



Safe Speeds Programme

Public feedback on proposed speed limit changes October/November 2021

Feedback related to Howick Local Board area



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

During October and November 2021, 280 people from within the Howick Local Board area submitted on the Safe Speeds Programme - proposed speed limit changes.



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

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

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

This section outlines:

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

Road name	Aviemore Drive
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	9
I think the current speed limit on this road should be kept the same	24
I think the speed limit should be lower than what is proposed	2
Other	4

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 10</i>	<ul style="list-style-type: none"> • Many accidents on this road, lower speed limit will be great. • Should be 50kph or even lower due to amount of housing, retirement village, proximity to local park, shops, college. • Support 50kph as many businesses and driveways on this road. • There is a lot more traffic down this road and there are now three childcare centres and a rest home on this road. • With the businesses parking exit entry etc - 50kph is long overdue for this road. • Any road with houses, day care, shops etc should be 50kph. A lot of people coming and going both on foot and in cars. • There are lots of points along this road where pedestrians cross but is not an actual crossing: One example is by the dairy at the intersection of Bradbury Rd and Aviemore. The hill here makes it hard to see if there are cars coming so reducing the speed limit would help reduce the risk of pedestrians getting hit. • There is a large retirement village here, elderly needing to cross the road safely etc, and students walking to shops and or home in this area. • Safety is the priority.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> • The traffic flows fine and a lower limit would make those trying to turn from side roads impatient with lengthy streams of cars possibly causing more accidents.

Why do you feel this way?	
Feedback Theme	Main points
<p>The reduced speed limit is unnecessary</p> <p><i>Mentions: 14</i></p>	<ul style="list-style-type: none"> • Traffic flow is good and it is a wide road. • No schools on this road and current speed limit seems fine. • Straight, wide road with good visibility - no need to reduce speed limit. • Currently a safe environment at the existing speed limit. • Have not witnessed any issues concerning the safety any other user - by foot, bicycle, or vehicle. No concern at all with safety at the current speed limit as a regular walker. • It is safe enough the way it is. • I think the current speed limit is fine - I regularly walk and drive on this road. • Aviemore Drive has been a 60kph zone for years – speed limit change is not warranted. It is a major thoroughfare connecting Bucklands Beach Road and Pakuranga Road to Cascades Road and further to the Botany area and gets congested already. Around the shops it's basically impossible to drive at 60kph due to traffic queues anyway. • 60kph is the right speed for this road.
<p>Reduced speed is not good as it will increase journey times</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • The travel time is already unacceptable (reduced speed limits will make this worse). • A lot of traffic passes through this area and reducing the speed limit would increase travel times and worsen the traffic on this road. • This is a main road and should not have the speed limit reduced. Otherwise, traffic flow can turn to congestion during peak hours, having a knock-on effect on the traffic on Pakuranga Rd and Bucklands Beach Rd.
<p>Too many changes in speed limits along the road (or in area) will be confusing</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • Current speed is consistent with approaching roads from Botany and Papakura Highway (should stay consistent at 60kph). • Current speed is fine and consistent with Cascades Rd and Pakuranga Rd.
<p>The reduced speed limit is unsuitable for this road</p> <p><i>Mentions: 5</i></p>	<ul style="list-style-type: none"> • The current speed limit is adequate for the size of the road and given its significance linking populated suburbs of Pakuranga and Botany. It has been 60kph for decades. • Aviemore Dr is a main transit thoroughfare, connecting Botany Road/Te Irirangi Drive to Pakuranga Highway. It needs to be a consistent speed with both, but a school zone outside schools at appropriate hours. Having a 10kph change between these roads breaches AT general guidance of 20kph changes between connected roads, or is this only used when you try to justify changes? • Aviemore Drive has been a 60kph zone for years, and I don't think the change is warranted. It is a major thoroughfare connecting Bucklands Beach Road and Pakuranga Road to Cascades Road and further to the Botany area and gets jammed up enough as it is. • This is a main road and should not have speed limit. Otherwise, traffic flow can turn to congestion during peak hours, having a knock-on effect on the traffic on Pakuranga Road and Bucklands Beach Road.

Why do you feel this way?	
Feedback Theme	Main points
<p>Only support the proposed speed limit for a portion of the road</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Only the section between zebra crossing (near Metlife retirement village) to traffic light (junction Pakuranga Road) is slightly busy. At most, lowering the speed of this section to 50kph is reasonable. The remaining should remain at 60kph. • Speed limit in areas near schools (only) should be reduced to 30kph (current speed limit should be kept the same).
<p>Other suggestions for reduced vehicle speeds</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • With the proximity of Lloyd Elsmore Park (and visiting families, children, and people exercising on foot or out for a bike ride, as well as shops), suggest an even lower limit. • With cars parked on the street, it can be intimidating and potentially unsafe for those on bicycles to travel alongside high-speed cars, and for pedestrians to navigate road crossings (lower speed limit further for Aviemore Dr).
<p>Other physical improvements suggested</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • Suggest another pedestrian crossing - many students jay-walk because the traffic light takes too long at the intersection. Another crossing would better distribute the number of pedestrians and avoid big groups of students waiting a long time at the crossing (eventually jay-walking). • Lowering the speed limits simply do not resolve the bottlenecks at the shopping end of Aviemore Dr. Traffic flow can only be improved with wider run-offs. • Should be wider, when there are more people and more cars, the road should be wider. • Suggest another pedestrian crossing - many students jay-walk because the traffic light takes too long at the intersection. Another crossing would better distribute the number of pedestrians and avoid big groups of students waiting a long time at the crossing (eventually jay-walking).
<p>Other comments</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Policing the four derelict parked cars at this intersection would help with safety a lot more than changing speed limits. They have been there for years, obstructing visibility, and have no warrant or registration. • Aviemore Drive is a main transit thoroughfare, connecting Botany Road/Te Irirangi to Pakuranga Highway. It needs to be a consistent speed with both, but a school zone outside schools at appropriate hours. Having a 10kmh change between these roads breaches AT general guidance of 20kmh changes between connected roads or is this only used when you try to justify changes?

AT recommended way forward

Implement safe and appropriate road speed limit as proposed.

Auckland Transport is also investigating other safety improvements along Aviemore Drive. The investigation is still in the early stage; Auckland Transport will carry out consultation on the safety improvements separately.

Road name	Dillimore Avenue
Part of road	Full length

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Lots of children walking to/from school.
Reduced speed is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> Already heavy traffic at rush hour and at the end of the school day - lower limit will increase congestion.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> Cars speed along this road.
Generally, the road condition needs improving <i>Mentions: 1</i>	<ul style="list-style-type: none"> Fix the road surface (instead of lowering limits) between Dillimore Avenue and Pakuranga Road.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Footpath should be extended in Dillimore Avenue to assist children safely walking to school as it is on their route.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



Road name	Mill Road
Part of road	Between Redoubt Road and Polo Prince Drive

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

* Please note that 4 respondents recorded as “I think the current speed limit on this road should be kept the same” did not specify which section of Mill Road they were referring to.

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> Dangerous for cyclists at current speeds, with buses, pinch points, deep ditches, and traffic is aggressive and doesn't/can't leave room for cyclists. The speed limit should be 80kph or lower.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> Mill Road is a rural arterial with limited property accesses and should stay at 80kph.
The low quality of the road is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> The proposal does not focus on the major driver of crashes which is road quality - fix the road and busses/cyclists and cars can then share the road safely.

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



Road name	Latham Avenue
Part of road	Full length

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none">• Would like speed limit reduced for safety.• Lots of children walking to/from school.
Driver behaviour is causing safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none">• Cars speed along this road.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none">• Fix the road surface (instead of lowering limits) between Dillimore Avenue and Pakuranga Road.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	

Road name	Millen Avenue
Part of road	Full length

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> • People speed along this road. • Road is an unusual shape and has lots of blind spots due to parked cars. • Many children walking and crossing at pick up/drop off times. • Millen Ave connects via a path to the intersection of Reeves Rd/Ti Rakau Dr. This is a great link to the Eastern Busway Path where Millen Ave comes out onto the Pakuranga Highway (safer for peds/cyclists).
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Current speed limit is a safe speed and shouldn't be changed. • Part of the road north of the SE Highway Bridge is not near the school, so 50kph is fine. Traffic is minimal on the school side of the bridge so suspect a lower limit is unnecessary there too.
Driver behaviour is causing safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> • People speed along this road. • It seems people drive faster than is safe past the school at critical pick up/drop off times.
Only support the proposed speed limit for a portion of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Reduce speed limit only on the school side of the bridge but expect it unnecessary due to minimal traffic. • Part of the road north of the SE Highway Bridge is not near the school, so 50kph is fine. Lower speed limit on the school side of the bridge if you must.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Suggest speed bumps along Millen to slow drivers down by Riverina School.

Why do you feel this way?	
Feedback Theme	Main points
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Millen Avenue connects via a path to the intersection of Reeves Road/Ti Rakau Drive. This is a great link to the Eastern Busway Path where Millen Avenue comes out onto the Pakuranga Highway. The "black track" could be easily widened to make another shared path connecting the two areas.
Generally, the road condition needs improving <i>Mentions: 1</i>	<ul style="list-style-type: none"> Fix the road surface (instead of lowering limits) between Dillimore Avenue and Pakuranga Road.
AT recommended way forward	
Implement safe and appropriate road speed limit as proposed	



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

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

- To prevent having lots of themes that were only mentioned once or twice we grouped suggestions into suburbs and used the 'main points' for the themes to identify the roads being mentioned.
- Some suburbs are situated within more than one local board area, as such there may be some roads in this section which are not relevant to the Howick Local Board area. It saved a significant amount of time reporting in this way.



Suburb	Botany
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none">• Install speed bump on both approaches to Mangemangeroa Bridge (Whitford Road).

Suburb	East Tamaki
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Feedback Theme	Main points
<p>Suggestions for speed limit increases</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> Highbrook Drive - Increase speed limit from 60kph to 70/80kph: Double carriageway each way, with consistent median barrier, lanes are wide, road is relatively flat grade. No need for 60kph, reinstate 70/80kph as before. Highbrook Drive - Increase speed limit from 60kph to 80kph: Too slow at 60kph, with double lanes, central median and traffic light-controlled intersections, no residential or business entrances (apart from petrol station), cycle paths are separate. Should be 60kph only after Business Pde as it carries on to a 60kph zone on Allens Road too.

Suburb

Howick

Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 38</i>	<ul style="list-style-type: none"> • Shelly Beach Parade - Lower speed limit (to 20kph) and enforcement: Speeding vehicles and near misses with small children going from their car to playground or beach - need lower limit and speed cameras. • Pah Road - Lower speed limit (to 20kph) and enforcement: Speeding vehicles and near misses with small children going from their car to playground or beach - need lower limit and speed cameras. • Picton Street - Lower speed limit to 30kph or 40kph: Road would be better with a lower limit. • Shelly Beach Parade - Lower speed limit to 20kph: Popular beach with many amenities, pedestrians of all ages crossing everywhere, and high traffic speeds and dangerous driving. Suggest lower limit, improved lighting and signage, physical traffic calming, and camera surveillance with numberplate recognition. Many near misses. • Wellington Street and surrounding streets - Lower speed limit. • Between Te Puru bridge and Omana Esplanade - Lower speed limit to 50kph. • Butley Drive - Lower vehicle speeds and install pedestrian crossing: Currently no pedestrian crossing for elderly, and there is a school as well. Suggest pedestrian crossing.
Other physical improvements suggested <i>Mentions: 25</i>	<ul style="list-style-type: none"> • Install lights and signs on Shelley Beach Parade. • Install cameras on Shelley Beach Parade to record speeding drivers. • Install wheel stops on Shelley Beach Parade. • Butley Drive - Lower vehicle speeds and install pedestrian crossing: Currently no pedestrian crossing for elderly, and there is a school as well. Suggest pedestrian crossing.

Suburb	Pakuranga
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Latham Avenue Ext - Do not lower speed limit: is not close to the school, has no school traffic, and students do not amass here.
Suggestions for speed limit increases <i>Mentions: 1</i>	<ul style="list-style-type: none"> Harris Road - increase speed limit: This road is in the factory area with almost no people walking on it, the speed limit should be increased to 80kph.



Suburb	Sunnyhills
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none">• Stanniland Street - Lower vehicle speeds: Long and predominantly straight, and width and layout encourage many vehicles speeding. Children from two schools use it to walk/bike to/from school and often cross this road. Speed management necessary to keep children safe.



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

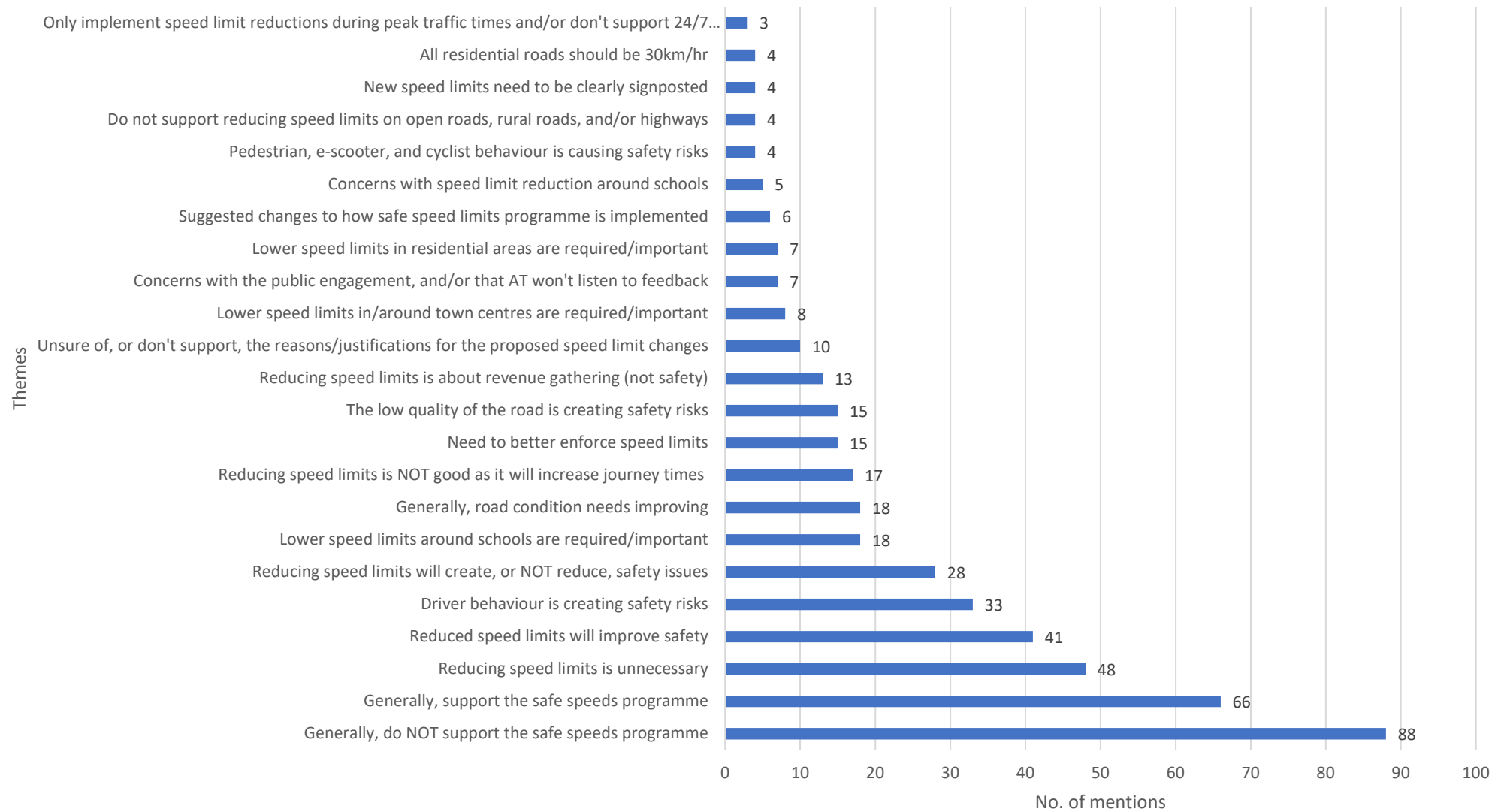
The feedback form also provided the opportunity for respondents to provide general comments on the Safe Speed Programme. Most this feedback was general in nature and could not be attributed to a particular road.

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

Please note:

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

All Themes: Howick Local Board Residents



Overall sentiment towards the Safe Speeds Programme

Feedback Theme	Main points
<p>Generally, support the Safe Speeds Programme</p> <p><i>Mentions: 66</i></p>	<ul style="list-style-type: none"> • Support reduced speed limits as they will reduce crashes. • Making streets safer for pedestrians and cyclists can only be a good thing. • Support changes in high incident areas. • Support for speed limit changes around schools. • Support for speed limit changes around schools but only during school hours not 24/7. • Support for changes in inner city suburbs. • Believe other roads should also have a speed reduction. • Support speed reductions but don't agree with proposed speeds: <ul style="list-style-type: none"> ○ There should be less speed levels e.g. 30km/h residential, 60km/h rural and 80km/h motorway. ○ Support speed limit reduction to 40km/h not 30km/h. ○ 100km/h to 40km/h is too large of a change. • Support speed limit changes but they should be targeted to the road and researched.
<p>Generally, do NOT support the Safe Speeds Programme</p> <p><i>Mentions: 88</i></p>	<ul style="list-style-type: none"> • Don't think speed is the issue, road maintenance is. • Don't think speed is the issue, poor driving is. • Don't think speed is the issue, poor enforcement is. • Drivers who decide to speed now will speed anyway. • Will make traffic congestion worse. • Previous programme to lower speed has not had an effect on accidents or deaths. • Current 30km/h hour speed limits are not working and will not work. • Speed limits below 40km/h are unrealistic. • Think speed limits should be raised. • Cars cannot travel faster than the speed limit in Metro Auckland anyway. • Do not support speed reductions on entire roads, rather just the stretch affected by accidents. • Do not support speed limit reductions, except around schools.

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

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

Feedback Theme	Main points
<p>Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes <i>Mentions: 10</i></p>	<ul style="list-style-type: none"> • Need to show why they justify the speed limit reductions. • AT need to show how many fatal crashes on the roads proposed justify the speed limit changes. • Show how many crashes were caused by speed and not due to other factors. • Howick roads do not have the accident statistics that are being claimed, would like to see the actual statistics. • Using reports of accidents to make decisions is flawed as not all accidents are reported. • Accidents caused by texting and alcohol should not impact speed decisions. • Using speed around school to justify these changes is wrong as there are already speed limits around schools and most of the proposed changes are not near schools. • Seems driven by ideology not practicality. <ul style="list-style-type: none"> ○ Proposed changes are unrealistic. ○ Model is flawed/decision is based on incomplete or incorrect data. • People are capable of driving to the conditions. • Congestions means speed self-limits where necessary. • Speed limit reductions are a guise to force people out of using private cars. • The increase in injuries is probably in correlation to Auckland's growth. • Reducing rural roads to 80km/h is an attempt to ensure roads last longer, not for safety. • Proposal is based not on reducing speed reducing harm, but on cost being a limiting factor in providing safe roads. • These changes are being made to hide how bad AT has made Auckland's traffic congestion. • What are the reasons for these changes? • The roads mentioned for speed changes are inconsistent. • Too many roads have been selected.
<p>Reducing speed limits is unnecessary <i>Mentions: 48</i></p>	<ul style="list-style-type: none"> • There is no need to lower speed limits/existing speed limits are safe. <ul style="list-style-type: none"> ○ Roads are safe for the current speed limits (flat, straight, visibility is good, very few hazards on the side of the road, no side roads). ○ Suggested roads already have speed calming measures (speed bumps, chicanes).

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Proposed speed limits are slower than necessary. <ul style="list-style-type: none"> ○ 50km/h is a safe speed limit, no need to reduce below that. ○ 30km/h speed limits are ridiculous / too slow / unnecessary. • Speed limit reviews are a waste of time and money. • Many roads require maintenance/upgrading to improve safety, not speed limit reductions. • Due to congestion people already travel around the city at less than 50km/h. • Auckland speed limits are much lower than other parts of New Zealand. • Many of the proposed speed limit reductions don't make sense. • Enough roads have had speed lowered already. • Vehicles do not speed on this road(s). • There have been no, or very few, crashes on this road(s). • Cars are safer than ever. • Vehicles are of better quality now and can travel at faster speeds safely. • There are no proposed developments in this area that would make this road significantly busier. • The justification that this limit should be reduced to be in keeping with surrounding roads isn't a satisfactory justification. • There is already a variable speed limit for the dangerous part of the road. • Road will still be unsafe for walking at the reduced speed limit. • The changes are being made to slow journeys to get people to ride bikes. • Just use LSZ signs.
<p>Reducing speed limits will create, or NOT reduce, safety issues</p> <p><i>Mentions: 28</i></p>	<ul style="list-style-type: none"> • AT's speed limit reductions have so far caused increased crashes and deaths. • Reduced speed limits have increased incidences of dangerous driving. • Reduced speed limits have increased accidents. • There is no evidence that reducing speeds will reduce deaths, in fact, the opposite has occurred. Following a non-relevant Scottish example is senseless. • Reinstate the speed limits that were recently reduced by AT. • Driver behaviour is the problem, not the speed limits. • People who speed will still speed.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Lower speed limits (and slow drivers) create driver frustration and dangerous behaviour, such as risky overtaking. • Any motorist obeying a 50kmph limit who crashes and causes a fatality or serious injury is either elderly, pathetic, or on drugs/intoxicated. 30kmph speed limit won't change the cause of the accident. • Reduced speed limits will not reduce crashes in South Auckland, most people do not obey the current speed limits. • Reduced speed limit (to 30) will cause constant watching of speedometer instead of watching the road. • Slow traffic encourages phones use. • Variable speeds along same stretch of road causes driver distraction. • Need to also change the design speed of the road, or changes will be ineffective. • Proposal is about politicians being seen to do something, rather than actually improving safety. • AT need to research and focus on changes that will actually improve safety. • Why is AT not doing cost benefit analysis to justify these proposals? • AT need to do a full economic analysis of the impacts of reducing speed limits, such as time wasted, increased travel times for buses/delivery vehicles/taxis etc. • I work for insurance and monitor claims. 98% of our crash report claims are due to poor driver behaviour. 85% of faults causing death and serious injury are elderly. What is your strategy doing about the real cause for these areas?
<p>Reduced speed limits will improve safety <i>Mentions: 41</i></p>	<ul style="list-style-type: none"> • Lower speed limits will make people less likely to crash. • Lower speed limits improve pedestrian safety. • Lower speed limits will make our streets safer for children, elderly, and those with mobility issues. • Limiting speed will make cycling safer. • Lower speed limits in areas with speed related incidents. • Lowering speed limit is the only option on some roads that cannot be improved in other ways. • Road conditions are not suitable for the current speed limits, lowering them will improve safety.
<p>Reducing speed limits is NOT good as it will increase journey times <i>Mentions: 17</i></p>	<ul style="list-style-type: none"> • Reducing speed limits will increase journey times. • Reduced speed limits increases pollution. • Reduced speed will impact traffic flow. • Reduced speed will increase congestion. • Reduced speed limits will increase journey times for emergency services - they cannot exceed 30km/h over the limit.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Driving around rural roads in Howick will take too long at lower speeds. • Slower speeds, slows the economy. • Longer journey times mean increased risk of accidents. • Increased journey times will create risky, impatient drivers. • Reduced speed limits will negatively affect the public transport network. • Want to be compensated for wasted time. • Want to be compensated for wasted fuel.
<p>Reducing speed limits is about revenue gathering (not safety) <i>Mentions: 13</i></p>	<ul style="list-style-type: none"> • Reducing speed limits is about revenue gathering. • Manurewa is being unfairly targeted to be fined and generate income. • South Auckland, and therefore Māori and Pacific communities, are being unfairly targeted. • Reduced speeds will lead to more petrol consumption and therefore are purely profit generation.
<p>New speed limits need to be clearly signposted <i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • New speed limits need to be clearly signposted. • New speed limits should be painted on the road as well as signposted.
<p>Need to better enforce speed limits <i>Mentions: 15</i></p>	<ul style="list-style-type: none"> • Proposed changes will have minimal impact if not enforced. • General concerns about how speed limits will be enforced. • Better police roads with 50km/h speed limits. • Need more traffic cops. • Install speed cameras around schools. • Need more speed cameras can increase safety. • Need more random license and WOF checks. • Ensure courts enforce the law. • Need stronger penalties for breaking the road rules (one submitter suggested vehicles seized and if a repeat offender, crushed). • Need harsher penalties for those that speed past schools. • Make those caught speeding attend a course. • Need to police those driving too slow.

Feedback Theme	Main points
<p>Driver behaviour is creating safety risks <i>Mentions: 33</i></p>	<ul style="list-style-type: none"> • Improve driver education to reduce crashes. • Drivers that should not have been given licenses is the issue. • Driver education should focus on more than speed, e.g. how to identify when it is safe to pull out, how to accelerate up to speed of other traffic. • Drivers should have to do a practical test every 10 years when they renew their licenses. • Better driver training/refresher courses. Use a hydraulic synaptic feedback chair to learn better risk assessment and understanding of poor driving decisions. • Require driver refresher courses that provide driver trainer in a hydraulic synaptic feedback chair. • Dangerous drivers are ruining it for the majority who drive within the current limits. • Driver education for teenagers in rural areas is required. • Bus drivers need more training as they create a risk. • Good driving should be rewarded to encourage better drivers. • Not fair to reduce speed limits and punish the vast majority of drivers who drive safely, for the minority that drive dangerously (who will drive dangerously anyway). • Drivers using mobile phones is causing crashes. • Cars that are poorly maintained or in poor condition are the cause of crashes, more than speed. • People are regularly running red lights which is dangerous. Install more red-light cameras. • Slow speed limits (and slow drivers) cause driver frustration and dangerous driving, such as risky overtaking. • Reduced speed limits have increased incidences of dangerous driving. • Removing passing lanes is resulting in risky overtaking. • Unless there is frequent signage drivers won't know what speed to go and will be distracted looking for signs. • Any motorist obeying a 50kmph limit who crashes and causes a fatality or serious injury is either elderly, pathic, or on drugs/intoxicated. 30kmph won't change the cause. • I work for insurance and monitor claims. 98% of our crash report claims are due to poor driver behaviour. 85% of faults causing death and serious injury are elderly. What is your strategy doing about the real cause for these areas?
<p>Pedestrian, e-scooter, and cyclist behaviour is causing safety risks <i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • Improve pedestrian education/road safety. • Children need to be taught road safety. • Pedestrians are distracted on their phones. • Pedestrians should be made responsible for their own actions.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Speed limits are fine; money would be better spent on teaching pedestrians/children to cross the road safely. • Children around schools running out on the road are unsafe. • Speed limits are fine, cyclists making risky decisions is the safety issue. • Cyclists should have registration numbers, some are dangerous. • Cyclists should be legally required to use cycle lanes where available and ride single file. • E-scooters on the road are a safety issue.
<p>The low quality of the road is creating safety risks</p> <p><i>Mentions: 15</i></p>	<ul style="list-style-type: none"> • Roads are dangerous due to lack of road maintenance. • Improve road quality with more crossings, stop signs, give ways etc. • Improve road signage and markings. • Various maintenance issues of concern, such as potholes, uneven surfaces, road slope, road surface, narrow roads, and subsidence. • Poor repairs and maintenance work that don't last or are in poor/uneven condition from the time of the repair are a problem. • More and more development is being permitted without improving road quality • Lack of passing zones encourages dangerous overtaking. • On street parking is causing safety issues - obscures vision on residential streets, and on major roads parked cars reduce lane widths leading to congestion.
<p>Generally, road condition needs improving</p> <p><i>Mentions: 18</i></p>	<ul style="list-style-type: none"> • Need to improve road maintenance and design. • Improving road condition/maintenance is more important than reducing speed limits. • Proposed speed limit reductions are to avoid necessary road maintenance. • Infrastructure suggestions to make the roads safer. <ul style="list-style-type: none"> ○ Speed tables. ○ Better quality maintenance. ○ Improve road signage, road markings, and lighting. ○ Speed limits should be painted on roads at regular intervals. ○ Need to make roads flow better. ○ Road calming suggestions. ○ More pedestrian crossings. • Improve road signage, road markings and lighting.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Need to make roads flow better. • Poor repairs and maintenance work that don't last or are in poor/uneven condition from the time of the repair are a problem. • Poor road condition is causing regular damage to vehicles. • Need to improve motorways and invest more time in them. • More and more development is being permitted without improving road quality.
<p>Suggested changes to how safer speed limits programme is implemented</p> <p><i>Mentions: 6</i></p>	<ul style="list-style-type: none"> • Define a low-speed limit across the area (e.g. 30 km/h in urban areas and 60 km/h in rural areas and 80 km/h on motorways) and only allow roads to be faster by exception. • Consider 10km/h speed reduction rather than 20km/h. • Rural roads should be 80km/h maximum. • 30km/h is too slow, should only consider implementing 40km/h limits. • Having 10km/hr speed increments is confusing. Stick with just odd numbers (i.e. 10, 30, 50, 70, 90, 110km/h). • Straight, long stretches of road should be 60km/h. • All South Auckland roads should be 50km/h. • In areas that have various speeds, stick with just 30km/h and 50km/h. • Reduce speed limits on all urban roads to reduce confusion. • The idea that speed limits should follow from design speeds is completely backwards. Lower the limit now and then design the street around that whenever it next comes to be rebuilt. • Ensure roads are designed/changed to reflect the speed limit for the road, so that people naturally travel the speed limit and feel uncomfortable travelling faster e.g. narrower roads, trees on alternating sides of the road, plant trees between the road and the footpath. • Low-cost, tactical changes need to be rolled out to support the reduced speed limits. • In urban/residential areas reduced speed areas ought to take the form of low traffic neighbourhoods. • Do not create traffic calming that is unsuitable for small vehicles. • Speed limits should be implemented with road calming measures. • Speed limits should be implemented with extra driver education. • Do not support speed reductions on entire roads, rather just the stretch affected by crashes. • AT should be proactively monitoring and reviewing all roads for speed limit changes. • On dangerous stretches of road, yellow speed warning signs (like on state highways, where a suggested speed for hazardous corners is used) is a better measure to take. Encourage drivers to adjust to the conditions rather than set a speed target.

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

Feedback Theme	Main points
<p>Only implement speed limit reductions during peak traffic times and/or don't support 24/7 implementation</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • Do not support 24/7 implementation of speed limits. • Only implement during peak traffic times. • Only implement during school hours, school pick-up and drop-off times, and/or during school terms. • Speed reductions should only be between 8am and 7pm. • Speed reductions should only be between 8am and 4pm. • Reducing speeds all day for a problem that only exists for a short period of time each day doesn't make sense. • Reducing speeds for 24 hours is impractical and impossible to police. • Speed limit signage around schools should be electronic so limits can be changed when necessary (increased in evenings and weekends).
<p>Do not support reducing speed limits on open roads, rural roads, and/or highways</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • Do not support reducing speed limits on open roads and/or highways. • Rural roads should have an open road speed limit so people can decide how fast they travel.
<p>Concerns with speed limit reduction around schools</p> <p><i>Mentions: 5</i></p>	<ul style="list-style-type: none"> • Schools are already speed limit zones, why add extra. • Limit should be 40km/h. • Should not be 24/7, and should be notified by illuminated, variable signs. • Different schools have different start times, so speed limits should be tailored to those times. • School zones should have more monitoring at peak times, not speed limit reductions. • Too many side roads around schools are included in low-speed limit. • Should only be 30km/h for a distance of 400m from each school. • Speed limits should be around primary schools only. • Only apply 30km/h speed limits to on schools that are not on main arterial roads. • It is not speed around schools that is the problem, it is parents dropping off and picking up dangerously, and buses. • People ignore low speed zones around schools anyway. • Is there a strategy to address school related traffic volume?

General locations where speed limit reductions are supported

Feedback Theme	Main points
<p>Lower speed limits around schools are required/important</p> <p><i>Mentions: 18</i></p>	<ul style="list-style-type: none"> • All schools should be included. • Makes it safer for children going to/from school. • Change speed limit around schools 40km/h. • Speed limits around schools need to be standard, not 40kph at some and 30kph at others. • Reduced speed limits should be restricted to school zones. Leave other roads 50km. • Don't support the speed reductions, except around schools. • There should be traffic calming measures and safety improvements (pedestrian islands) as well as lower speed limits. • All schools should have flashing 30kmh signs at their boundary.
<p>Lower speed limits in residential areas are required/important</p> <p><i>Mentions: 7</i></p>	<ul style="list-style-type: none"> • All residential roads should be 30km/h. • Lower speed limit is important, but it should be 35km/h or 40km/h. • High density town roads should be 40km/h maximum. • In a cul-de-sac or tight, narrow residential road, the limit should be lower than 30km/h. • All minor side streets should be 30km/h. • Need lower speed limits around parks, where children play. • Residential roads have more potential for conflict (people turning out of driveways, pedestrians crossing the road, parked cars) and often have worse visibility. • Modern cars are large and dangerous, lower speed limits in suburban roads would be safer for pedestrians.
<p>All residential roads should be 30km/hr</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • All residential roads should be 30km/h. • Will enable vehicles and bikes to share the road. • Should be supported by physical measures to reduce speeds.
<p>Lower speed limits in/around town centres are required/important</p> <p><i>Mentions: 8</i></p>	<ul style="list-style-type: none"> • Town centres are high pedestrian areas so should have lower speed limits. • Agree with speed reductions but speed limits should be 40km/h. • The city should be 30km/h everywhere, with wider footpaths and narrower streets to encourage slow speeds.

Other comments and concerns

Feedback Theme	Main points
<p>Concerns with the public engagement, and/or that AT won't listen to feedback</p> <p><i>Mentions: 7</i></p>	<ul style="list-style-type: none"> • AT will not listen to public feedback. • AT did not listen to feedback regarding last speed limit review in Howick, it is now more dangerous. • AT needs to communicate their responses to feedback better. • There is very limited opportunity to provide feedback. • The outcomes have already been decided as you state, "no change is not an option". • AT only listens to vocal minority groups. • Sick of the government deciding things without consulting the ratepayers. • AT never propose increased speed limits. • AT need to release statistics to show proof of speed limit reduction requirements on each road. • Consultation website was poorly designed and difficult to navigate, meaning that an informed assessment cannot be made. • Concerns the map in the brochure drop is deceptive - the dots are incorrectly placed. • Had technical issues with the online survey and/or interactive map tool. • Concerns the leaflet is propaganda and doesn't contain accurate statistics. • Stop using Facebook groups for feedback. • Need an option for people to be added to the mailing list once feedback is gathered that doesn't require giving feedback. • Future proposals should be posted on local community boards. • AT should communicate directly with locals and drive the roads to better understand the problems.
<p>Other comments</p>	<ul style="list-style-type: none"> • People parking in unsuitable places causes congestion and is unsafe. • Slows down emergency response vehicles who are only allowed to travel 20km/h above limit. • Rules around the use of E-scooters and bikes need to be formalised. e.g. giving way, signalling, where to ride, interactions with pedestrians. • Speed reductions of 50% or more will not be tolerated by the community. • Bicycles and buses now have more road than cars. • Once implemented, will there be a grace period to allow motorists to adjust to new limits? • Bus drivers need bus monitors to assist with managing order on school buses as the drivers are distracted and this is a safety issue.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Speed limits around Marae should be reduced. • Stop people parking their cars on Galaxy Drive. • Should be using digital speed signs. • Too many speed bumps are bad for the environment (braking and acceleration around speed bumps consume more fuel). • Road 'calming' measures are not fair/appropriate. • Need to better synchronise traffic lights through Auckland. • Need strict legislation around liability for cyclists and motorists causing accidents. • Consider introducing parking restrictions in busy / bottleneck areas to ease congestion and safety issues. • Ensure there is space for Loading Zones and School Drop Off Zones in busy areas, such as school zones. • Doesn't agree with the use of Te Reo Māori in the brochure. • Speed bumps in some suburbs have pushed the speeding problem into other suburbs (like Manurewa). • Electric vehicles need to make more noise so pedestrians can hear them. • Bus parking is an issue in the city. They do not indicate when they're pulling out. • Install more traffic lights at intersection of main roads/side streets to make it safer to turn right.