between the Mall on the

south side of the street and the shops, cafes, and church / community centre on the north side. Also there is no controlled crossing point between Gerard Way and Meadowbank Road, a distance of 300 m, where people naturally want to cross St Johns Road between the Mall on the south side of the street and the shops, cafes and church / community centre on the north side. Finally we noted that with a speed limit of 30 km/h, it may well not be necessary to provide separated bicycle lanes along this stretch of road for people to feel safe cycling.

Set against this, the extra time taken to drive through this section is trivial: it takes 42 seconds at 30 km/h, compared to 25 seconds at 50 km/h, a difference of only 17 seconds. This assumes both sets of traffic lights are green, and there is no traffic, which is not normally the case, so the level of inconvenience is very minor.

In addition, MBSJRA has advocated for other local transport initiatives that we ask are reflected in the proposed speed reduction for our suburb. In particular, AT consultation into safer speeds on Gowing Drive resulted in the recommendation of residents that a pedestrian crossing on Dorchester Road be implemented to support those walking to/from school and to/from the Meadowbank train platform and buses, as well as other initiatives to make pedestrian safety a priority for the entirety of Gowing Drive. We request a reduction to 30kms for the full extent of Gowing Drive, as well as the streets that are connected to it, including Ripon Cres, Hawkins St and Worcester Road and streets in-between, including Rutherford Terrace and Archdall St that are used by pedestrians, those walking to/from school or from/to Rutherford Reserve.

We also recommend reduction of speed limits to support the completion of the Summerset Retirement Village on Worcester Road and the likelihood that more elderly residents will be wanting to walk and drive safely on our local roads. The Association also supports the implementation of lower speeds on Temple St and Lucia Glade that are busy streets for children and families walking to/from Meadowbank and Mt Carmel Primary Schools. Lucia Glade, in particular, requires close review to reduce the speed for this narrow street that has no obvious safe crossing point for children and families accessing Mt Carmel School and the Millipede Walking School Bus.

AA (Mark Yates)

SUBMISSION FROM THE NZ AUTOMOBILE ASSOCIATION ON THE PROPOSED SPEED LIMITS

AMENDMENT BYLAW 2022

Summary

1. The NZ Automobile Association (NZAA) appreciates the opportunity to comment on Auckland Transport's (AT) proposed Speed Limit Amendment Bylaw 2022 (the proposed Bylaw).
2. When it comes to determining what a road's speed limit should be, we strongly believe it should: be informed by a strong evidence base, make sense to the vast majority of people, and be approached in a way that's going to result in compliance. We are concerned that we're increasingly seeing speed limits that don't tick all of these boxes.
3. Our key concern is that speed limits are being put in place which aren't making sense to the public. AA Member survey results show that while the majority of Auckland Members are open to the prospect of lower speed limits around Auckland, this support doesn't flow through to the specific speed limit changes that were put in place last year (and the proposed Bylaw is a continuation of this approach).
4. Public agreement that speed limit reductions are justified, and that resulting speed limits make sense, will maximise public buy-in and compliance and ultimately lead to the best road safety outcomes.
5. This submission therefore calls on AT to:
 - take a more targeted approach to speed limit reductions, focusing on areas of highest risk

- complete monitoring and evaluation of previous tranche before making decisions on the proposed Bylaw (and any subsequent Bylaws)
- pursue additional or alternative interventions where proposed speed limits – or recently amended speed limits – don’t have high levels of public support or compliance, such as variable limits, changes to the road environment, or alternative limits.

6. It also calls on AT to have an upfront and honest conversation with Aucklanders about its long-term vision for speed limits in Auckland, particularly if proposals currently under consideration are precedent setting (which we expect they are, given the proposed Bylaw represents a continuation of the approach taken in Tranche 1). This will give Aucklanders the opportunity to debate the strategic approach, before specific proposals are in front of them.

Introduction

7. The NZAA appreciates the opportunity to comment on AT’s proposed Bylaw.

8. The NZAA represents the interests of its 1.8 million Members, including over 330,000 Auckland Members. The NZAA’s advocacy role is focussed on articulating the voice of the reasonable motorist on transport issues.

9. The NZAA agrees with speed management, including speed limit reductions, as a road safety tool. However, we have concerns that speed limits are being put in place that don’t make sense to people.

10. This submission:

- sets out the findings of two recent Auckland AA Member surveys, which sought feedback on the new speed limits that were put in place in Auckland last year
- makes recommendations, based on the survey findings, which we believe would help to maximise public buy-in and compliance with speed limit changes in the proposed Bylaw along with any future speed limit changes
- calls on AT to have an up front and honest conversation with Aucklanders about its long-term vision for speed limits in the region.

AA Member views on Auckland’s new approach to speed limit setting

11. In 2020, AT rolled out its first tranche of widespread speed limit reductions in Auckland. This involved 30km/h speed limits throughout the city centre (with the exception of Fanshawe St, Nelson St and Hobson St which are 40km/h), in some town centres, and in some residential areas, 80km/h speed limits on ‘main’ rural roads, and 60km/h speed limits on ‘secondary’ rural roads.

12. In June 2021, after the majority of the new speed limits had been in place for almost a year, we ran two AA Member surveys to understand what motorists think of the new speed limits:

- an urban survey predominantly focussed on the speed limit changes that were made in the city centre and was sent to a random selection of AA Members throughout Auckland. This survey garnered 1,100 responses.
- a rural survey focussed on the speed limit changes that were made Rodney east, Rodney southwest, Franklin west and Franklin east, and was sent to AA Members who live in these areas. This survey garnered 1,000 responses.

13. The survey findings indicate that while the majority of Auckland AA Members are open to the prospect of lower speed limits around Auckland, this support doesn’t flow through to the speed limit changes AT is making on the ground.

GRAPHS PROVIDED THAT SHOW:

Urban: How do you feel about the prospect of lower speed limits in Auckland? 19% Support, 52% it depends, 29% Oppose

Urban: What do you think of the new speed limits in Auckland’s city centre? 13% Completely in favour 17% largely in favour, 24% in favour of some but not others, 21% largely opposed, 19% completely opposed, 6% Don't know.

Rural: What do you think of the new speed limits that were put in place around where you live in July last year? 13% completely in favour, 11% largely in favour, 28% in favour of some but not others, 26% largely opposed, 21% completely opposed, 1% don't know.

14. Meanwhile, the results indicate that Auckland AA Members perceive there to be widespread issues with compliance with the new speed limits.

GRAPH PROVIDED THAT SHOW:

Urban: How much do you think people obey the new speed limits in Auckland city centre? 6% Most people seem to obey the new limits, 35% it varies from road to road and/or by times of day, 51% most people seem to ignore the new limits, 8% I don't know.

Rural: How much do you think people obey the new speed limits around where you live? 28% most people seem to obey the new limits, 43% It varies from road to road and/or by time of day, 28% Most people seem to ignore the new limits, 1% I don't know.

15. The results are illustrative of an approach to speed limit setting that, in too many places, isn’t making sense to the public.

16. We believe a change in approach is needed to bring the public on-board with the speed management programme. Public agreement that speed limit reductions are justified and that resulting speed limits make sense will maximise public buy-in and compliance, and ultimately lead to the best road safety outcomes.

Recommendations

17. We have three recommendations for AT to secure greater public buy-in to its speed management programme.

Recommendation: Take a more targeted approach to speed limit reductions; focusing on areas of highest risk

18. We believe that the public will be most likely to agree with the need for speed limit reductions if they agree there is a genuine road safety problem along the road and that the existing speed limit is contributing to it.

19. We therefore recommend AT target its speed management programme much more closely to the roads where speed management treatment will result in the greatest reductions in deaths and serious injuries – that is, the roads identified in MegaMaps’ ‘top 10%’.

20. By focusing on these roads, not only will the biggest road safety gains be achieved, there is a much greater chance of securing public buy-in to the speed management programme.

Recommendation: Complete monitoring and evaluation of previous tranche before making decisions on the proposed Bylaw (and any subsequent Bylaws)

21. We understand that monitoring and evaluation of Tranche 1 of AT’s speed limit changes are on-going. We are strongly of the view that monitoring and evaluation needs to be completed, and the information shared with relevant stakeholders and the results made public before further speed limit changes are made.

22. The proposed Bylaw represents a continuation of the approach to speed management that was put in place under Tranche 1 (i.e. 30km/h urban limits, and predominantly 80km/h and 60km/h rural limits). If monitoring and evaluation of Tranche 1 identifies issues – for example with compliance, enforcement, or perceptions – it would make sense to understand this before proceeding with further reductions. Meanwhile, positive results would likely assist with buy-in to the programme.

23. We therefore urge AT to delay final decisions on the proposed Bylaw until after monitoring and evaluation of the Tranche 1 changes is complete, and information is made available to all interested parties. And also to undertake comprehensive monitoring of this tranche, to help to inform decisions on subsequent tranches.

Recommendation: Pursue additional or alternative interventions where proposed speed limits – or recently amended speed limits – don't have high levels of public support or compliance

24. Where speed limit proposals are not receiving high levels of public support, or where new speed limits are not getting high levels of compliance, we recommend AT pursue additional or alternative interventions.

25. Where a lower speed limit is not justified 24 hours a day but is needed at certain times, variable speed limits which differ by time of day (ideally accompanied by electronic signage), can be an effective way of achieving road safety objectives and winning public support. A good example of this is where low speed limit is needed around a school at certain times of the day, but the nature of the road and the road environment means that that speed limit does not make sense at other times.

26. Where a lower speed limit is justified 24 hours a day, but compliance continues to be low, we believe this is a strong need for improved signage (either more frequent signage, or possibly speed limits painted on the road) and/or road layout change should be pursued to help to ensure the speed limit is clear to motorists and that it suits the look and feel of the road environment. An example of this may be in residential areas, where speed bumps can assist in bringing vehicle speeds down.

27. Lastly, where there is low public support and/or compliance with new speed limits, in some cases it may make sense to consider alternative speed limits. For example:

- in urban areas, AT has typically gone for 30km/h limits rather than 40km/h limits, even though MegaMaps has identified 40km/h as being 'safe and appropriate' for the vast majority of roads in question. If public support and/or compliance is an issue, 40km/h limits may be more appropriate while being sufficiently safe.
- in rural areas, 70km/h and 90km/h limits should be considered as they may be safe and appropriate for the road type, and while currently they can only be put in place with Waka Kotahi approval, as AT will be aware they may soon no longer require approval to be put in place.

Final comments

28. The final comment we'd like to make is to strongly encourage AT to give Aucklanders clarity on speed management plans for the longer term; if AT intends to continue the current approach to speed limit changes (i.e. 80km/h and 60km/h rural roads, and 30km/h in town centres and residential areas) and current pace (approx. 600km/h per year), it should let Aucklanders know.

29. We've noticed that within the consultation material, AT has made comments about its preferences for speed limits – such as that roads in town centres and residential areas are to have 30km/h speed limits. However, these preferences only become clear to Aucklanders when specific proposals are put in front of them.

30. We believe AT should share its intentions with Aucklanders up front, rather than incrementally, so that Aucklanders have an opportunity to debate and comment on the strategic approach rather than only having the opportunity to react to specific proposals to change speed limits on individual roads

Bike Tamaki Drive (Matt Cole)

Road: Tamaki Drive (Parnell-St Heliers)

The speed limit should be lower than what's proposed

Why: 30 km zone should extend West of St Heliers to include junction with Long Drive - for active modes this avoids motor vehicles hard accelerating in this challenging area. Will Match St Heliers Village.

Road: Averill Avenue (Parnell-St Heliers)

The speed limit should be lower than what's proposed

Why: The speed through Kohi should be reduced to 30 km/h - the junction to Averill in particular is very busy and 50 km/h is far too fast.

Road: Tamaki Drive (Parnell-St Heliers)

The speed limit should be lower than what's proposed

Why: Area past Kelly Tarltons up to Okahu Bay east and west bound should be 30 km/h max - we have already lost a cyclist in this dangerous area. 50 km/h past known dangerous areas of Tamaki Drive is far too fast.

Road: Watane Crescent (Parnell-St Heliers)

The speed limit should be lower than what's proposed

Why: Area past Kelly Tarltons up to Okahu Bay east and west bound should be 30 km/h max - we have already lost a cyclist in this dangerous area.

Brake (Caroline Perry)

About Brake

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

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

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

Brake's response to the proposed Bylaw amendments

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

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

Auckland streets need to be safe for everyone, regardless of their mode of transport, age or socioeconomic area. Children and young people, older people, and those living in economically poorer areas are disproportionately represented in road death and injury statistics. As noted in AT's proposal for the Bylaw amendments, in 2020 70% of deaths and injuries on Auckland roads occurred on 50km/h local urban roads and 57% of road deaths were vulnerable road users. It is vital that our streets have speed limits that are safe and appropriate, and help to protect vulnerable road users.

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

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

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

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

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

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

This is particularly important for protecting children, who often make mistakes when using roads. Research has found that children cannot judge the speed of approaching vehicles travelling faster than 30km/h, so may believe it is safe to cross when it is notⁱⁱⁱ.

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

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

Conclusions and recommendations

- Brake supports the speed limit changes proposed in the Speed Limits Amendment Bylaw 2022.
- Brake supports the proposed 30km/h speed limits around schools.
- Brake supports the proposed speed limit changes on other roads included in the amendments.
- Brake recommends further extending the reduction in speed limits to 30km/h to include all town centres, and all schools and Early Childhood Education centres, to provide greater protection for children.
- Brake urges Auckland Transport to look at further potential infrastructure changes in school and residential areas, such as raised pedestrian crossings, to improve safety, particularly for those walking and cycling.

End/

ⁱ International Traffic Data and Analysis Group. "Speed and Crash Risk: Research report". Paris: International Transport Forum,

2018.

ii [Global Status Report on Road Safety 2015](#), WHO, 2015

iii [Traffic at 30mph is too fast for children's visual capabilities](#), University of Royal Holloway London, 2010

iv [How safe is your street?](#) survey (378 respondents), Brake, 2020

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

JR Coachlines (James Collie)

Once again I don't believe you are listening, what we need to be doing is improving the condition of our road surfaces and secondly and most importantly we need to be teaching people how to drive properly. I do a lot of driving around New Zealand and over the last 20 to 30 years I cannot believe how badly our roads are getting. We seem to be scrimping on how much we spend on roading.

The Campaign for Better Transport (Ross Galloway)

THE CAMPAIGN FOR BETTER TRANSPORT SUBMISSION ON THE PROPOSED SPEED LIMITS AMENDMENT BYLAW 2022

SUMMARY

The Campaign for Better Transport (The CBT) supports the proposal by Auckland Transport (AT) amend the Speed Limits Bylaw 2019 by replacing it by the Speed Limits Bylaw 2022 and in so doing to set new safe and appropriate speed limits for the nominated 823 roads across Auckland. The CBT's reason for this support and some comments about the classes of roads involved is given below.

OPTIONS CONSIDERED

It is accepted by The CBT that the Do Nothing option is not available to be considered due to the terms of the relevant legislation.

Of the two remaining options that Auckland Transport considered (upgrading or "engineering up" deficient roads or alternatively reducing speed limits on the roads instead), The CBT accepts that reducing speed limits on all the roads AT proposes is the best choice. This is because reducing speed limits on deficient roads is far more cost effective than "engineering them up" them and is also much faster to implement. Considering the standard costs supplied by AT for improving road safety via passive engineering improvements, The CBT accepts that capital costs would be very high for the 800 odd roads being targeted and is not justifiable except on high traffic volume routes.

A far smaller amount of money spent on reducing speed limits on roads where safety is at risk is justifiable provided that it leads to similar improvements in safety when compared with upgrading the physical safety features of the same roads at greater monetary costs.

TYPES OF ROADS

a) Unsealed Roads

The CBT accepts that since it appears there is not enough money in AT's capital works program to improve these unsealed roads that then a lower speed limit is needed and is justified on safety grounds. That should not preclude these unsealed roads from later being upgraded to a sealed road service when budgets permit. This will improve their safety profile and also be better asset management in terms of reduced maintenance costs.

b) Narrow Roads – No Markings

As with the Unsealed Roads category above, the imposition of lower speed limits on the specified narrow roads with no markings is justified from a safety point of view. It is likely that the cost of widening these roads to allow existing posted speed limits to be safely used is not economically justified given the low traffic counts on the nominated roads.

But even though lower speed limits would be used in the future, it seems reasonable that road markings could be added to these roads urgently to further enhance safety of the public using them. Since Auckland's population is projected to increase in the future, this action will need to be extended to include an improved traffic engineering approach on these roads.

c) No Centreline

The same response is given by The CBT for this category of roads as in section b above, namely that reducing speed limits are justified as an efficient and cost-effective way to the safety of road users. Further, The CBT feels that road centrelines should be applied urgently to those roads without them. This would also improve safety (particularly at bends in the road, as explained by AT's commentary) for a minimal expenditure and would work with the new reduced speed limits.

d) Around Schools

Likewise, The CBT agrees that there is a compelling case to institute reduced speed limits in the neighbourhood of schools, including the particular ones nominated as part of the Proposed Speed Limit Amendment Bylaw 2022. Keeping school children and other people safe from being hit by speeding traffic trumps all other considerations. Including all roads in the catchment area of each school is justified because school children will be using them on their journey between home and school. Having the proposed reduced speed limits apply at all times, not just school hours is also justified because it will help breed a safer mindset in vehicle users consciousness that will hopefully prevent accidents happening outside of school hours. The CBT would support a review of the time/ day of the week application of these speed limits around rural schools so as not to excessively frustrate drivers (such as those in commercial vehicles) in what otherwise would be a higher speed zone. The current neon special speed restriction sign when needed works best here.

ISSUES

The proposal to use targeted speed limit reductions on the 800 odd nominated roads is dependant for its success on compliance by road users. The CBT is confident that AT will do a good job of signposting and advertising the new speed limits but is worried that this will not lead to complete compliance and acceptance of the reduced speed limits on all nominated roads. Will there be any monitoring and enforcement of the new speed limits by AT and the New Zealand Police? The CBT would support an increased budget for policing to attain the desired safety gains. This is because the objective of increasing safety on these roads and working towards the Vision Zero objective is totally reliant on road users keeping to the new lower proposed speed limits on these nominated roads. Therefore, they will need to be reasonable to be accepted.

12th November 2021

Orataiao: NZ Climate & Health Council (James Hamill)



Submission on Proposed Speed Changes in Auckland

October 2021

 OraTaiao
NZ Climate & Health Council

Foreword

21 October 2021
Auckland Transport

Submission on Speed limit changes around Auckland

To Auckland Transport,

Thank you for the chance to contribute to Auckland Transport's proposed new speed limit changes around Auckland. This submission was prepared by Mr James Hamill, a Paediatric Surgeon, on behalf of OraTaiao: New Zealand Climate & Health Council.

Yours sincerely,



Dr Dermot Coffey, Co-convenor,
OraTaiao: NZ Climate & Health Council
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Mobile 021 026 75452

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About OraTaiao

OraTaiao: The New Zealand Climate and Health Council is an organisation calling for urgent, fair, and Tiriti-based climate action in Aotearoa; we recognise the important co-benefits to health, well-being and fairness from strong and well-designed mitigative policies. We honour Māori aspirations, are committed to the principles of te Tiriti o Waitangi and strive to reduce inequities between Māori and other New Zealanders. We are guided in our practice by the concepts of kaitiakitanga (guardianship), kotahitanga (unity), manaakitanga (caring), and whakatipuranga (future generations).

OraTaiao has grown over a decade to more than 700 health professionals concerned with:

- The negative impacts of climate change on health, well-being, and fairness;
- The gains to health, well-being, and fairness that are possible through strong, health-centred climate action;
- Highlighting the impacts of climate change on those who already experience disadvantage or ill-health (i.e., equity impacts);
- Reducing the health sector's contribution to climate change.

As well as individual members, we are backed by 19 of New Zealand's leading health professional organisations for our Health Professionals Joint Call to Action on Climate Change and Health¹. This support includes the New Zealand Medical Association, the New Zealand Nurses Organisation and the Public Health Association, plus numerous specialist colleges. Together, these organisations represent tens of thousands of our country's health workforce. As an organisational member of the Board of the Global Climate & Health Alliance, we work with a worldwide movement of health professionals and health organisations focused on the urgent health challenges of climate change - and the health opportunities of climate action. OraTaiao signed the Doha Declaration on Climate, Health and Wellbeing of December 2012, which reflects this international perspective.

¹ https://www.orataiao.org.nz/friends_and_supporters

Submission

Safety

We congratulate Auckland Transport for proposing lower speed limits, especially the 30 km/hr limit on streets in suburbs near schools. In car versus pedestrian assaults, when the impact speed is below about 25km/hr, the risk of death is 5 – 10% but as the impact speed increases beyond 30 km/hr, the risk of death increases exponentially. The exponential relationship between speed and fatality also holds for cyclists and cars (Global Road Safety Partnership 2008).

Equity

Newbury et al. showed inequalities in child pedestrian trauma in Auckland, with more injuries amongst Māori and Pacific Island children (Newbury et al 2008). A special emphasis on schools in South and West Auckland would be an appropriate equity response.

Health

Active transport by walking and cycling benefits all ages, as well as the environment (Fishman et al., 2015; Patterson et al., 2020). In a study of over ¼ million participants in the UK, Celis-Morales et al. showed that ‘cycle commuting was associated with a lower risk of CVD [cardiovascular disease], cancer, and all cause mortality. Walking commuting was associated with a lower risk of CVD independent of major measured confounding factors’ (Celis-Morales et al., 2017; Dinu et al., 2019).

In a recent study of pedestrian injuries in Aotearoa, Hirsch et al. said that ‘providing a road and roadside environment that is both enabling and forgiving to pedestrians is vital to ensure safe outcomes as well as positive perceptions and associated behaviours for people pursuing active transport modes such as walking and wheeling’ (Hirsch et al., 2021). Their study recommended the following actions:

- making pedestrian safety a higher priority in road safety planning, design and investment;
- managing vehicle speeds down to survivable levels;
- reducing the aggressiveness of the vehicle fleet; and
- taking a whole-of-system approach to pedestrian safety (Hirsch et al., 2021).

Beyond just speed limits

Mandic et al. noted that ‘there must be a commitment to design cities for people and not for cars. As a minimum, this means creating more areas in our towns and cities where there is a 30 km/h speed limit. Ideally, we should be creating more areas in our cities and towns where there are no cars during the day. This must be backed with a longterm funding to make this happen.’ (Mandic et al 2019).

There is a move to a post-car ownership system (Baehler 2020, Pajmans & Pojani 2021). A study in Brisbane noted that, 'much more cycling, walking, public transport, car-sharing, and ride-hailing infrastructure and services – potentially integrated into a Mobility-as-a-Service (MaaS) app – will need to be put in place before a majority of people decide to give up their private cars.' (Pajmans & Pojani 2021). This means positive promotion of alternative transport needs to go hand-in-hand with disincentivizing cars.

A great example of making streets accessible to the public is seen in Mangere in the Te Ara Mua Future Streets project². The aims of Future Streets included:

- High-quality cycle and pedestrian connections
- Lower traffic speeds on local streets
- Safe routes to school by active modes

Infrastructure development included pedestrian crossings, cycle lanes, speed calming including raised pedestrian tables, narrower vehicle carriageway, coloured and tactile intersection treatments and planted islands (Mackie et al., 2018).

Another Auckland example of infrastructural changes can be seen in the Point England Self Explaining Roads project³. Overseas examples such as 'Mini-Hollands' in London⁴ and Woonerf in the Netherlands⁵.

While a blanket signposted 30 km/h on local streets is what we should start with, we won't achieve safe speeds for sharing without also changing the street layout so that local streets are designed in such a way that you can't/don't travel along them fast. We want to emphasise this important point because, for local streets, the whole space needs to be reclaimed for people.

Moving Beyond Vision Zero

We note Auckland Transport claims to support Vision Zero and has set a target for the year 2050, almost 30 years from now. Vision Zero began in Sweden in 1997. Unfortunately, Vision Zero focuses heavily on motorised road transport while largely ignoring the great challenge of our time, climate change. Vision zero, by concentrating on cars, tends to sideline active transport. We would encourage AT to follow Sweden's lead in Moving Beyond Zero (<https://movingbeyondzero.com/>), an approach that synergistically promotes climate mitigation, improved health of people, as well as improved transport safety. It would help AT to be seen as a leader in transport.

² Future Streets website: <https://www.futurestreets.org.nz/about/>

³ Pt. England Self Explaining Roads: <https://www.mackieresearch.co.nz/self-explaining-roads.html>

⁴ London's Mini-Hollands: <https://www.london.gov.uk/what-we-do/transport/cycling-and-walking/transforming-cycling-outer-boroughs-mini-hollands-programme>

⁵ Woonerf video: <https://www.youtube.com/watch?v=bSRdshn2tUM>

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