

Auckland Transport
Katoa, Ka Ora Conversations 2
Speed limits near schools

Technical Workshops to involve key stakeholders in developing new speed management plan for Tāmaki Makaurau Auckland

Summary Evaluation of Feedback
November – December 2022

Mene Solutions Ltd

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Executive Summary

Mene Solutions Ltd (MSL) have been engaged by Auckland Transport (AT) to facilitate four virtual and face to face workshops designed to understand the key stakeholder feedback surrounding changing speed limits around school areas.

The purpose of this engagement is to listen and understand the concerns and aspirations on different ways to set safe speed limits near schools in Auckland.

This report includes a summary of the approaches delivered and a thematic analysis of the feedback collated. The body of the report contains comments and themes emphasized through comments from feedback offered in the four workshops and submissions from several individuals / organizations.

A thematic analysis of engagement comments produced the below key findings from the four workshops:

Key findings from workshops
<ul style="list-style-type: none"> • Most workshop feedback was provided on the first approach and strong support was indicated. • Safety of children is paramount • Motorist considerations are complicated and relate mostly to ensuring awareness, education, understanding, compliance and enforcement. • Consistency of speed limits needs to be balanced with the urban and rural community and neighbourhood environment. • Application of speed limits should be nested in local and arterial roading environments with other safety measures.
<ul style="list-style-type: none"> • Support for the second approach in principle with localised considerations including the use of other treatments • Consideration of fire and emergency services vehicles • Social licence is an important consideration to achieve acceptance and compliance
<ul style="list-style-type: none"> • No clear support for the third approach with various concerns cited including importance of consistency • Clear support for a permanent reduction to 30km/h in identified slower zones where a compelling proposition exists.
<ul style="list-style-type: none"> • For the fourth approach the general flavour is that this area is too small and excludes wider community zones where children walk • Evidence based and informed proposals desired
<ul style="list-style-type: none"> • For the fifth approach support identified for starting with variable signs as more noticeable and view that motorists more likely to support and comply • Motorist considerations are complicated and relate mostly to ensuring awareness, education, understanding, compliance and enforcement. • Localised application supported
<ul style="list-style-type: none"> • Support favours consistency of speed limits, balanced with the urban and rural community and neighbourhood environment. • Likely to be effective in achieving compliance
<ul style="list-style-type: none"> • School speed limit signs operational maintenance, visibility are ability for variable programming supported
<ul style="list-style-type: none"> • Permanent and variable speed-limit signs both seen to have value depending on the locality • Communication and education important in general

- Support for future proofing safety by understanding and considering urban intensification and other big picture trends
- Ongoing monitoring important
- Work with local communities and stakeholders to determine best local options.

Below are the key findings from submissions received. Submitters provided a mix of general and specific comments in relation to the focus areas of the engagement. The synthesis attempts to apply submitter comments to a focus areas where there is a clear connection.

Key findings from submissions

General findings:

- Balance safety with the efficient flow of traffic
- Use learning from other cities
- There is general support for lower speed limits around schools
- Define what “around a school” looks like
- Safety of children is paramount especially when they are walking and cycling
- Consistency of speed limits needs to be balanced with the urban and rural community and neighbourhood environment.
- Application of speed limits should be nested in local and arterial roading environments with other safety measures and traffic calming solutions.
- 30km/h limits in local neighbourhoods aligns with international best practice to help encompass other community facilities
- Consideration of fire and emergency services vehicles including legal implications
- Social licence is an important consideration to achieve acceptance, behaviour change and compliance
- Evidence based and informed proposals desired including detailed DSI data and insights
- Support favours consistency of speed limits, balanced with the urban and rural community and neighbourhood environment.
- Permanent and variable speed-limit signs both seen to have value depending on the locality
- Support for future proofing safety by understanding and considering urban growth

Specific focus area findings:

- Support for the first approach
- Support for the second approach in principle with localised considerations including the use of other treatments and potentially wider radii.
- For the third approach the general flavour is that this area is too small and excludes wider community zones where children walk. A wider radii is supported
- Variable support for option 5

The key findings section provides further detail on the thematic analysis and synthesis that has produced these key findings. This section includes specific feedback in relation to the five proposed approaches and other considerations posed in the engagement process.

Background

Mene Solutions (MSL) were engaged by Auckland Transport to provide Independent Facilitation and Analysis services specifically for stakeholder engagement to gather feedback on the development of Katoa, Ka Ora, a Speed Management Plan for Auckland 2023-2026.

The purposes of the engagement programme were:

- To introduce thinking so far on Katoa, Ka Ora, a speed management plan for Auckland school areas
- To share and discuss potential approaches for speed management around schools
- To share and discuss local knowledge and insight

Engagement Process

Planning and preparation

Planning and preparation for the workshops was undertaken through October and November 2023. This involved the detailed development of agenda's, run sheets and workshop rehearsals. An exemplar agenda with run sheet is attached in the appendices.

Facilitation

Two virtual and two in-person workshops were facilitated between 30th November and 5th December 2022. Chris Mene was the lead facilitator with note taking support from Ella Guillemot-Mene. Senior members of Auckland Transport, technical experts, engagement and communications team members were involved in each of the workshops.

The workshops, dates and number of participants were:

- Workshop 1 – In person (x16) Wednesday 30th November
- Workshop 2 – In person (x9) Friday 2nd December
- Workshop 3 – Online (x4) Saturday 3rd December
- Workshop 4 – Online (x28) Monday 5th December

Lessons learned

Below are comments made by team members during the debriefs following each of the workshops. Learning and insights from each workshop informed the following and adaptations enhanced each subsequent workshop.

The comments have been themed by those that were positive, those requiring a work on and themes that emerged from workshops.

Positive	Work ons	Interesting / themes
<p>Positive comments and body language from the participants which is a great sign</p> <p>Clear purpose, good opportunity for contribution, comfortable environment</p> <p>Feedback that people felt well listened to</p> <p>Easy set up</p> <p>Great location- good sound, nice light, good amount of space</p> <p>Environment makes a massive difference to the experience</p> <p>Timing- worked well, some late arrivals and early leave</p> <p>Catering to show appreciation, nice compensation</p> <p>Having the venue in the neighbourhood was great, accessibility</p> <p>Great opportunity to work into the depth and to test the tech</p> <p>Good session, limited numbers</p> <p>Great to have Adams expertise</p> <p>Good feedback around the data</p> <p>Good to get a better understanding of the context- politically, schools etc. and understanding perspective</p> <p>Process worked well, if there are over 20 people would take a different approach for the introductions</p> <p>Great nuance and understanding that we couldn't possibly have without these</p> <p>Good mixture of school reps and local board, had someone that has already had the speed limit change</p> <p>Great process, everyone participated and was heard, lots of similar questions and concerns, conversation helped connect the dots and to understand how communities can be supported, felt like some tension was reduced</p>	<p>Tweaks: tech prep, lighting (glare on projector, speakers)</p> <p>Invite list: know who is in the room</p> <p>Printout of local board feedback as reference for specific participants (background material)</p> <p>Participant with very specific issue, good to have Lead Engineer there to go through the specific issue</p> <p>Multiple pictures to present to the local boards</p> <p>Making sure to acknowledge the negative aspects- not minimising experience e.g. "only 15 seconds longer to drive"- not being dismissive</p> <p>Feedback to guide mapping</p> <p>Could set up some seats for easy access for people that need to slip in and out</p> <p>Trade-offs with the venue being far away from the office</p> <p>Hopefully Monday will have a better turn out</p> <p>Making sure its clear how the data was developed, making sure the data and information is all presented in a way that is easy to understand</p> <p>Summarising real time what people were hearing and inputting in chat, preparation is key and made it all run smoothly</p>	<p>Repeater signs - make sure the speed limits are known and seen</p> <p>Communicate the travel time implication- in the scheme of things very minimal EVIDENCE BASED to counter fear</p> <p>Compliance and enforcement</p> <p>Only expense for the catering (council venue)</p> <p>Lots of value in the one on one</p> <p>Only four participants</p> <p>Making sure the changes are known and very clear- easy to understand</p> <p>Consistency and easy to understand approach</p>

Key themes from workshops and submissions

Below are the key themes from submissions received from the four workshops and submissions in the two weeks following.

Workshop Themes

Over the series of workshops, both virtual and in person, there were some recurring themes across two or more of the workshops through participant feedback. Below are tables by focus area that show the key points raised throughout each of the workshops. Each section contains a summary of points for each focus area that feedback was being sought. These focus areas are:

1. Approach 1: Safe school neighbourhoods + some high-risk roads.
2. Approach 2: Safe school neighbourhoods.
3. Approach 3: Christchurch example.
4. Approach 4: Safe school gates only
5. Approach 5: School gate variables only
6. Consideration: Schools where speed limits up to 60km/h may be considered
7. Consideration: Extend the time variable school speed limit signs are on (e.g. earlier, later or during school hours)
8. Consideration: Permanent or variable speed limit of 60km/h or less for schools where there is no walking or cycling (all students are dropped off inside school grounds)
9. Local knowledge you would like to share

In some of the focus areas specific comments are made in relation to specific points ie Approach 1: Safe school neighbourhoods- 30km/h permanent speed limits for local roads within 15min walk (1000m radius) of a school. Additional comment may have been made.

Some contributions that contained acronyms and technical jargon which will have specific meaning to technical experts. Direct transcription has been undertaken and typos have been left as they are. How each of these points are addressed will be determined by the most appropriate Auckland Transport team member.

Note: No feedback from workshop 3 (virtual) on Saturday 3 December was received and transcribed in this section.

1. Approach 1: Safe school neighbourhoods + some high-risk roads

- 30km/h permanent speed limits for local roads within 15min walk (1000m radius) of a school, and
- 30 km/h variable speed limits near all schools on urban arterial or high-speed rural roads, and
- 40 km/h (or some 30 km/h town centres) permanent speed limits on up to 26 high-risk arterial roads
- Similar to Wellington City Council’s approach of 30km/h area changes with 40km/h for most arterials.

Workshop 1	Workshop 2	Workshop 4
<ul style="list-style-type: none"> • Concern motorists will not comply if permanent and they cant see children- motorists only see 30% of all signs on Rd • Which arterial roads are high risk? L. I • Permanent speed limits make sense, but drivers have to watch for buffer signs, complicated • What is the scope for other community centres/scattering spaces to be included (i.e. hubs, marae, sport clubs) • Would be beneficial for schools with walking schools bus routes implemented → also inadvertently promotes active modes- J.C 	<ul style="list-style-type: none"> • Min of Education: consistency with 20km/h speed limit when vehicles pass a school bus? • Min of Education: Schools do have other concerns e.g. extending the variable speed time limit. Relevant AT buses timetable don’t align to school arrivals- departures • What amount of enforcement is proposed for speed compliance? Min of Education • Strengthening neighbourhoods, safer communities • Safekids Aotearoa: Tautoko Option 1, Consideration to be given to enforcement and education, need to include traffic calming measures in addition to lowering speed limit • Approved would be confusing • Min of Education - support school 20km/h bus, seek consistency, support ... of this rule • Teachers, parents, grandparents always talk about near misses • Benefit: safety of children, getting them out and active, stat change, support permanent speed limit change • Too often, people don’t obey them 	<ul style="list-style-type: none"> • ADHB- Making it intuitive for people and wide ranging - all local suburban streets should be low speed regardless of what suburb • May be less legible on arterials (it's not always obvious when you're near a school) and arterial design speed may reduce adherence. Engineering measures might be more appropriate for arterials, with limits on the local roads as they have designs that support lower speeds (christina) • When setting the edge of the radius, it would be good to consider where the perceived edges of the 'neighbourhood' are - an area-wide approach in a block of local streets bounded by major streets (or the motorway / railway / etc) is easier to understand (christina)

Key themes

- (Strong) support for option 1 permanent speed limit change
- Safety of children, getting them out and active
- Motorist compliance / adherence concern

- Complicated and confusing for motorists
- Beneficial for schools with walking schools bus routes implemented
- Promotes active transport modes
- Schools have a range of concerns
- Strengthening neighbourhoods, safer communities
- Consider enforcement, education and traffic calming measures
- Talk about near misses
- Making it intuitive and wide ranging
- Less legibility on arterials and arterial design speed may reduce adherence.
- Engineering measures might be more appropriate for arterials.
- Limits on the local roads with designs that support lower speeds
- Consider 'neighbourhood' edges when setting radius.

Questions

- Which arterial roads are high risk?
- What is the scope for other community centres/scattering spaces to be included (i.e. hubs, marae, sport clubs)
- Consistency with 20km/h speed limit when vehicles pass a school bus?
- What amount of enforcement is proposed for speed compliance?

2. Approach 2: Safe school neighbourhoods

- 30 km/h permanent speed limits on all non-arterial roads within 1000m of a school and
- 30 km/h variable speed limits during school start and end times on all arterial roads within 400m of a school

Workshop 1	Workshop 2	Workshop 4
<ul style="list-style-type: none"> • Would only support if pedestrians and cyclists are there in large numbers 24/7 • The best option, I think. Coherent, understandable, biggest effect • Could possibly add to already bad congestion on Lake Road Takapuna? Drivers may take back roads as alternative to go faster? Variable speed 30km/h would better suit our situation though school hours vary week to week so electronic sign would be better • Permanent decrease on arterial roads will impact ambulance response times- St Johns • The coverage leaves not a lot of 50km/h roads- how will this be sign posted? How would the community be brought onboard- would there be infrastructure to slow down cars too? 	<ul style="list-style-type: none"> • ideally 30km without speed humps. Would have to have a lot of cameras, would be better for emergency services • send memo on benefit/cost to them afterwards, Menu on cost of A1, A2, A3 and A4, plus infrastructure cost under each scenario 	<ul style="list-style-type: none"> • Suggest design treatments as well as signs to let people know they're in a safe speed area intuitively without watching for signs

Key themes

- Support if pedestrians and cyclists in large numbers
- Support, coherent, understandable, biggest effect
- Could add to congestion on some roads.
- Potential impact would have drivers taking back roads.
- Variable speed 30km/h would better suit some situations.
- School hours vary week to week so electronic sign would be better.
- Consider impact on emergency vehicles response times
- Concerns about signage, getting communities onboard.
- Ideally 30km without speed humps and with speed camera enforcement
- Support design treatments as well as signs to convey safe speed area

Questions

- Would there be infrastructure to slow down cars too?
- Request for memo on benefit/cost to following workshop. with cost breakdown of approaches 1, 2, 3 and 4, plus infrastructure cost under each scenario.

3. Approach 3: Christchurch example

- Mixture of 30km/hr and 40km/h permanent speed limits
- 30km/h for school zones, 40 km/h in neighbourhood zones

Workshop 1	Workshop 2	Workshop 4
<ul style="list-style-type: none"> • How do we tell this story? Healthy families would like to help lift community voice. • Permanent decreases in neighbourhoods directly impacts ambulance response times • Concern that AT won't proceed with other types of speed calming i.e. Signalised crossing if speeds lowered. • Henderson-Massey: Slower zonez, neighbourhoods approach cycleway, Lincoln Road 30km, my road has a red carpet treatment, this is favoured not blue! Walkable catchments 800m favourables 1200 town centres, money on expensive signs not good, come with more than one picture/map to local board, focus on: schools, community centres and parks, arterial roads... workshop with local boards, schools, community centre, communal facilities, parks, playground, town centres, wasting money not good in this environment, people see AT wasting, permanent 30 support, not on arterials for speed changes, hate speed bumps, would love to see BCR, doesn't accord with my instincts, Henderson Massey-transport lead, done 7 schools 1st term, think permanents will be like road works, people won't see anything, won't comply start with variables 	<ul style="list-style-type: none"> • Rodney rep- generally don't like approach 3 for reasons you mentioned, ChCh people drive better. Don't drive red lights. • Min of Education- variations in small areas likely to cause confusion for motorists if they don't see or miss speed signage <p>Disadvantages locations without and families within them e.g. parks and other locations, going to visit friends after school activities</p>	<ul style="list-style-type: none"> • less legible than consistent 30k, and 40k is much more likely to cause injury than 30 (christina) • 20mph (30kmhr) Zones have been shown to be very effective in reducing DSI - and especially so for vulnerable users - people walking and cycling. <p><i>Effect of 20 mph traffic speed zones on road injuries in London, 1986-2006: controlled interrupted time series analysis</i> https://www.bmj.com/content/339/bmj.b4469</p>

Key themes

- Increase community voice
- Permanent speed decreases in neighbourhoods directly impact ambulance response times
- Concern that AT won't proceed with other types of speed calming
- Slower zones (30km) supported, neighbourhoods approaching cycleways
- Cost benefit effectiveness of signs
- When AT comes to local boards bring more varied pictures / maps, focus on: schools, community centres, facilities, parks, playgrounds and arterial roads.
- Support for permanent 30 on local roads not arterials.
- No speed humps on arterials
- Compliance concerns
- Start with variable signs
- Not supported for reasons Ping mentioned
- Consistency of speed limits preferred as less confusing for drivers
- Consider equity impact across communities and neighbourhoods

Questions

- How do we tell this story?

4. Approach 4: Safe school gates only

- 30km/h permanent speed limits for local roads within 400m (5minute walk) of a school, and
- 30 km/h variable speed limits during school start and end times on all arterial and high-speed rural roads within 400m of a school gate

Workshop 1	Workshop 2	Workshop 4
<ul style="list-style-type: none"> • For local boards decision making: DSI statistics can be under-whelming evidence of why these need to be introduced. Can we have presented statistics that estimate the near-misses that occur? We are in the midst of a culture war- car versus pedestrians /cyclists and the advantages for cycling + walking don't help persuade car only people • Is this wide enough? Will it cover all walking zones? Looking at other community gathering spaces (clubs, marae, hubs) • Would other effects of lower speeds than injury be helpful in communicating this message? Our ... for example? 	<ul style="list-style-type: none"> • Can we consider smaller "circle" or larger area on specific roads (road specific distances) • Min of Ed - difficulty enforcing on small sections, children aren't just around school gates • Approach 4 • Too small- 	<ul style="list-style-type: none"> • many students walk (or could walk if it was safer) from further than 5min so this radius seems too small

Key themes

- Area considered too small. Desire for coverage to include places where children frequent including walking zones, community gathering spaces (ie clubs, marae, hubs)
- Request for compelling evidence, including DSI and near miss stats
- Clear communications to support campaign with localised examples
- Consider smaller “circle” or larger area on specific roads
- Enforcement challenges

Approach 5: School gate variables only

- 30 km/h variable speed limit on all roads within 400m of a school gate before and after school
- Around \$20,000 per electronic sign. Signs alone for remaining schools would cost approximately \$12-15 million

Workshop 1	Workshop 2	Workshop 4
<ul style="list-style-type: none"> • A good place to start. Motorists will support, be aware and comply. • Lake Road in Takapuna also plays host to many events, sports etc. Marathon weekend sport etc. Programming signs accordingly would be beneficial • How will speed limits be enforced? (Will Police make it a priority? Will behaviour change) • Visually noticeable sign really sticks out for driver to see • This option perhaps suits Takapuna Grammar best as we are on a main arterial road- we have variations of school hours week to week- having the ability to programme speeds accordingly would be good- • What is the difference between what we have now and this? 	<ul style="list-style-type: none"> • Often the drivers speeding past schools hold up traffic in other areas- education is crucial • Stanhope likes idea of variable sign- changeable times ideal for school • Stanhope E.P Hwy kids speed exercises BYLs, parent behaviour is big issue, Marua Road- not VSL. Look into extend time of variable • Difficulty with enforcement on small sections 	<ul style="list-style-type: none"> • harder to get used to - you have to check the time and watch for the variable signs. prevents forming a new habit

Key themes

- A good place to start.
- Visually noticeable
- Motorists more likely to support and comply.
- Challenge to motorists with speed variability
- Education, awareness and enforcement important to support behaviour change
- Option may suit some schools better than others. Factors include presence of arterial roads and need for variations of school hours.
- Ability to programme sign speeds is a benefit.

Questions

- What is the difference between what we have now and this?

5. Consideration: Schools where speed limits up to 60km/h may be considered

- Less than 20 schools may potentially meet legal criteria to be considered for higher speed limits and all have been directly contacted to seek further information.

Note: No transcription from workshops 2 and 3 on this approach.

Workshop 1	Workshop 4
<ul style="list-style-type: none"> • The arguments against any additional speed limits include confusion with inconsistency between places. Time variability would make this worse • Better + likely to be more effective than permanent in terms of compliance perhaps a good place to start, we still need signage etc • Much more ? variable limits don't protect everyone, and rely on drivers changing that behaviour • This is the reason cities ... ? 	<ul style="list-style-type: none"> • Low benefit, more difficult to interpret • Obstacle to forming new habits, harder to understand than permanent and consistent limits

Key themes

- Consistency would be less confusing to interpret
- Time variability would make it more confusing for motorists
- Likely more effective than permanent in terms of compliance
- A good place to start and will still need signage
- Variable limits don't protect everyone and rely on drivers' behaviour
- Limited benefits and an obstacle to forming new habits

6. Consideration: Extend the time variable school speed limit signs are on (e.g. earlier, later or during school hours)

Note: No transcription from workshops 3 and 4 on this approach.

Workshop 1	Workshop 2
<ul style="list-style-type: none"> • Currently, I often see children pick up or drop offs when driving past schools and the signs are off. Often makes me wonder if the sign is broken. If they could be turned on for events etc. I think this would be good • I suppose this- schools need to easily communicate and adapt speeds depended on calendar events e.g. early finish for parent teach afternoons. 	<ul style="list-style-type: none"> • Variable signs are often "hidden" with all the vegetation/parked vehicles etc.

Key themes

- Operational maintenance and visibility important
- Variable programming of signs beneficial

7. Consideration: Permanent or variable speed limit of 60km/h or less for schools where there is no walking or cycling (all students are dropped off inside school grounds)

Note: No transcription from workshops 3 and 4 on this approach.

Workshop 1	Workshop 2
<ul style="list-style-type: none"> • For clarity, might be better to utilise permanent speed-limit signs rather than variable- • With variable speed limit signs, how to communicate this with the community to make sure they understand intent/purpose thereof? • What will these speeds/spaces look like in 20 years' time? 	<ul style="list-style-type: none"> • Concerns with Wainui School- should be 80 and 60 variable. <u>If anything</u> issues with slow speed limits on Purd? Road

Key themes

- Suggest better to utilise permanent speed-limit signs rather than variable
- Communication and education of variable speed limit signs with the community important
- Future proof by considering speeds/spaces in 20 years' time
- Specific local concerns

8. Local knowledge you would like to share

Note: No transcription from workshops 2, 3 and 4 on this approach.

Workshop 1
<ul style="list-style-type: none"> • Main arterial routes- Lincoln/Swanson roads. Variable? • Use of speed bumps in a single area of road Ranui → Swanson • Safety of students crossing + picking up. Big blockages with proposals around church street • Swanson infilling of housing. How this is future focused • How are these changes monitored? • Glenavon School experiences a lot of traffic harm would benefit from slower speeds • Rathgar Road is due for upgrade there are five schools along the road • Owairaka Primary has parking restrictions as well as speed restrictions and with development going on as well the opposition represents change/chaos fatigue! Attitudes seem negative • Some good people have climbed on board the anti-speed limit bandwagon- they need some TLC (not talking about politicians!)

Key themes

- Specific local application concerns
- Student safety when crossing roads and at pick up.
- Urban intensification impact
- Importance of monitoring changes
- Considered use of parking and speed restrictions to avoid chaos and fatigue

Comments potentially out of scope

- Support school 20km/h bus, seek consistency, support for this rule

Workshop key findings

Key findings from feedback themes and questions from four workshops

Focus area & questions	Key themes	Key findings
<p>1. Approach 1: Safe school neighbourhoods + some high-risk roads</p> <p>Questions</p> <ul style="list-style-type: none"> Which arterial roads are high risk? What is the scope for other community centres/scattering spaces to be included (i.e. hubs, marae, sport clubs) Consistency with 20km/h speed limit when vehicles pass a school bus? What amount of enforcement is proposed for speed compliance? 	<ul style="list-style-type: none"> (Strong) support for option 1 permanent speed limit change Safety of children, getting them out and active Motorist compliance / adherence concern Complicated and confusing for motorists Beneficial for schools with walking schools bus routes implemented Promotes active transport modes Schools have a range of concerns Strengthening neighbourhoods, safer communities Consider enforcement, education and traffic calming measures Talk about near misses Making it intuitive and wide ranging Less legibility on arterials and arterial design speed may reduce adherence. Engineering measures might be more appropriate for arterials. Limits on the local roads with designs that support lower speeds Consider 'neighbourhood' edges when setting radius. 	<ul style="list-style-type: none"> Most workshop feedback was provided on this first approach and strong support was indicated. Safety of children is paramount Motorist considerations are complicated and relate mostly to ensuring awareness, education, understanding, compliance and enforcement. Consistency of speed limits needs to be balanced with the urban and rural community and neighbourhood environment. Application of speed limits should be nested in local and arterial roading environments with other safety measures.
<p>2. Approach 2: Safe school neighbourhoods</p> <p>Questions</p> <ul style="list-style-type: none"> Would there be infrastructure to slow down cars too? 	<ul style="list-style-type: none"> Support if pedestrians and cyclists in large numbers Support, coherent, understandable, biggest effect Could add to congestion on some roads. Potential impact would have drivers taking back roads. Variable speed 30km/h would better suit some situations. School hours vary week to week so electronic sign would be better. Consider impact on emergency vehicles response times Concerns about signage, getting communities onboard. Ideally 30km without speed humps and with speed camera enforcement Support design treatments as well as signs to convey safe speed area 	<ul style="list-style-type: none"> Support for this approach in principle with localised considerations including the use of other treatments Consideration of fire and emergency services vehicles Social licence is an important consideration to achieve acceptance and compliance

<p>3. Approach 3: Christchurch example</p> <p>Questions</p> <ul style="list-style-type: none"> • How do we tell this story? 	<ul style="list-style-type: none"> • Increase community voice • Permanent speed decreases in neighbourhoods directly impact ambulance response times • Concern that AT won't proceed with other types of speed calming • Slower zones (30km) supported, neighbourhoods approaching cycleways • Cost benefit effectiveness of signs • When AT comes to local boards bring more varied pictures / maps, focus on: schools, community centres, facilities, parks, playgrounds and arterial roads. • Support for permanent 30 on local roads not arterials. • No speed humps on arterials • Compliance concerns • Start with variable signs • Not supported for reasons Ping mentioned • Consistency of speed limits preferred as less confusing for drivers • Consider equity impact across communities and neighbourhoods 	<ul style="list-style-type: none"> • No clear support for this approach with various concerns cited including importance of consistency • Clear support for a permanent reduction to 30km/h in identified slower zones where a compelling proposition exists.
<p>4. Approach 4: Safe school gates only</p>	<ul style="list-style-type: none"> • Area considered too small. Desire for coverage to include places where children frequent including walking zones, community gathering spaces (ie clubs, marae, hubs) • Request for compelling evidence, including DSI and near miss stats • Clear communications to support campaign with localised examples • Consider smaller "circle" or larger area on specific roads • Enforcement challenges 	<ul style="list-style-type: none"> • General flavour is that this area is too small and excludes wider community zones where children walk • Evidence based and informed proposals desired
<p>5. Variable 30km/h speed limits around school gates on urban arterial and high-speed rural roads</p> <p>Questions</p> <ul style="list-style-type: none"> • What is the difference between what we have now and this? 	<ul style="list-style-type: none"> • A good place to start. • Visually noticeable • Motorists more likely to support and comply. • Challenge to motorists with speed variability • Education, awareness and enforcement important to support behaviour change • Option may suit some schools better than others. Factors include presence of arterial roads and need for variations of school hours. • Ability to programme sign speeds is a benefit. 	<ul style="list-style-type: none"> • Support identified for starting with variable signs as more noticeable and view that motorists more likely to support and comply • Motorist considerations are complicated and relate mostly to ensuring awareness, education, understanding, compliance and enforcement.

		<ul style="list-style-type: none"> • Localised application supported
<p>6. Consideration: Schools where speed limits up to 60km/h may be considered</p>	<ul style="list-style-type: none"> • Consistency would be less confusing to interpret • Time variability would make it more confusing for motorists • Likely more effective than permanent in terms of compliance • A good place to start and will still need signage • Variable limits don't protect everyone and rely on drivers' behaviour • Limited benefits and an obstacle to forming new habits 	<ul style="list-style-type: none"> • Support favours consistency of speed limits, balanced with the urban and rural community and neighbourhood environment. • Likely to be effective in achieving compliance
<p>7. Extend the time variable school speed limit signs are on (e.g. earlier, later or during school hours)</p>	<ul style="list-style-type: none"> • Operational maintenance and visibility important • Variable programming of signs beneficial 	<ul style="list-style-type: none"> • School speed limit signs operational maintenance, visibility are ability for variable programming supported
<p>8. Permanent or variable speed limit of 60km/h or less for schools where there is no walking or cycling (all students are dropped off inside school grounds)</p>	<ul style="list-style-type: none"> • Suggest better to utilise permanent speed-limit signs rather than variable • Communication and education of variable speed limit signs with the community important • Future proof by considering speeds/spaces in 20 years' time • Specific local concerns 	<ul style="list-style-type: none"> • Permanent and variable speed-limit signs both seen to have value depending on the locality • Communication and education important in general
<p>9. Local knowledge you would like to share</p>	<ul style="list-style-type: none"> • Specific local application concerns • Student safety when crossing roads and at pick up. • Urban intensification impact • Importance of monitoring changes • Considered use of parking and speed restrictions to avoid chaos and fatigue 	<ul style="list-style-type: none"> • Support for future proofing safety by understanding and considering urban intensification and other big picture trends • Ongoing monitoring important • Work with local communities and stakeholders to determine best local options.

Submission points

Below are the submission points from nine individuals/organizations who submitted feedback during the period through to 12 December 2022. Two late submissions have been incorporated.

Submitter	Submission points
Ministry of Transport	<ol style="list-style-type: none"> 1. Consideration for growth projections 2. Behaviour change 3. Helping people accept/believe the data 4. Using learnings from other cities 5. Additional infrastructure 6. Legal implications for emergency responders
NZ AA	<ol style="list-style-type: none"> 1. General support for lower speed limits around schools 2. Better understand public acceptability around variable versus permanent reductions 3. Determine a practical and reasonable definition of what “around a school” means 4. Identify what supporting infrastructure is needed around schools to ensure reduced limits match the ‘look and feel’ of the road environment. 5. Sufficient compliance 6. General preference for variable speed limits around schools 7. Infrastructure to increase likelihood of compliance, caution against limiting infrastructure
Al-Madinah School	<ol style="list-style-type: none"> 1. Not supportive of excessive speed control measures 2. Let the traffic flow
Bike Pt Chev.	<ol style="list-style-type: none"> 1. Cars are already travelling too fast for AT to be able to lower the speed limit (in adjacent parts of the suburb the limit has been lowered). 2. There is the highest concentration of children walking or cycling independently. 3. A cycleway project soon to be delivered will incentivise more drivers who are looking to travel quickly to drive through that area. 4. Preference for traffic calming solutions
Albert-Eden LB	<ol style="list-style-type: none"> 1. Preference for option 4 2. Concern for consistency of speed limits 3. Support for lowering speeds around schools during activity 4. Further information surrounding what is causing DSI
Brake NZ	<ol style="list-style-type: none"> 1. Approach 1: support for this approach 2. Approach 2: supports the limits but would like to see a wider radius around schools on arterial roads 3. Approach 3: neighborhoods should also have 30km/h limits in line with international best practice to help encompass other community facilities 4. Approach 4: prefer to see a wider radius, other approaches offer more benefits 5. Approach 5: Brake does not support this approach
Waiheke Local Board	<ol style="list-style-type: none"> 1. Well-structured content
Albert-Eden Local Board	<ol style="list-style-type: none"> 1. More detail needed for the DSI data 2. Cannot support permanent speeds of 30km/h within 1000m of a school 3. 30km/h variable on urban roads around schools is a viable option 4. Cannot support 40km/h permanent speed limit on the 26 high-risk arterial roads 5. Does not support the model of Wellington City Council’s approach 6. Does not support Approaches 2-5
Movement	<p>Late Submission</p> <ol style="list-style-type: none"> 1. Support for Option 1

Submission key findings

Below are the key findings from the feedback through the engagement process.

Synthesis of submission points into key findings

Submission points	Key findings
<ul style="list-style-type: none"> • Consideration for growth projections • Behaviour change • Helping people accept/believe the data • Using learnings from other cities • Additional infrastructure • Legal implications for emergency responders • General support for lower speed limits around schools • Better understand public acceptability around variable versus permanent reductions • Determine a practical and reasonable definition of what “around a school” means • Identify what supporting infrastructure is needed around schools to ensure reduced limits match the ‘look and feel’ of the road environment. • Sufficient compliance • General preference for variable speed limits around schools • Infrastructure to increase likelihood of compliance, caution against limiting infrastructure • Not supportive of excessive speed control measures • Let the traffic flow • Cars are already travelling too fast for AT to be able to lower the speed limit (in adjacent parts of the suburb the limit has been lowered). • There is the highest concentration of children walking or cycling independently. • A cycleway project soon to be delivered will incentivise more drivers who are looking to travel quickly to drive through that area. • Preference for traffic calming solutions • Preference for option 4 • Concern for consistency of speed limits • Support for lowering speeds around schools during activity • Further information surrounding what is causing DSI • Approach 1: support for this approach • Approach 2: supports the limits but would like to see a wider radius around schools on arterial roads • Approach 3: neighborhoods should also have 30km/h limits in line with international best practice to help encompass other community facilities • Approach 4: prefer to see a wider radius, other approaches offer more benefits • Approach 5: Brake does not support this approach • Well-structured content • More detail needed for the DSI data • Cannot support permanent speeds of 30km/h within 1000m of a school 	<ul style="list-style-type: none"> • Balance safety with the efficient flow of traffic • Use learning from other cities • There is general support for lower speed limits around schools • Define what “around a school” looks like • Safety of children is paramount especially when they are walking and cycling • Consistency of speed limits needs to be balanced with the urban and rural community and neighbourhood environment. • Application of speed limits should be nested in local and arterial roading environments with other safety measures and traffic calming solutions.
	<ul style="list-style-type: none"> • Support for this approach in principle with localised considerations including the use of other treatments and potentially wider radii. • Consideration of fire and emergency services vehicles including legal implications • Social licence is an important consideration to achieve acceptance, behaviour change and compliance
	<ul style="list-style-type: none"> • 30km/h limits in local neighbourhoods aligns with international best practice to help encompass other community facilities
	<ul style="list-style-type: none"> • General flavour is that this area is too small and excludes wider community zones where children walk • Wider radii supported • Evidence based and informed proposals desired including detailed DSI data and insights.
	<ul style="list-style-type: none"> • Variable support for option 5
<ul style="list-style-type: none"> • Support favours consistency of speed limits, balanced with the urban and 	

<ul style="list-style-type: none"> • 30km/h variable on urban roads around schools is a viable option • Cannot support 40km/h permanent speed limit on the 26 high-risk arterial roads • Does not support the model of Wellington City Council’s approach • Does not support Approaches 2-5 • Support for Option 1 	<p>rural community and neighbourhood environment.</p>
	<ul style="list-style-type: none"> • Permanent and variable speed-limit signs both seen to have value depending on the locality
	<ul style="list-style-type: none"> • Support for future proofing safety by understanding and considering urban growth

Appendix 1- Agendas and Run Sheets

Online events - Microsoft Teams

Katoa, Ka Ora Conversations 2 – Safe speed limits around schools

Dates: Saturday 3rd December and Monday 5th December 2022, 10am to 12pm

Attendees: Members of the AT Executive Leadership Team, Local Board members (in private capacity), School staff, Technical Subject Matter Experts, Key Stakeholders, Members of the public.

AT Leadership: Stacey Van Der Putten, Rodger Murphy, Melanie Alexander

Programme Team and SMEs: AT staff

Facilitator: Chris Mene

Record Keeper: Ella Guillemot-Mene

Production: AT Team

How to join:

Meeting invitation sent to all attendees

Time	Activity	Who
9.30am	Production team and Facilitation team to join event 30 minutes early	Team
9.45am	AT Leadership, Programme Leads and SME's to join event 15 minutes early Discuss any last-minute concerns	Team
9.58am	Admit people in Lobby to meeting room	AT team
10.00am	Start of workshop – Welcome <ul style="list-style-type: none"> • Karakia • Introduction and overview of format • Brief Teams overview on how to use (mute yourself, hands up, ask a Q, chat function) • Who is in the room? <ul style="list-style-type: none"> ○ AT ELT ○ AT Technical subject matter experts/Programme Team ○ Participants • Review participation protocol 	Chris
10.10am	AT Senior Leaders - Brief introduction. Here to show senior leadership support. <ul style="list-style-type: none"> • Message = Optimism. <ul style="list-style-type: none"> ○ Saving lives ○ Preventing harm ○ Safety around schools ○ Freedom for everyone to get where they are going safely ○ Responsibility for future generations 	AT SLT

	<ul style="list-style-type: none"> ○ Here to listen. We will consider all feedback and it will be worked into the planning process. 	
10.15am	Presentation of slides	Lead
10.35am	<ul style="list-style-type: none"> ● Facilitated discussion of speed limits around schools ● Clear outline of what we are seeking from participants in the room – views on the elements/approaches being considered to manage speed limits around schools. ● Detail of how much time to spend on each slide 	Chris Participants
Saturday event (3rd December)	<ul style="list-style-type: none"> ● Breakout rooms (prepare for up to 3), each with a senior person, technical expert and engagement person (facilitator) will be created for smaller group discussion. Logical groupings to be determined by geographic, interest and affiliation. ● Noting that current RSVP's for Monday online session is 18. 17/18 have a local board or school affiliation. If fewer participants facilitator to determine number of groups. ● Chris will visit each room to check on facilitated conversations ● Annie will use the main room for coordinating participants into the room(s) of their choice. 	All
Monday event (5 th December)	<ul style="list-style-type: none"> ● Breakout rooms (prepare for 5), each with a senior person, technical expert and engagement person (facilitator) will be created for smaller group discussion. Logical groupings to be determined by geographic, interest and affiliation. ● Start point for groups is geographic with breakout rooms for North, West, Central / East, South and Auckland Region. ● Noting that current RSVP's for Monday online session is 54. 43/54 have a local board or school affiliation. The remaining 11 could stay in the main room ● Chris will visit each room to check on facilitated conversations 	All
11.35am	<ul style="list-style-type: none"> ● Q and A ● Review of the process ● Suggestions for improvement 	Participants SME's Programme Team
11.50am	Closing comments from Senior Leaders	AT SLT
Midday	<p>Close</p> <ul style="list-style-type: none"> ● Thank you for your participation ● What happens next 	Chris
12 - 12.30pm	Meeting debrief – separate meeting	Team

In person events

Katoa, Ka Ora Conversations 2 – Safe speed limits around schools

Dates: Wednesday, 30th November, 10am to 12pm – Ellen Melville Community Centre, Auckland Central. Friday, 2nd December, 10am to 12pm – Nathan Homestead, Manurewa

Attendees: Members of the AT Executive Leadership Team, Local Board members (in private capacity), School staff, Technical Subject Matter Experts, Key Stakeholders, Members of the public.

AT Leadership: Stacey Van Der Putten, Rodger Murphy, Melanie Alexander, and Bryan Sherritt (Ministry of Transport)

Programme Team and SMEs: AT Team

Facilitator: Chris Mene

Record Keeper: Ella Guillemot-Mene

Engagement Team: AT staff

Time	Activity	Who
8.30am	Engagement team and Facilitation team arrive at venue Ensure correct room set-up and all facilities working	Team
9.30am	AT Leadership, Programme Leads and SME's to arrive at venue Discuss any last-minute concerns	Team
9.30am	Participants will start arriving Tea, coffee and morning tea selection available	All
10.00am	Start of workshop – Welcome <ul style="list-style-type: none"> • Karakia • Introductions • Who is in the room? <ul style="list-style-type: none"> ○ AT ELT ○ AT Technical subject matter experts/Programme Team ○ Participants • Review participation protocol 	Chris
10.10am	AT Senior Leaders - Brief introduction. Here to show senior leadership support. <ul style="list-style-type: none"> • Message = Optimism. <ul style="list-style-type: none"> ○ Saving lives ○ Preventing harm ○ Safety around schools ○ Freedom for everyone to get where they are going safely ○ Responsibility for future generations Here to listen. We will consider all feedback and it will be worked into the planning process.	AT SLT
10.15am	Presentation of slides	Lead
10.35am	<ul style="list-style-type: none"> • Chris will facilitate discussion 	Chris

	<ul style="list-style-type: none"> • Clear outline of what we are seeking from participants in the room – views on the elements/approaches being considered to manage speed limits around schools. • One conversation if numbers are small noting that current numbers for in person sessions are 17 (30/11) and 12 (2/12) • Move around the room to provide feedback on the approaches proposed 	Participants
11.35am	<ul style="list-style-type: none"> • Q and A • Review of the process • Suggestions for improvement 	Participants SME's Programme Team
11.50am	Closing comments from Senior Leaders	AT Board and SLT
Midday	Close <ul style="list-style-type: none"> • Thank you for coming • What happens next 	Chris
12 - 12.30pm	Meeting debrief	Team

Appendix 2- Participants in workshops

Workshop One- Ellen Melville Community Centre 30/11/2022	
<ol style="list-style-type: none"> 1. (HMLB) 2. (WLB) 3. (WRLB) 4. (DLB) 5. (WLB) 6. Te Iti Kahurangi Kāhui Ako 7. Takapuna Grammar School) 8. Swanson School 	<ol style="list-style-type: none"> 9. Parnell District Schools 10. RO 11. Crank 12. Healthy Families Waitākere (Sport Waitākere) 13. AA 14. University of Auckland 15. Hato Hone St Johns 16. Hato Hone St Johns
Workshop Two- Nathan Homestead Manurewa 2/12/2022	
<ol style="list-style-type: none"> 1. Rodney Local Board 2. Manurewa Local Board 3. Manurewa Local Board 4. Safe Kids Aotearoa Te Whatu Ora- Te Toka Tumai Auckland 5. Ministry of Education 	<ol style="list-style-type: none"> 6. Ministry of Education 7. Stanhope Road School 8. Manurewa Local Board 9. Manurewa Councillor Auckland City
Workshop Three- Virtual 3/12/2022	
<ol style="list-style-type: none"> 1. Albert-Eden Local Board 2. Rosmini College 3. Flat Bush Primary School 4. Ia Ara Aotearoa Transporting New Zealand 	
Workshop Four- Virtual 5/12/2022	
<ol style="list-style-type: none"> 1. Devonport-Takapuna Local Board 2. Whau (LB) 3. Waitemata 4. Puketapapa Local Board 5. Waiheke Local Board 6. Albert Eden 7. Glenbrook School 8. King College 9. Waiheke Primary School 10. Patumahoe School 11. Whenuapai School 12. Dairy Flat School 13. Titirangi Rudolf Steiner School 14. Westlake Boys High School 15. Parnell District School 16. Westminster Christian School 	<ol style="list-style-type: none"> 17. Henderson High School 18. St Ignatius Catholic School 19. Devonport Primary School 20. Nga Iwi School 21. Glen Taylor School 22. Puketapa 23. Inspector MR (NZ Police) 24. Waitemata District (NZ Police) 25. Brake 26. Kainga Ora 27. Hastings District Council 28. Movement, Transport Planner

Appendix 3- Workshop One Transcription and Notes

<p>1. Safe school neighbourhoods- 30km/h permanent speed limits for local roads within 15min walk (1000m radius) of a school</p>
<ul style="list-style-type: none"> - Concern motorists will not comply if permanent and they cant see children- motorists only see 30% of all signs on Rd - Which arterial roads are high risk? - Permanent speed limits make sense, but drivers have to watch for buffer signs, complicated - What is the scope for other community centres/scattering spaces to be included (i.e. hubs, marae, sport clubs) - Would be beneficial for schools with walking schools bus routes implemented → also inadvertently promotes active modes-
<p>2. Permanent 40km/h for high-risk arterial roads near schools (or 30km/h for some town centres)</p>
<ul style="list-style-type: none"> - Would only support if pedestrians and cyclists are there in large numbers 24/7- - The best option, I think. Coherent, understandable, biggest effect- - Could possibly add to already bad congestion on Lake Road Takapuna? Drivers may take back roads as alternative to go faster? Variable speed 30km/h would better suit our situation though school hours vary week to week so electronic sign would be better - Permanent decrease on arterial roads will impact ambulance response times- St Johns - The coverage leaves not a lot of 50km/h roads- how will this be sign posted? How would the community be brought onboard- would there be infrastructure to slow down cars too?
<p>3. Mixture of permanent 40km/h neighbourhood zones and permanent 30km/h school zones</p>
<ul style="list-style-type: none"> - How do we tell this story? Healthy families would like to help lift community voice. - Permanent decreases in neighbourhoods directly impacts ambulance response times - Concern that AT won't proceed with other types of speed calming i.e. Signalised crossing if speeds lowered. - Henderson-Massey: Slower zones, neighbourhoods approach cycleway, Lincoln Road 30km, my road has a red carpet treatment, this is favoured not blue! Walkable catchments 800m favourables 1200 town centres, money on expensive signs not good, come with more than one picture/map to local board, focus on: schools, community centres and parks, arterial roads... workshop with local boards, schools, community centre, communal facilities, parks, playground, town centres, wasting money not good in this environment, people see AT wasting, permanent 30 support, not on arterials for speed changes, hate speed bumps, would love to see BCR, doesn't accord with my instincts, Brooke- transport lead, done 7 schools 1st term, think permanents will be like road works, people won't see anything, won't comply start with variables
<p>4. Safe school gates- 30km/h permanent speed limits for local roads within 5 min walk (400m radius) of a school</p>
<ul style="list-style-type: none"> - For local boards decision making: DSI statistics can be under-whelming evidence of why these need to be introduced. Can we have presented statistics that estimate the near-misses that occur? We are in the midst of a culture war- car versus pedestrians/cyclists and the advantages for cycling + walking don't help persuade car only people - Is this wide enough? Will it cover all walking zones? Looking at other community gathering spaces (clubs, marae, hubs) - Would other effects of lower speeds than injury be helpful in communicating this message? Our ... for example?

5. Variable 30km/h speed limits around school gates on urban arterial and high-speed rural roads
<ul style="list-style-type: none"> - A good place to start. Motorists will support, be aware and comply. - Lake Road in Takapuna also plays host to many events, sports etc. Marathon weekend sport etc. Programming signs accordingly would be beneficial. - How will speed limits be enforced? (Will Police make it a priority? Will behaviour change) - Visually noticeable sign really sticks out for driver to see - This option perhaps suits Takapuna Grammar best as we are on a main arterial road- we have variations of school hours week to week- having the ability to programme speeds accordingly would be good- - What is the difference between what we have now and this?
6. Variable 30km/h speed limit school zones for schools on local roads
<ul style="list-style-type: none"> - The arguments against any additional speed limits include confusion with inconsistency between places. Time variability would make this worse - Better + likely to be more effective than permanent in terms of compliance perhaps a good place to start, we still need signage etc. - Much more ? variable limits don't protect everyone, and rely on drivers changing that behaviour - This is the reason cities ... ?
7. Extend the time variable school speed limit signs are on (e.g. earlier, later or during school hours)
<ul style="list-style-type: none"> - Currently, I often see children pick up or drop offs when driving past schools and the signs are off. Often makes me wonder if the sign is broken. If they could be turned on for events etc. I think this would be good - I suppose this- schools need to easily communicate and adapt speeds depended on calendar events e.g. early finish for parent teach afternoons.
8. Permanent or variable speed limit of 60km/h or less for schools where there is no walking or cycling (all students are dropped off inside school grounds)
<ul style="list-style-type: none"> - For clarity, might be better to utilise permanent speed-limit signs rather than variable- - With variable speed limit signs, how to communicate this with the community to make sure they understand intent/purpose thereof? - What will these speeds/spaces look like in 20 years time?
9. Local knowledge you would like to share
<ul style="list-style-type: none"> - Main arterie routes- Lincoln/Swanson roads. Variable? - Use of speed bumps in a single area of road Ranui → Swanson - Safety of students crossing + picking up. Big blockages with proposals around church street - Swanson infilling of housing. How this is future focused - How are these changes monitored? - Glenavon School experiences a lot of traffic harm would benefit from slower speeds. - Rathgar Road is due for upgrade there are five schools along the road - Owairaka Primary has parking restrictions as well as speed restrictions and with development going on as well the opposition represents change/chaos fatigue! Attitudes seem negative - Some good people have climbed on board the anti-speed limit bandwagon- they need some TLC (not talking about politicians!)

Notes

- 8- cost benefits etc. Awareness surrounding school hours etc. Who do you consult with from the schools? Surprised at the hours of schools?
- AT- variable signs set to standard school hours, would need extra information from schools if they have additional requirements for before and after school activities (breakfast clubs, after school sports etc.)
- 11- is there a figure for DSI's specific to schools?
- AT- not a large percentage occurs to kids or directly at schools, however a lot of harm that happens outside of schools, different factors like parents letting kids walk home from school- research was also done in Wellington, more harm happens not directly the 30mins before and after school
- 11- wider treatment vs school zones?
- AT- community issue, general movement in residential areas, everybody is asking for focus on school zones but trying to take a holistic approach
- 6- research on attitude change/behaviour change for changes in school communities
- AT- follow up perception surveys through residential and town centre work, haven't yet had the opportunity based solely on schools, this research is available to the public, positive shift for walking- also longer-term international research that it takes a few years but most people are happy with the speed changes in the aftermath
- 10- schools that may not meet the same requirements (Hare Krishna School example)- is there NO CHANCE of young people being on the main roads
- AT- this has been heavily informed by the schools concerned, still need to demonstrate that the chosen speed will be safe
- 10- forward looking element in the planning (5-10 years' time) could it be more appealing to walk/bike- not just considering the current environment and contexts
- AT: consistency, regional approach, people knowing where the speed limits are going to be to reduce fear in the community, acknowledging the political climate and understanding that the changes are going to be difficult for people
- AT: challenges of a split local board and getting things over the line, how do we present the DSI numbers, consideration that the DSI statistics on reflect the reported incidents
- AT : consideration of hesitation from children, being practical
- AT: comments around schools on busy arterial roads (can be 3-4 on one road), making sure the variable speed limits make sense, how will these be managed
- AT: perception of support from residence vs other road users, speed humps, red marking on the roads, go to the boards with multiple options, question of the actual difference from changing speed limits, what if communities want to do more, support and consideration for emergency response times, include in the VCRs, support for variables but not permanent changes to reduce chance of complacency
- UoA: comparison of cities- what can we learn from other countries/cities? Answers to some of the questions in the presentation
- AT: Most of the countries higher than us have fully embraced lower speed, combined with a lot of speed cameras and high level of enforcement and penalties (European/Scandinavian countries) Main roads well set up to get you somewhere fast safely- however the residential areas are very low speeds
- how is the information getting presented about enforcement? Questions about compliance, efficacy etc.
- AT: partnership with Police is fundamental, closely involved through the process, grace period surrounding implementation of the changes with follow up, the success of this is followed very closely- won't necessarily be perfect from day one but there will be improvement (1% drop in speed= 4% drop in deaths)

Post-session Notes

- Panama Road school- safety issues, AA to do ... , concerned principals, district councillor
- Drop in speeds AA needs to know they're supporting things with evidence that they work
- Road safety issue, M will follow up with AA
- Travel times disbenefits, 15 secs is nothing just another red light/wait at signals people think
- AA ideally not arterials, M- slowing down on residential something intuitive
- Arterials- trade-offs. Life is about trade offs
- Encourage to comply, variables not permanent
- Humps- enough in the night places
- Infrastructure that will slow down in the right place
- It's going to make it unrealistic to drive, heaps longer, and PT is not realistic and they already have so many other stressor in life and their time is valuable
- AA: key- lots of repeater signs, not just the minimum numbers of times
- Paint on the road, encourage to slow down great fact that 10km/h speed changes would deliver 3-4km drop in operating speeds and the

Appendix 4- Workshop Two Transcription and Notes

<p>1. Safe school neighbourhoods- 30km/h permanent speed limits for local roads within 15min walk (1000m radius) of a school</p>
<ul style="list-style-type: none"> • MoE: consistency with 20km/h speed limit when vehicles pass a school bus? • MoE: Schools do have other concerns e.g. extending the variable speed time limit. Relevant AT buses timetable don't align to school arrivals- departures • What amount of enforcement is proposed for speed compliance? MoE • Strengthening neighbourhoods, safer communities • Safekids Aotearoa: Tautoko Option 1, Consideration to be given to enforcement and education, need to include traffic calming measures in addition to lowering speed limit, Tautoko idea of safe school neighbourhoods → there are neighbourhoods that are more likely to have children unsupervised and playing on roads, consideration on these options also looks after elderly and disabled, holistic view, benefit of safe school neighbourhoods looks after our 0-4 year olds too • MoE: cha? Approved would be confusing • MoE- support school 20km/h bus , seek consistency, support ... of this rule • This is feedback from Hill park community: too many cars, another area of Jellicoe? Quadrant, finally on around marae • Negative impacts of slow speeds on important transport routes <u>need</u> to be considered- • Manurewa LB: <ul style="list-style-type: none"> - Grand view- 30km permanent, school and kindy + ECE on there - New ECE- 2 speed humps - Hill road challenge main road. Not sure safety issue - Grande Rue Road, Pennie Ave, Parid Ave, Lawrence Crescent, Tampin Road, Rothery Road, Scenic Drive - Browns Road, tram station, over bridge, no guard rails- another problem next to a school people will cross the road - Benefits of approach: hill parks cross? Want a wider speed limit around the school, great south road segment - Raised pedestrian crossing - 30km town centre, Manurewa should be destination - Feedback on safety issues, hill road- arterial- people drive because they can't cross, need signalised crossing, - Just my view what will that difference be in travel time if you make Browns Road 30km? - How often do you get up to 50km on Browns? Cant get up that fast yesterday - Lower speed limits not raised ... to go slow but no bumbs, like my view on Coxhead, would be more understandable - Drop the speed limit, then get some law enforcement on it more reason on that, stick your statistics on a large sign (survivability numbers) those numbers do the talking. I think that should be the process. Then not providing a hindrance to emergency services treat it as a test. Still think WYhead? Is a bit of a problem- people don't want to go up great south road because it has raised pedestrian crossings on it. - Wattie Downs interesting area certain groups hate speed humps, some hate speeds and want speed humps. Our local St Heller. - People who live on the roads- have consultation consider carefully, there's so far from the motorway see's anything that impacts that access to motorway as personal afront • Russell Road: 30 or 40km road permanent change arterial ... business association lower limits town centre people overtake through an intersection. How do you manage compliance within 30km/h?

<ul style="list-style-type: none"> • Teachers, parents, grandparents always talk about near misses • Benefit: safety of children, getting them out and active, stat change, support permanent speed limit change • Manurewa Concepts: <ul style="list-style-type: none"> - 30km - Browns Road- board ... safety issue... - 40km permanent proposal - Got other roads, coxhead 40km how many roads in Manuwera • Rodney LB: <ul style="list-style-type: none"> - Slow speed limit fatigue with permanent changes, issues with low skilled drivers not driving safely around schools e.g. Kahi Katea Road - Gisbourne- roadworks - 30km signs - People ignore them, slow speed for Rodney schools - 30km/ of 40km variable sign for schools, not permanent appropriate - People signs about shift, lots missing, don't if as long as off the main road, okay to reduce in some places say in town centres, minor roads, not main ones - Matia Ngaru school 30km area not an issue, roads designed for 30km - Stae Highway SH- needs to remain efficient and safe till motoring - Too often, people don't obey them
<p>2. Permanent 40km/h for high-risk arterial roads near schools (or 30km/h for some town centres)</p>
<ul style="list-style-type: none"> • Royhead, ideally 30km without speed humps. Would have to have a lot of cameras, would be better for emergency services • : send memo on benefit/cost to D afterwards, Menu on cost of A1, A2, A3 and A4, plus infrastructure cost under each scenario
<p>3. Mixture of permanent 40km/h neighbourhood zones and permanent 30km/h school zones</p>
<ul style="list-style-type: none"> • Rodney- generally don't like approach 3 for reasons you mentioned, ChCh people drive better. Don't drive red lights. • MoE- variations in small areas likely to cause confusion for motorists if they don't see or miss speed signage <p>Disadvantages locations without and families within them e.g. parks and other locations, going to visit friends after school activities</p>
<p>4. Safe school gates- 30km/h permanent speed limits for local roads within 5 min walk (400m radius) of a school</p>
<ul style="list-style-type: none"> • Can we consider smaller "circle" or larger area on specific roads (road specific distances) • MoE- difficulty enforcing on small sections, children aren't just around school gates • Approach 4 • Too small-
<p>5. Variable 30km/h speed limits around school gates on urban arterial and high-speed rural roads</p>
<ul style="list-style-type: none"> • Often the drivers speeding past schools hold ip traffic in other areas- education is crucial • Stanhope School likes idea of variable sign- changeable times ideal for school • Stanhope School E.P Hwy kids speed exercises BYLs, parent behaviour is big issue, Marua Road- not VSL. Look into extend time of variable

<ul style="list-style-type: none"> • Difficulty with enforcement on small sections
6. Variable 30km/h speed limit school zones for schools on local roads
7. Extend the time variable school speed limit signs are on (e.g. earlier, later or during school hours)
<ul style="list-style-type: none"> • Variable signs are often “hidden” with all the vegetation/parked vehicles etc.
8. Permanent or variable speed limit of 60km/h or less for schools where there is no walking or cycling (all students are dropped off inside school grounds)
<ul style="list-style-type: none"> • Concerns with Wainui School- should be 80 and 60 variable. <u>If anything</u> issues with slow speed limits on Purd? Road
9. Local knowledge you would like to share

<p>Notes</p> <ul style="list-style-type: none"> • Rodney: control roads, how were they chosen and how well do these represent the actual stats? • AT: these were recommended by subject matter experts, can release more information, main question asked was how robust is the sample relative to research- greater statistical relevance? ACTION • AA: would appreciate an opportunity to look at the report and various inputs • MoE: considering speed plus traffic calming design, is there any thought giving to the parking component around schools? To not block roads, avoid congestion etc. ACTION • Manurewa: 2027 raised platforms timing • AT: Law requires at least 30km variables- does not require traffic calming • Naadira: is an equity lens applied for priorities when rolling out the safety measures? • AT: will cover these later ACTION • : A1, 2, 3, 4 top line cost figures? • AT: all within budget but will investigate specific costs ACTION • : other physical interventions alongside speed limit changes? • AT: not a requirement but possible • : indicative cost for change and infrastructure • AT: can look in the report ACTION • SafeKids: fatality stats- likely to be a greater impact on children as the research is related to adult vs. impact ACTION • AT: support for school-related changes that make sense, particularly roads that look and feel like they are designed for 30km, can be more challenging for busy arterial roads, concerns for speed bumps and raised devices and the role they play regarding to movement, 20km school buses so not supporting inconsistency, variation between 30/40km not supported, support for variable signs, emergency services • : infrastructure and challenges with design • AT: variable speed limits and the ability to turn it on and off (specific school), support for suitable control making it safer for kids • AT: consistency, something intuitive and easy to understand, how young people move around their schools and neighbourhoods, an approach that encourages them to be always safe not just around school hours • AT: potential issues on the edge of town centres, helping to avoid chopping and changing • AT: lots of the same things surround ease of understand and consistency, safe crossings for schools accommodating practicality • AT: consistency, rural areas, school buses, crossings • AT - next steps regarding feedback, internal and independent summary reports to be released, school survey next week, speed limit mapping with local boards early 2023

- **Action: Cover enforcement**
- Manurewa: social change- would like to see some graphics about the real influence of the speed decreases (speed vs impact), real emphasis on the pros and cons, visual display
- Crank: are the pre-existing measures considered? For example, schools that already have lights etc. to not double up on safety measures that are already working
- Rodney: education focus- low skill drivers that need education specifically on how to drive around children
- MoE: easy to understand display of data would be positive for consultation

Post-session Notes

AT Comms

- Costs for infrastructure
- Is it necessary to slow a road if already crossings or lights in place?
- Request for visual graphic on journey times – time at the lights, out of time at speed limit,
- 2027 target- signs and lines but no necessarily traffic calming
- Surveys, question on parents confidence letting kids walk/bike to school
- Request for visualisation of data-
- TikToks: 20kms around school buses, channel to capture TikTok ideas, snippets for education ideas

AT Lead

- Residents already ... up with speed calming and speed limits
- Told Grade we would get speed humps, but Gaia Forest preschool installed two speed calming devices as part of resource consent
- Ellm ,Wahia Road, main transport corridors lots of pedestrians
- If there's any slow down/freight and transport impact
- Manuwera central school, in town centre, if 50 to 30 to 50 again. Traffic through town centre quiet
- Community told great south road would never have speed calming device, one in beaumont bridge, mahia station, now one by temple
- Great south road used instead of SH
- 1st speed hump also had traffic signals to stopped
- Asked AT about this. Person killed crossing at Te Mahia. Coroners report suggested rushed? Crossing got traffic signals and raised crossing, why both?
- No other parts of Great South road have raised tables
- How much do all these things cost? What is the cost overall? Potholes roads not up to scratch. Also, we haven't seen any casualties in these areas where speed calming installed
- 15-16 secs, one car. When add up for all cars, adds up. Always have carbon emission targets as well, not just one solution fixes all
- Is everything taken into account- during campaign, couple of areas/roads with schools on them. Roads treated like race track. Residents around parks support speed humps, speeds around parks. High use but outside variable school zones.
- Grade ? road, Quarry trucks use this and Hill Road. With speed humps installed, truck drivers hit these at speed 50 tonne vehicle, bit of shock to residents. Now bypass Grande vice. Use Hill road to scenic drive.

- Then Grande use greath south. Effects of roads from heavy trucks very detrimental, scenic drive not equipped for heavy vehicles. Resident concerned about this.
- How does AT view not wanting to put humps on bus routes, but emergency services suffering delay due to speed control. Heavy speed humps installed in Manurewa. Non fire services reporing to medical emergencies Manurewa station had one truck out for 6 months because chassis? Was cracked- speed humps
- Coxhead road speed cushion lack of consistency in height, cars hit on in front one close to Mahia Road, more reasonable
- Fire service has had to change how they get to locations. Area smashes with speed humps like Manurewa. How is that affecting emergency services getting to residents when seconds cant
- I know they don't have to worry about limits, but the do speed bump they do
- Priority to look at: GradvuerRoad, Charles Prevost Drive- Botanic gardens, entrance to gardens, traffic park on this road and Totara park plus road ready to night.
- Children crossing out of road, children step out from between cars
- Speed changes or speed humps
- Different cultures, approach at speed, usually driving night time, people at speed
- Issue on ramp to hill road, permanent speed reduction on Grande VIVP?
- Speed camera, speed hump last resort around schools, partnership w/ police, camera to school revenue sharing with local boards.
- Better to come from people speeding then problem organising if AT says slow down.

Appendix 5- Virtual Workshop Three Transcription and Notes

Below are facilitation notes taken during the session including discussion from the chat function. Themes from these notes that are in addition to those transcribed are identified in the second column. In other words this is a point by point review to determine whether there are any additional key themes or agreed actions that were captured from the workshop notes and the subsequent three workshops.

Notes

- Albert-Eden: surface level numbers, questions around how stats can be skewed, look into the numbers of why the DSI numbers are happening? Cause and effect, is it the road or is it the people? Are we looking at it too globally? Is it a speed issue that isn't getting enforced?
- AT: multiple factors can be at play, these various factors are being tracked and can be shared, speed limit setting based off what is safe and appropriate, what was the speed at the time of the crash vs what was the safe speed, 70% of crashes are above the identified safe speed, moving from speed limits that were set in the 1930s, now we have data for the type of the road, the use etc. can identify the particular gap- can share the Research Links
- Rosmini College: need in design and education and social behaviour changes, can be driven by the environmental impacts
- Transport NZ: variable speed signs- some of the earlier ones were quite faulty, not well managed with school holidays etc. fatigue from the community, variable signs have their place, good for busy intersections, emissions reduction scheme- congestion charging, DSI stats need a bit of picking apart, person behaviour vs applied behaviour to the sector
- AT: Speed limits only a piece in the big puzzle, safe system requires all of the parts, change takes time, what the proposal actually is a change (not wholesale) which will produce a benefit, will be further followed up with targeted support such as enforcement and infrastructure
- AT: the early signs did have challenges with reliability, opportunity for signs to self-report, the tech systems have been improved
- : question from the chat has been answered
- Flat Bush Primary: can't wait for the lower speed limits around schools, near lights which people speed through, young boys on motorbikes speeding around, up on one wheel etc. during road patrols in the morning
- AT: would recommend working with the Police and community liaison, enforcement issue but can touch base to try and discourage the behaviour
- Transport NZ: speeds around schools, maraes, urban centres, rural, consultation on strategic routes, is this a continuation of that work?
- AT: WK consultations, this project covers AT roads so similar project just different roads- this plan is till 2027 and will include all schools in Auckland for the coming years
- Transport NZ: did the current work not consider schools?
- AT: yes, but there are lots of schools!

Breakout One Schools:

- Rosmini College - Increases at schools for student population, how many students moving around the roads, also concerned about drivers on cell phones, thankful for the path put in through the reserve to the bus stations. Need to reduce the speed around the whole ... loop. There isn't enough parking for the students, due to parking issues rush to move their cars every 2 hours. Help would be appreciated for managing this.

- AT- side road loop by the entrance would make sense to be treated as residential with permanent lowered speed. Would be a good case for variable speed limits with lots of students bussing and crossing the roads etc.
- Chris- similar conversation occurring for some Christchurch schools
- Flatbush School dynamics, 420 students so drop in population, main gate on a quieter road but lights on the end, back road is a busier thorough fare, bottom gate has lots of yellow lines, and kindergarten carpark that comes off the back gate, lots of traffic of people double-parking and speeding
- Glenfield Primary- any thoughts on potential speed reductions and/or the reductions
- Flatbush School - lives in a different area to the school but thinks a continuous permanent speed reduction would be great- a lot about the education for kids but also the parents
- AT- would be worth talking with the community liaison
- Flatbush School - need a heavier authoritative figure in the community
- AT- not just outside of the main school gates, understanding the context of each school when making changes e.g. busier at the back gate
- Flatbush School - main gate busiest for foot traffic
- AT- phase 3 includes a 30km speed limit permanent for around Karen's school, at the start of next year, the two major roads haven't been looked at yet **PROVIDE LINK TO MAPPING FUNCTION (Public Facing)**
- Rosmini College - need to change behaviour, 30km zone would be useful, hammer away at the parents who feel they need to drive them, emphasis on the behavioural response, has there been further discussion on a cycle way
- AT- probably a WK question
- Rosmini College - congestion helps to manage speed on Northcote Road so even though it's a rush for the students is pretty well managed, not too many people running red lights, concern about cell phones
- AT- can integrate into enforcement and education

Breakout Two Freight:

freight industry:

- Already expressed the concerns at the freight workshop earlier during the week
- AT provided the list of the schools on the high risks corridors (26 roads – they are all level freight routes)
- Concerned about the speed limit reduction on freight route and the vertical devices measure to slow down traffic
- Also concerned about the Over Dimension Routes (OD routes) regarding the tracking , vertical devices and median islands etc – any infrastructures on the road that make it difficult for trucks
- For Over Dimension Roads and freight route – changes should be made as such that there will be segregation between pedestrians and cyclists (fencing, separate cycle facilities), no vertical devices to slow down traffic, move the pick up area outside schools and move them into side road as such to minimise conflicts between large trucks and people outside vehicles
- Softer ramp gradient and max height of 75 mm for freight / OD routes – Irene has confirmed that the AT's current design practice notes already changed to reflect that from the learnings of previous projects

election member liaison officer (AT)

- Received concerns about some of the area wide speed limit reduction that have been implemented in the previous phases. The changes are the area wide blanket treatment (30 km/h within the residential area) - Community were not happy (She referred to the Leigh proposal in phase 3) – slow down – delay the freight industry and create unnecessary noise for residents.
- Concerns about the school in Kaukapakapa or on Dairy Flat and Kahikatea Flat Road.
- Issues with some of the rural schools that there are no footpath and no parking area outside the schools or on the school side – forcing pedestrians to cross the road and create unnecessary congestions. Need to be reviewed.
- Heavy vehicles use engine break to slow down crossing raised platforms and approaching to lower speed limit zone. It cause noise issues to residents.

Albert Eden Local Board

- Concerns about the blanket of the lowering of the speed limit outside schools on arterial
- Question if the school variable school zones be 3-6 pm
- Run out of time to finish the discussion

Key Themes:

- WK proposals, looking ahead, what roads are connected to freight routes, offsite measures for pick up and drop off, needs of freight, wanting to preserve movement and economy, understand the data more
- A lot of sharing of knowledge to reach a common understanding
- All about context, what's already been done or looked at, strategic thinking about alternative options, segregating the roads, appropriate speeds when required, drop off zones being in a safer area, maybe not on the main corridors

Chat Function Transcription:

- Albert Eden: *Some great stats. With regards to the DSI stats, what proportion of these numbers involve impairment factors such as drug and alcohol influence and how many were unlicensed drivers?*
- Chris Mene: *Thanks Jack, I'll ask this question at the end*
- Albert Eden: *... of the DSI numbers, how many were inside and outside the car.*
- Chris Mene: *Ping may answer this question further in her presentation*
- AT: *The November DSI stats came out earlier this week. They make distressing reading- As of the 28th of November, nine people have lost their lives on Tamaki Makaurau roads (local and state highway); Four motorcycle riders, three people on foot and two drivers. Six were killed on AT roads (five AT urban roads) and three killed on WK roads. So far, the month of November has recorded the highest number of deaths this year also when compared to previous years and the 5-year average at the same time, particularly in the active road user group*
- Chris Mene: *thanks Annie*
- Rosmini College: *side note on C/B A. Consideration on the physical environment (air/surface water- NO2 and P2's, etc.)*
- Albert Eden: *how many of these DSI numbers showed evidence of above 50km/hr(speed limit of that specific road) speeds prior to the event and on the dates where DSI occurred, what data does NZ Police have around engagement with community patrols or enforcement on a time period comparison to previous time-frames?*
- Rosmini College: *Good overview Ping*
- Transport NZ: *One issue with Variable speed signs is that they can fault in 2 ways. Partial lights not working and also management of time of operation. Daylight saving changes and School*

holidays and other after-hours activities. DSI Stats- restraints, impairment, distortion and speed

- AT: Has the 80 km/hr speed limit outside Wainui School been reduced?
- (AT): Journal of Road Safety research article - [Understanding the Role of Speeding and Speed in Serious Crash Trauma: A Case Study of New Zealand | Published in Journal of Road Safety](#)
- Chris Mene: Thanks Beth, does one of our AT technical experts have a response to Beths question?
- **(AT)**: Has the 80 km/hr speed limit outside Wainui School been reduced?
- Albert Eden: well said Keith
- Chris Mene: Karen, feel free to ask any questions, make comment or share a reflection via the chat.
- Albert Eden: get the police in Karen Browne (Guest)
- Chris Mene: To all our participants, with the time we've got left I want to ensure we make the most of your knowledge and expertise. After this conversation thread I'd like us to work out how best to do this.
- AT: I'll take freight please
- : Rosmini College key issues 1. need to reduce speed to (permanent-30km on the Dominion /Puriri/ Karaka loop; 2. parking congestion -- reduced flow space, 3. behavioral changes -- speed (youth/parents) and cell phone/distraction (parents on Dominion) and need to law enforcement survey-cell phones (4-5% at school dismissal time - Taharoto); 4. look at pathway between Northcote road to the pathway; 5. speed enforcement Fred Thomas Drive. Thanks like 1
- AT: Can I find which of my EMs has attended any of these sessions and who has not?
- Albert Eden: thank you to everyone involved. this has been highly valuable.
- AT: And do you need me to encourage any more of them to register?
- Rosmini College: Ping--I would like to share the presentation with our students -- Safe Journeys project. Permission to use/access.
- AT: And will the presentation be shared with them whether or not they attended?
- Rosmini College: Last week for secondary schools (end of year Dec 7)
- Chris Mene: Beth, we've hit a maximum number on Monday that we're comfortable with like 1
- AT: Yes, Geoff - very happy for you to share this presentation with your students.
- Albert Eden: Ping Sim (AT) please send that data request as per my previous questions to Mary Tolich to distribute to the board, data globally and specific to AELB. We have some decisions to make around a number of projects which relate to your work. Thank you.
- AT: Yes, will do.
- Flatbush School: Thank you so much.

Below are facilitation notes taken during the session including discussion from the chat function. Themes from these notes that are in addition to those transcribed are identified in the second column. In other words this is a point by point review to determine whether there are any additional key themes or agreed actions that were captured from the workshop notes and the subsequent three workshops.

Notes
<ul style="list-style-type: none"> • Dairy Flat School: COVID lockdown- affect that this had on the data • AT: hugely disruptive, control vs treatment, COVID affected all of Auckland at once, school/work being closed, general trends of empty roads and more people travelling outside of vehicles, 9% general increase of road deaths but 30% decrease on roads with speed changes • Albert Eden: percentage of travel on arterial vs residential roads, main stats • AT: ACTION can get that information to follow up • Albert Eden: how much research has been done on human behaviour, creatures of habit, concern about lack of consistency- not wanting to be in the wrong etc. • AT: consistency and being easy to understand are common themes coming up in the engagement, trying to base it on the look and feel of the roads so that it makes sense, using paint and colour, driver control signs, making sure it works for people- can make it easier by moving towards a consistent norm, people like what they know. Speed limits have come from the 1930s • Parnell School: helpful overview, think its moving in the right direction, variable speed limit query, variable school hours- how are the speed limits are going to account for this for example if the school is open majority of the time • AT: two choices- permanent and variable, a school specific survey going out next week to get the specific details around active activity to tailor the variable signs to those periods- as long as there is enough visible activity for it to make sense • AT: very supportive of the 30km, currently 50km and people drive at 70km, students coming from the train etc. Convincing people the relevance of the stats for example the 30% decrease but less students going to school etc. how can this be justified • AT: people not moving around decreases exposure and chances for harm, the researchers look at control groups to account for the other variables (like COVID)- stats from the Safe Speed Limits Save Lives • AT: will share data breakdown
<p><u>Breakout Main Room:</u></p>
<ul style="list-style-type: none"> • Summary: support for option 1, consensus for consistency and keeping it simple, not rolling it out in a patchwork manner, differences between primary and high school students
<p><u>Breakout One:</u></p>
<ul style="list-style-type: none"> • Summary: lot of discussion around option 1, consistency, making sure it is easy to understand and to remember, behavioural changes, support the community with the change, supporting pedestrians
<p><u>Breakout Two:</u></p>
<ul style="list-style-type: none"> • : comparison to Wellington, consistency, agrees with lowering of speeds just not sure how far it should go, likes the consistency/permanence, schools with T2 lanes outside them- is there an approach to make those parking spaces, dropping spaces etc. additional information and education with the messaging for parents and community • : consistency, keep it simple, less is better, approach one has best estimated death and serious injury saving, rip the plaster off

- : mindset change, kids running around traffic, parents to walk kids into school, behaviour shift for parents to just park further away etc.

Breakout Three:

- : DF have already had a few incidents resulting in the need for ambulances, major traffic issues, not enough control at the moment, students have to catch the public bus on the side of the road by the highway, takes 45mins to get to the end of the bus route, get dropped off at a ditch without account of if parents are even there for pickup, have had one death of a child getting hit- currently 80km/h with a variable speed of 60km/h for the standard school hours
- : other community facilities, not just the school gates- broader neighbourhood approach
- : Approach 1 aligns well with the Safe Speeds
- : is there flexibility? Two campuses
- : high-risk arterial road- what about the 'low-risk' roads?
- : can the speeds be extended from Dairy Flats town for more consistency in area
- : how are we defining a school zone
- : Option 3 definitely least favourite option
- : would approach 1 have more 30km streets
- : if we are doing safety just do it, don't complicate it
- : safety is the priority
- : all for the lowering speed limits, but it seems like it's the only approach? Vehicles just getting bigger, want to avoid the congestion
- : would other roads be considered for a permanent drop, for example 100km-80km- dropping the permanent
- : what is known about the possible effects on driver behaviour? Anger etc. surrounding the changes
- : public attitude towards road safety survey suggested most people happy for below 50km speeds

Breakout Four:

- Summary: consistency, support for the safe speeds around schools, future proofing, clear messaging, making sure the why aligns with the community

Chat Function Transcription:

Transcription

Main Chat

- **Chris Mene:** Kia ora koutou, talofa lava and welcome to our session. Please feel free to use the chat for questions and comments you'd like to share as we go through the presentation over the next 25minutes. I'll ask these on your behalf initially and may invite you to clarify questions and comments that need further depth. To start with please share your name, organisation and interest in the chat...

Main Chat Transcription

- : - keep it simple. drivers don't like it to be complicated. Need a critical mass of changes before people accept. like 1
- : Great comments!

- - beneficial if schools in our community of schools if ALL moved into the changes at the same time. there would be more community buy in and the communication would be much easier than a piecemeal approach.
- : are we near 5-minute warning yet?
- : thanks all. A great discussion!
- : Thanks team - sorry I am having to head out - appreciate the conversation
- : Look forward to hearing what any results may be
- : 400m is a 5minute walk so wouldn't cover the majority of children walking to the school from their homes.
- : change 1000m to 400m - this needs to be done on case by case basis for each school. talk to school boards then take it to local boards. bottom up approach not top down.
- : Really concerned surveys going put next week when most high schools are finishing up this week.

Room One Transcription

- : Here is the GIS amp where you can find the Speed Limit Changes for phase 1, phase 2, and phase
<https://atqis.maps.arcgis.com/apps/webappviewer/index.html?id=a13aa8469db642f283ef3ad241b71882> ArcGIS Web Application
- : is there survey data from communities that have already had changes? how quickly do they form new habits?
- : I think the radius should be informed by how far students walk to school
- : Can't judge the need for a bridge by the number of people swimming the channel. Can't judge the need for safe speeds by the number of kids currently walking, cycling and scooting.
- : have you got any data on near misses and minor accidents to show where the risks of future DSI are highest?
- : A big problem I see is that cars double park around schools and this is a way bigger safety issue. This would have to be policed to solve this as a problem. Far more dangerous than speed in my area.
- : Footpaths are hazards as well as they are not maintained.
- (Albert - Eden Local Board) Auckland research by Melody Smith had the mean distance children took active means (walk/cycle/scooter) to school was 900m like 1
- AT: Important! 5-minute call for rooms closing up.
- AT: Please also pop into the chat any additional local knowledge you would like to share. Thank you!
- : 400m seems too small if the mean distance walked to school is 900m (which means some are walking further)

Room Two Transcription

Room Three Transcription

- : Is DF part of this? Our speed limit is 80
- : Is there a password for the Miro board please?
- : I dont think we are part of this? whre is the cut of? So from 80 to 30?
- : apologies I've just joined the meeting
- : Welcome Iain, if you have any questions/comments feel free to add them into the chat or to jump in once C has shared! You also have the option to contribute through our Miro board (linked above)

- : can you turn up your microphone please ian
- : How are you defining a 'school zone'?
- : Option 3 is 100% my least favourite option
- : Think approach 3 would be confusing for drivers
- **AT:** 5-minute call for rooms closing up.
- : we have signs on our road asking it for it back to 100km. Go figure!!
- : thank you for looking at making our roads safer
- : Option 5 is 150% my LEAST favourite option
- : Thanks for this session

Room Four Transcription

- : *From a LB view, across all the schools in our area, how are schools prioritised for speed reduction and any speed calming infrastructure? Imo speed reduction needs to be accompanied with speed calming measures as well. We have to use our discretionary LBTCF to bring forward work for schools who have advocated to our LB for speed calming. like 1*
- : *Thanks for the response. Will raise with our Liaison like 1*

Miro Board from Breakout One

10. Safe school neighbourhoods- 30km/h permanent speed limits for local roads within 15min walk (1000m radius) of a school

- - Making it intuitive for people and wide ranging - all local suburban streets should be low speed regardless of what suburb
- May be less legible on arterials (it's not always obvious when you're near a school) and arterial design speed may reduce adherence. Engineering measures might be more appropriate for arterials, with limits on the local roads as they have designs that support lower speeds (christina)
- when setting the edge of the radius, it would be good to consider where the perceived edges of the 'neighbourhood' are - an area-wide approach in a block of local streets bounded by major streets (or the motorway/railway/etc) is easier to understand (christina)

11. Permanent 40km/h for high-risk arterial roads near schools (or 30km/h for some town centres)

- Suggest design treatments as well as signs to let people know they're in a safe speed area intuitively without watching for signs (christina)

12. Mixture of permanent 40km/h neighbourhood zones and permanent 30km/h school zones

- less legible than consistent 30k, and 40k is much more likely to cause injury than 30
- 20mph (30kmhr) Zones have been shown to be very effective in reducing DSI - and especially so for vulnerable users - people walking and cycling.
- *Effect of 20 mph traffic speed zones on road injuries in London, 1986-2006: controlled interrupted time series analysis* <https://www.bmj.com/content/339/bmj.b4469>

13. Safe school gates- 30km/h permanent speed limits for local roads within 5 min walk (400m radius) of a school

- many students walk (or could walk if it was safer) from further than 5min so this radius seems too small

14. Variable 30km/h speed limits around school gates on urban arterial and high-speed rural roads

- harder to get used to - you have to check the time and watch for the variable signs. prevents forming a new habit

15. Variable 30km/h speed limit school zones for schools on local roads

- Low benefit, more difficult to interpret
- obstacle to forming new habits, harder to understand than permanent and consistent limits

Appendix 7- Submissions following workshops

Received From	Submission Text
<p>1. Ministry of Transport</p>	<p>My sincerest apologies for missing this meeting – I had an unexpected last-minute issue to deal with in relation to an upcoming Ministerial meeting.</p> <p>In lieu of the conversation I can report the following from the Katoa Ka Ora session at the Ellen Melville Centre on Wednesday 30 November.</p> <p>In an overall sense the session went very well and very smoothly from my perspective.</p> <p>There was a relatively small turnout, but we did have representatives from the local boards, from schools, emergency services and the AA amongst others. I was expecting that there would have been more in attendance. However, those that were there had questions and provided feedback through the process on the day.</p> <p>There was not any strong opposition to what was proposed, the discussions that I had were very good with people seeking to understand more and to provide their personal and organisational views on the options that were put forward.</p> <p>Some of the comments that I received directly were.</p> <ul style="list-style-type: none"> • How do we build in growth projections in the application of speed limits? • Do we have any research from schools that have already got lower limits – what have they experienced? • It takes time for new speed limits to become the new norm • There was a view the death and serious injury argument gets pushed back on, and the people are not good at accepting or believing what the data is telling us. • Permanent speed limits at schools have to be better as they are always “on” what happens if there is a variable sign and the kids are there when the sign is off? • Are there any learnings that can be shared from other cities where this has been done before? • The expected DSI return for school speed limits is not large? AA • If we went for the option of the larger school coverage (sorry I can’t recall the name of the option) then the impact on a corridor where there are 3 or 4 school will need to be considered. • Can we include markings on the road – the red carpet was spoken about as an effective gateway treatment to a new zone. <p>I had a reasonably long conversation with St Johns – he was asking about the legal implications for emergency responders and how fast they could legally go through and intersection through a lowered speed zone – he was not sure if the guidance he had on speeds was a St Johns policy or a law – he was going to check on that. He was naturally concerned about response</p>

	<p>times and cited the example of somebody who has had a cardiac arrest and how their survivability decreases with every minute that passes by.</p> <p>He also spoke about speed tables and how they are applied in Auckland, he much preferred the 1:15 grade speed tables as opposed to the 1:10 and really liked the Swedish tables and it provided for a smoother ride for customers in the back of the ambulance. He did indicate that he was not opposed to lower speeds, but he was keen to understand how it would impact on St Johns operations.</p> <p>Hope this helps – I am more than happy to have a conversation on this, and I apologise for not being at the meeting earlier today.</p> <p>I was glad to be part of this consultation – and I would be keen to attend more in the future particularly when there is connection to Road to Zero.</p>
<p>2. Automobile Association</p>	<p>Thanks for the opportunity to provide a written feedback following the workshop on 30 November.</p> <p>In the AA’s feedback on the initial workshop on Katoa, Ka Ora – Auckland’s Speed Management Plan, we highlighted the potential benefits from a focus on speed management around schools. We were therefore pleased very that AT decided to invite stakeholders to a workshop on this topic.</p> <p>The AA generally supports lower speed limits around schools. In our previous feedback, we noted that before implementing significant changes to speed limits around schools, further work is needed to:</p> <ul style="list-style-type: none"> • better understand public acceptability around variable versus permanent reductions • determine a practical and reasonable definition of what “around a school” means and • identify what supporting infrastructure is needed around schools to ensure reduced limits match the ‘look and feel’ of the road environment. <p>We hope this work will be done as part of the development of Katoa, Ka Ora. We consider this is important to ensuring there is sufficient compliance with speed limit changes and therefore to achieving significant reductions in deaths and serious injuries.</p> <p>The AA generally prefers variable speed limits around schools because we think they will achieve better safety outcomes. We think motorists will be less likely to comply with reduced permanent limits at times when they perceive the risk is low, and because they may not even notice permanent speed limit signs, particularly in dense urban environments. We think this is also likely to translate into lower levels of compliance at the highest risk times at the start and end of the school day.</p> <p>Conversely, with variable speed limits in place, including prominent electronic signs, we think people are much more likely to notice them and make the association with school start and finish times. As a consequence,</p>

	<p>motorists will be more wary, want to comply and be much more likely to slow down.</p> <p>We also think supporting infrastructure is crucial. We note that AT has allocated \$33m to implement the tranche 3 speed limit reductions under the 2017 Speed Management Rule and the current budget of \$45m is for the implementation of the entire Speed Management Plan. We are not sure whether this will mean sufficient funding will be available to implement effective speed limit changes around Auckland's 550+ schools.</p> <p>Whatever funding is available, we strongly caution against limiting infrastructure to speed limit signs. Most or all locations will also need road marking, many will need repeat speed limit signs and some will need traffic calming measures. If budget constraints is an issue, we think it would make more sense to focus, at least initially, on implementing changes around high-risk schools where supporting infrastructure can be put in place.</p> <p>Thanks again for providing us with the opportunity to provide feedback. We look forward to providing a formal submission once AT has developed its proposed Plan.</p>
<p>3. Al-Madinah School</p>	<p>I have noticed that several speed control measures are being placed on main roads.</p> <p>This really slows traffic which makes drivers really frustrated. This is through use of speed humps. Eg. Hump at the shops near the Junction of Massey Road and Kirkbride Road.</p> <p>Please review your policy of this nature. It may provide more harm and danger. Let the traffic flow</p>
<p>4. Bike Pt Chev</p>	<p>Thank you for the summary email and slides. I was unfortunately unable to make the workshops as it's been a really busy end of year with work and family commitments.</p> <p>I'm attaching a presentation I gave to the public hearings for the proposed Speed Limit Bylaw changes in April this year.</p> <p>In my spare time I co-lead a community group that delivers programmes and activations to encourage safe cycling for young kids (aged 4-12) in our community. The presentation is from that community group, and was focused on the need for traffic calming in an area in our suburb where:</p> <ul style="list-style-type: none"> • Cars are already travelling too fast for AT to be able to lower the speed limit (in adjacent parts of the suburb the limit has been lowered). • There is the highest concentration of children walking or cycling independently. • A cycleway project soon to be delivered will incentivise more drivers who are looking to travel quickly to drive through that area.

	<p>I was asked by one of the AT Board members during the presentation whether lowering the speed limit would be effective. My response was that, given =drivers are already exceeding the 50 km/h limit in this area (there are many of us who live locally who think there are a small number of cars driving in excess of 70 km/h), lowering the limit would be ineffective. What is needed to ensure the safety of the many kids who use these streets to get to school is a traffic calming solution.</p> <p>I'm sending this on as I think it's an example where simply lowering the speed limit won't achieve the intended outcome.</p> <p>Not sure if this is useful for your work, but happy to share more if you need.</p>
5. Albet-Eden LB	<p>My preference would be option 4.</p> <p>I'm most concerned about consistency with speed limits (and all traffic rules) for our community. If people don't know what speed to go, they'll stick to what they always do, and it makes them more uncertain and distracted on the road. Humans are creatures of habit, and it is best to work with their nature.</p> <p>I think we need to look at the facts and figures. In Albert-Eden Local Board we have had only 8 fatal accidents in the past 9 years (this is from memory) and they have only been on arterials. Most of the residential streets have a lot of speed calming measures already on them and so lowering the speed feels superfluous on these streets. I do support lowering speeds around schools during pick up and drop off.</p> <p>We also need to assess what is causing the deaths. Is it distraction, mistakes, drugs and alcohol or something else? In my opinion speed is one factor but not the only factor. I have always found vision zero a challenging concept. Whilst I applaud the intention. I agree we should design roads and do the best to reduce DSIs. We can't deny the fact humans make mistakes and it would be impossible to ever reach zero as a goal.</p> <p>I appreciate the workshops and the opportunity to give feedback.</p>
6. Brake	<p>About Brake</p> <p>Brake is a road safety charity with global interests, and branches in the UK and New Zealand. It approaches road safety and sustainable travel using the Vision Zero method. That is to say, the charity considers that all deaths and injuries on roads are unacceptable, and eliminating carbon emissions from transport, which is the largest contributing carbon sector, should be approached with equal zeal. Brake's vision is a world with zero road deaths and serious injuries, where everyone can move around in safe and healthy ways, every day.</p> <p>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.</p>

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 approaches

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. 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 increase exponentially to an increase in speed. The faster vehicles travel, the more frequent and severe road crashes become.

Lower speeds also result in a decrease in fuel use and fewer emissions and pollutants, resulting in cleaner, greener and more liveable communities. Brake strongly supports Katoa, Ka Ora – safe speed limits around schools. Please see below responses to individual proposed approaches.

Approach 1

1. Brake particularly supports this approach as it includes a large area around each school, which is also likely to encompass other community facilities, such as childcare centres and playgrounds that will benefit from lower speed limits.
2. The 1000m radius around schools also helps to keep children who are using active travel modes safe whilst travelling to and from school and in the neighbourhood.
3. Brake also supports lowering speeds on high-risk arterial roads.

Approach 2

1. Brake supports the 30km/h limits, however, would like to see a wider radius around schools on arterial roads, as there are still people using active travel modes in these areas.
2. We would also prefer to see the lower speeds on high-risk arterial roads included, hence our preference for Approach 1 over Approach 2.

Approach 3

1. Whilst Brake supports 30km/h limits around schools, many neighbourhoods should also have 30km/h limits in line with international best practice. Wider 30km/h limits would be more likely to encompass other community facilities such as play and sports grounds, childcare centres and local shops.
2. 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 user.
3. At 30km/h, people on foot and bike have a far greater chance of surviving a crash with a vehicle than they do if the vehicle is travelling at 50km/h. This is particularly important for protecting children, who often make mistakes when using roads. Research has found that children cannot judge the speed of approaching vehicles travelling faster than 30km/h, so may believe it is safe to cross the road when it is not.

	<p>Approach 4</p> <ol style="list-style-type: none"> 1. Whilst this approach includes the 30km/h limit which we support, we would prefer to see a wider radius around schools, which will likely encompass other community facilities too and help protect those who are walking and cycling. 2. Other approaches offer more benefits and are likely to save more lives and reduce injuries, which is what we want to see from this plan. <p>Approach 5</p> <ol style="list-style-type: none"> 1. Brake does not support this approach as other approaches offer far better benefits. Whilst this approach would offer some benefit around school start and finish times, as many schools point out, there are often activities that happen before and after school, and different drop off and pick up times for students travelling by different modes (e.g. by bus), so this approach is not helping to ensure the safety of children at other times. 2. It also doesn't offer the wider neighbourhood the same benefit, which means other community facilities aren't included, and can discourage people from using more active modes to get around. 3. Brake also strongly encourages Auckland Transport to listen to individual school needs, particularly in rural areas where there can be significant differences between school locations, road environment and travel modes. <p>End/</p>
<p>7. Waiheke Local Board</p>	<p>I couldn't stay in the Katoa, Ka Ora Conversation 2 re school speeds etc. but did enjoy and find the content very well structured for those parts I was able to participate in. I was pleased that one of our two primary schools was in attendance– the one that doesn't have adequate safety infrastructure. One of our other board members, with a transport remit and interest, also attended in full.</p> <p>Many thanks for the opportunity and for the work that has gone into this programme.</p>
<p>8. Albert-Eden Local Board</p>	<p>Appreciate the details and request for feedback.</p> <p>Feedback on Speed limits near schools.</p> <p>Data presented on reduction of DSI where speeds lowered and increases to DSI where speeds unchanged is lacking in detail. Of the numbers presented,</p> <ul style="list-style-type: none"> • How many were pedestrian; • How many were Car/Motorbike drivers; • How many had road worth vehicle; • How many were under the influence of drugs/alcohol; • How many were speed related; • What time did these events happen? <p>With regards to Approach 1</p>

	<p>If there is a wish to have permanent speeds of 30km/h within 1000m of a school then this is something I cannot support. Especially if any of these "urban roads" are main arterial routes or main busy roads.</p> <p>If there is a wish to implement 30km/h variably(3-5pm on School Days) on urban roads where it does not change for main arterial roads, then this is a viable option.</p> <p>A 40km/h permanent speed limit on the 26 high-risk arterial roads is not something I wish to support. I would only consider this if the above data was clarified and if there was enough justification then perhaps a variable option could be implemented.</p> <p>If there is a wish to model off Wellington City Council's approach of 30-40km/h changes then it is an area I do not support.</p> <p>With regards to Approach 2 I do not support this.</p> <p>With regards to Approach 3 I do not support this.</p> <p>With regards to Approach 4 I do not support this.</p> <p>With regards to Approach 5 I do not support this much like any other approaches until I see more data relating to specific causes of DSI.</p> <p>These multiple speed limits can be confusing to many and it would be best to keep as the classical 50/100km/h limits as these are predictable expectations of speed. I do however support reduced speeds in front of school's main entrances during peak school movement times but the distance applied needs more research. But the application of these reduction in speeds need to take into account the location, type of network applied to and how this is balanced with safety and other user's needs.</p> <p>Sighting my request for more information of the data presented which is vague, I still am of the view that, assuming the statistics relate to causes other than speed, you cannot punish the majority of road users for the mistakes of the minority, especially if there were external factors involved and where speed limited wouldn't have made any difference.</p>
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*Additional late submission from Movement: Apologies for a late response.... Option 1 please!

Appendix 8- Submissions Workshop Feedback Survey

What is the one key 'takeaway' you have from the workshop you attended?	Auckland Transport is exploring different ways to involve our stakeholders. Please share your views on these conversation workshops, as a way to contribute to Kaitiā, Kia Ora before it is shared with all Aucklanders.	Did you attend an online workshop? If "Yes", how did you find it? What suggestions do you have that might improve the experience?	Do you have any other comments or observations?
Open-Ended Response	Open-Ended Response	Open-Ended Response	Open-Ended Response
What the next steps for schools are, and receiving clarity on the rationale. Virtually all attendees recognize the risk vehicles pose to school children around schools, and want action taken to eliminate this risk, including through speed reductions at and near schools.	The conversations were inclusive and informative. I appreciated spending time with an engineer to discuss issues around my school.	This was very well organised, thank you!	Only positive feedback, and to say that it was an excellent opportunity to discuss the challenges around schools and speed limits.
I am still concerned that clarity is not offered around the statistics of DSI on roads where the speed limit has been lowered from 100 to 80. There is 2 years being compared to 5 years and even mention that the roads which haven't been reduced are considered a "control group" which is extremely inappropriate and misleading.	I found the conversation workshops really valuable, both for getting an understanding of what AT is thinking / doing, and of being able to contribute in person to the mahi.	No - attended in person.	No.
Seemed OK other than the above mentioned issues		In person	More consulting with road users is required
Regret unable to attend due to ill health	the concept is excellent - involve the local community, although impossible to please all the people all the time	Regret unable to attend due to ill health	Keep up the good work. The safety of children is paramount
The speed limit programme is advancing carefully, with heaps of consultation along the way.	I like the fact the speed programme is firmly based on science and measurement. Where speed limits have been applied in Auckland safety improves. That is a powerful message! And fits with what we know from other settings.	The facilitator was skilful, respectful, and moved the programme forward. There was a good mix of presentation and	no
AT has five approaches and are working collaboratively to find the best solution there is a significant level of support for Option 1!	The session I attended, online, was well run and I feel we were listened to. I am still awaiting to hear from AT regarding specifics however I feel that I will.	The workshop was well run and in fact I feel probably better online than it would have been in person - as it is easier	I was looking forward to hearing from AT regarding collaboration in our community.
Lower speed limits around school zones will be introduced across all of Auckland by 2027.	I found the workshop informative and helpful. Glad I attended	yes - no improvement needed	no
	It was a great workshop - very professionally facilitated - thank you	Yes, I can't think of anything else that would make it better.	No
we are all committed to keeping people safer on the road	Done well	I thought it was great although it was hard to know who everyone was. The AT people had AT next to their names on line but many had nothing so was hard to see what and who the people represented	would like all agencies or areas within AT to work together. We need a holistic approach to the problem. Speed limits is one but we need to look at transport to and from schools, buses, parking around schools, crossings etc. The IN person meeting would depend on where it is. If it is in central Auckland I would prefer an online. Do not want to drive over 40 min to a meeting if at all possible.
n/a	n/a	No, but I have discussed in detail with people who did attend	I think permanent 30kmh limits are stupid, better to have variable speed limits, works extremely well in Australia
The importance of safety around the school gate and schools. Actually there was plenty!	Very informative and thank you so much to the research team for all the work they have had to do to make recommendations and share with the stakeholders. It's nice to have another mode of communication especially since people may be unable to attend face to face sessions.	Yes. Very informative. Presenters were clear. I didn't stay for breakout sessions as I had an emergency but I have looked over slides so thank you for the follow up.	The researchers had outlined clear information and recommendations. Questions I had were answered so thank you for the opportunity to attend.
AT is trying to make the streets around our schools safer.	I was disappointed that there were only two teachers attending our Saturday morning workshop. I did appreciate hearing from the transportation industry. These workshops are important as a source of viewpoints from our community.	I was very comfortable using this format. Having around the bus stops on Dominion and Tamaroa Roads, but we do not have supervision on Fred Thomas Drive which is a worry to me as vehicle speeds are higher on that road. As TIC health we also have a year long project that looks at injury prevention strategies related to transport. Each student and prepares and delivers a poster and all posters from each of the six classes is summarised into a presentation by each class. This activity provides a good platform for emphasising the need for the students to be safe around our roads.	