



Safe Speeds Programme

Public feedback on proposed speed limit changes October/November 2021

Feedback related to Upper Harbour Local Board area



Contents

- Part A – Number of submitters from within the local board area..... 1
- Part B – Feedback on roads within the local board area proposed for speed limit changes 2
- Part C – Feedback on roads within the local board area NOT proposed for speed limit changes 4
- Part D – General themes from people who live within the local board area 10



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

During October and November 2021, 139 people from within the Upper Harbour 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 Upper Harbour 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 Upper Harbour Local Board area ('Why do you feel this way?').



| | |
|---------------------|--------------|
| Road name | Attwood Road |
| Part of road | Full length |

| What do you think of the proposed speed limit change for this road? | No. of mentions |
|----------------------------------------------------------------------|-----------------|
| I think the current speed limit on this road should be kept the same | 1 |
| I think the speed limit should be lower than what is proposed | 2 |

| Why do you feel this way? | |
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| Feedback Theme | Main points |
| Reduced speed limit will be safer <i>Mentions: 2</i> | <ul style="list-style-type: none"> There is no sidewalk for pedestrians, so walkers and cars share the road. It's very unsafe to walk down the road when cars speed over 30kph. Current speed limit is too fast. |
| Extend the reduced speed limit to cover more of the road <i>Mentions: 1</i> | <ul style="list-style-type: none"> Speed limit change point 45m southwest of Paremoremo Road does not comply with clause 3.3(3) - change point should be at intersection with of Paremoremo Rd. |
| Other suggestions for reduced vehicle speeds <i>Mentions: 2</i> | <ul style="list-style-type: none"> Suggest speed bumps as well as lowered limit. |

| 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 Upper Harbour Local Board area. It saved a significant amount of time reporting in this way.

Suburb

Albany

| Feedback Theme | Main points |
|---------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Other roads/suggestions for reduced vehicle speeds <i>Mentions: 10</i> | <ul style="list-style-type: none"> • The Avenue - Lower speed limit from 80kph to 60kph: Traffic comes thundering down from Paremoremo, there is a lot of foot traffic and slow cars near the shops and bus stops. Suggest 60kph by Hobson and 40kph before Twin Court. • Oteha Valley Rd - Lower speed limit to 50kph: 50kph is the best speed limit for this road. • Oteha Valley Rd - Lower speed limit to 30kph: An essential cycle connection from the Bays to Albany and Northern Express bus, and future cycle path towards the city. Without a protected cycle lane the current speed limit is too high. • The Avenue - I think the current speed limit should be kept the same. • Albany Hwy - Install pedestrian/cycling facilities and lower speed limit: This road has zero amenities for pedestrians and cyclists (while being a critical connector to the cycle lanes on Upper Harbour Dr), and a speed limit of greater than 50kph. • Albany Hwy - Lower speed limit: This stretch should not be higher than 50kph in an urban area - it is no longer farmland, and children walk to school down this road. • Albany Hwy - Lower vehicle speeds - Currently high speeds (especially motorbikes) unsafe for residents. • Curran St, Clifton Rd - Lower speed limit: Should be included in proposal due to high speeds and schools here. • Albany Hwy - Lower vehicle speeds, install traffic calming and roundabouts: Vehicle speeds too fast from Albany-North Shore Hwy - suggest speed bumps and roundabouts. |
| Suggestions for speed limit increases <i>Mentions: 4</i> | <ul style="list-style-type: none"> • Oteha Valley Rd - Increase speed limit to 80kph: Restore previous speed limit - no schools and few pedestrians to justify the recent change to 50kph. On the rare occasion when there is an event on at the stadium, people should cross at a traffic light-controlled crossing. • Oteha Valley Rd - Increase speed limit to 60kph: Reinstate previous speed limit as there are now numerous locations along this road for safe crossing. |
| Other physical improvements suggested <i>Mentions: 3</i> | <ul style="list-style-type: none"> • Albany Hwy - Install pedestrian/cycling facilities and lower speed limit: This road has zero amenities for pedestrians and cyclists (while being a critical connector to the cycle lanes on Upper Harbour Dr), and a speed limit of greater than 50kph. • Albany Hwy - Lower vehicle speeds, install traffic calming and roundabouts: Vehicle speeds too fast from Albany-North Shore Hwy - suggest speed bumps and roundabouts. |

Suburb

Hobsonville

| Feedback Theme | Main points |
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| <p>Other roads/suggestions for reduced vehicle speeds</p> <p><i>Mentions: 13</i></p> | <ul style="list-style-type: none"> • Brigham Creek Rd - Lower speed limit to 40kph: Major thoroughfare to the motorway, but has no median and narrow shoulders, and it encourages high speeds in excess of speed limit. • Buckley Ave - Lower speed limit to 40kph: This section from Hobsonville Rd up to Squadron Dr should be 40kph due to no median and narrow shoulders and is used as a major thoroughfare to SH18. • Hobsonville Point Rd - Lower speed limit: The entire Hobsonville Point peninsula should be 40kph as is a high-density housing area with multiple schools, high child population and significant cycling activity with varying quality of painted cycleway and other type cycling infrastructure. • Wallace Rd - Lower speed limit to 30kph and install pedestrian crossings: All roads surrounding Hobsonville Point Primary should be lowered to 30kph at all times - there are no safe crossing areas other than one signal-controlled crossing on Hobsonville Point Rd, and children often cross (walking/biking, often without looking) at the Onekiritea Rd/Wallace Rd junction as same level to pavement crossing and no visual prompts (near misses every day). Should improve these crossings for useability - red courtesy crossing at a minimum, but ideally zebra crossing and signage. • De Havilland Rd - Lower speed limit to 40kph: All roads around local primary schools should be 40kph maximum to safeguard all children. • Hobsonville Point Rd - Lower vehicle speeds: High speed of vehicles (and size of construction vehicles) using this main route past a school - needs measures to safeguard children. • Buckley Ave - Lower speed limit to 30kph: All the side roads in Hobsonville Point should be 30kph. • Hobsonville Rd - Raise speed limit to 60-70kph: The flow of traffic here is normally at around 60kph - slow cars will hold up traffic and encourage dangerous overtaking on the flush median. • Hobsonville Point Rd - Lower speed limit: Traffic volume reflects an arterial road, but road is small with many lanes, blind spots, and high vehicle density and pedestrian traffic - 50kph is too fast and will lead to accidents. • Hobsonville Point Rd - Lower speed limit to 30kph: Speed limit for all Hobsonville Point is too high - high density area with many walkers, cyclists, schools. • Hobsonville Rd - Install cycling facilities and lower speed limit: Important connection from Upper Harbour Dr to the Western cycleway but has no amenities for cycle commuters - many intersections and points of conflict. Speed limit needs to be lowered on this road with protected cycle lanes. • The whole area of Hobsonville Point should be a combination of 40kph and 30kph roads, especially around both schools, due to narrow streets, with cars parked on both sides effectively making them one-way or blocked - parking also needs to be addressed. • Neville Rd, Isitt Rd and Hobsonville Point Rd - Lower speed limit and fix parking: narrow roads with too much on-street parking. • Hobsonville Rd and Buckley Ave - Lower speed limit: dangerous at current speeds and there have been accidents |
| <p>Suggestions for speed limit increases</p> <p><i>Mentions: 1</i></p> | <ul style="list-style-type: none"> • Hobsonville Rd - Increase speed limit from 50kph to 60kph: This is the main road connecting West Harbour/Hobsonville Point to SH16/SH18, and it borders industrial and commercial zoning, with a wide median and shoulders. Current 50kph is unrealistic with traffic flow over 60kph. |

| Feedback Theme | Main points |
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| <p>Other physical improvements suggested</p> <p><i>Mentions: 3</i></p> | <ul style="list-style-type: none"> • Wallace Rd - Lower speed limit to 30kph and install pedestrian crossings: All roads surrounding Hobsonville Point Primary should be lowered to 30kph at all times - there are no safe crossing areas other than one signal-controlled crossing on Hobsonville Point Rd, and children often cross (walking/biking, often without looking) at the Onekiritea Rd/Wallace Rd junction as same level to pavement crossing and no visual prompts (near misses every day). Should improve these crossings for useability - red courtesy crossing at a minimum, but ideally zebra crossing and signage. • Hobsonville Rd - Install cycling facilities and lower speed limit: Important connection from Upper Harbour Dr to the Western cycleway but has no amenities for cycle commuters - many intersections and points of conflict. Speed limit needs to be lowered on this road with protected cycle lanes for cyclists. • Neville Rd, Isitt Rd and Hobsonville Point Rd - Lower speed limit and fix parking: narrow roads with too much on-street parking. |



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| Suburb | Pinehill |
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| Feedback Theme | Main points |
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| Too many changes in speed limits along the road (or in area) will be confusing <i>Mentions: 1</i> | <ul style="list-style-type: none">• Greville Rd - Speed limits are confusing: It seems really strange that the speed limit increases to 80 for approximately 300 metres and changes back to 50. |

Suburb

Whenuapai

| Feedback Theme | Main points |
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| Other roads/suggestions for reduced vehicle speeds <i>Mentions:</i> | <ul style="list-style-type: none"> • Trig Rd - Lower speed limit to 40kph: This road is roughly paved with no median and narrow shoulders, and the lack of curves encourage speeds well over 50kph. • Mamari Rd - Lower speed limit: A Primary School is here and needs the future speed limit be reduced for safety of children and families. Discuss with Timatanga Community and School prior to plans being finalised. • Brigham Creek Rd - Lower speed limit. • Brigham Creek Rd - Lower speed limit to 60kph: Have been fatal accidents - fast trucks, narrow bridge, high traffic volumes, concealed gateways. • Brigham Creek Rd - Lower speed limit to 30kph: Have been fatal accidents, and recently - new construction, lots of blind spots, car parks, and many vehicles excessively speed. Lowered limit and speed cameras will help the residents of this area. • Dunlop Rd - Lower speed limit to 50kph. |



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

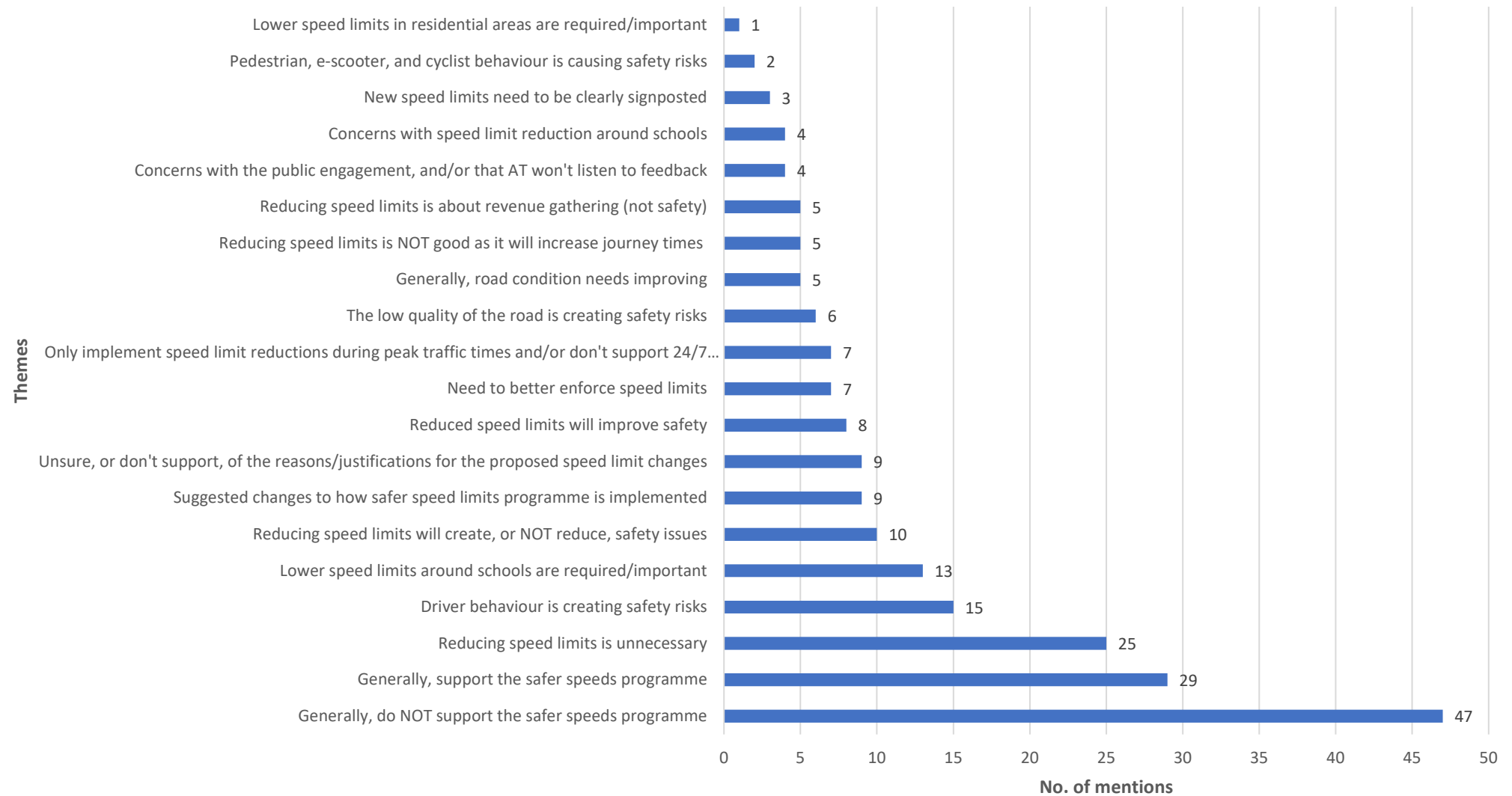
The feedback form also provided the opportunity for respondents to provide general comments on the Safe Speeds Programme. Most of this feedback was general in nature and could not be attributed to a particular road.

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 Upper Harbour 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 Upper Harbour 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 Upper Harbour Local Board area, just themes.

All Themes: Upper Harbour Local Board Residents



Overall sentiment towards the Safer Speeds Programme

| Feedback Theme | Main points |
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| <p>Generally, support the safer speeds programme</p> <p><i>Mentions: 29</i></p> | <ul style="list-style-type: none"> • Support reduced speed limits as they will reduce crashes. • Making streets safer for pedestrians and cyclists can only be a good thing. • Support changes in high incident areas. • Support for speed limit changes around schools. • Support for speed limit changes around schools but only during school hours not 24/7. • Support for changes in inner city suburbs. • Believe other roads should also have a speed reduction. • Support speed reductions but don't agree with proposed speeds: <ul style="list-style-type: none"> ○ There should be less speed levels e.g. 30km/h residential, 60km/h rural and 80km/h motorway. ○ Support speed limit reduction to 40km/h not 30km/h. ○ 100km/h to 40km/h is too large of a change. • Support speed limit changes but they should be targeted to the road and researched. |
| <p>Generally, do NOT support the safer speeds programme</p> <p><i>Mentions: 47</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 |
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| | <ul style="list-style-type: none">• Don't support reducing speed on rural roads.• Programme with various speeds will cause confusion and people will be fined.• Put roads already lowered back to 100km/h, it causes dangerous driving with passing.• Franklin community said don't change it.• Thinks programme is pointless.• Thinks programme is a guise to force people out of using private cars. |

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

| Feedback Theme | Main points |
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| <p>Unsure, or don't support, of the reasons/justifications for the proposed speed limit changes Mentions: 9</p> | <ul style="list-style-type: none"> • Need to show why they justify the speed limit reductions. • AT need to show how many fatal crashes on the roads proposed justify the speed limit changes. • AT need to show the number of fatal crashes on Queen Street, Quay Street, Tangihua Street, and Anzac Avenue. • Show how many crashes were caused by speed and not due to other factors. • Franklin roads do not have the accident statistics that are being claimed, would like to see the actual statistics. • Using reports of accidents to make decisions is flawed as not all accidents are reported. • Accidents caused by texting and alcohol should not impact speed decisions. • Using speed around school to justify these changes is wrong as there are already speed limits around schools and most of the proposed changes are not near schools. • Seems driven by ideology not practicality. <ul style="list-style-type: none"> ○ Proposed changes are unrealistic. ○ Model is flawed/decision is based on incomplete or incorrect data. • People are capable of driving to the conditions. • Congestions means speed self-limits where necessary. • Speed limit reductions are a guise to force people out of using private cars. • The increase in injuries is probably in correlation to Auckland's growth. • Reducing rural roads to 80km/h is an attempt to ensure roads last longer, not for safety. • Proposal is based not on reducing speed reducing harm, but on cost being a limiting factor in providing safe roads. • These changes are being made to hide how bad AT has made Auckland's traffic congestion. • What are the reasons for these changes? • The roads mentioned for speed changes are inconsistent. • Too many roads have been selected. |
| <p>Reducing speed limits is unnecessary Mentions: 25</p> | <ul style="list-style-type: none"> • There is no need to lower speed limits/existing speed limits are safe. <ul style="list-style-type: none"> ○ Roads are safe for the current speed limits (flat, straight, visibility is good, very few hazards on the side of the road, no side roads). |

| Feedback Theme | Main points |
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| | <ul style="list-style-type: none"> ○ Suggested roads already have speed calming measures (speed bumps, chicanes). ● Proposed speed limits are slower than necessary. <ul style="list-style-type: none"> ○ 50km/h is a safe speed limit, no need to reduce below that. ○ 30km/h speed limits are ridiculous / too slow / unnecessary. ● Speed limit reviews are a waste of time and money. ● Many roads require maintenance/upgrading to improve safety, not speed limit reductions. ● Due to congestion people already travel around the city at less than 50km/h. ● Auckland speed limits are much lower than other parts of New Zealand. ● Many of the proposed speed limit reductions don't make sense. ● Enough roads have had speed lowered already. ● Vehicles do not speed on this road(s). ● There have been no, or very few, crashes on this road(s). ● Cars are safer than ever. ● Vehicles are of better quality now and can travel at faster speeds safely. ● Of the 206 rural roads in Franklin only 33 are high risk (serious injury or death), it unnecessary to reduce speeds on many of these roads. ● There are no proposed developments in this area that would make this road significantly busier. ● The justification that this limit should be reduced to be in keeping with surrounding roads isn't a satisfactory justification. ● There is already a variable speed limit for the dangerous part of the road. ● Road will still be unsafe for walking at the reduced speed limit. ● The changes are being made to slow journeys to get people to ride bikes. ● Just use LSZ signs. |
| <p>Reducing speed limits will create, or NOT reduce, safety issues</p> <p><i>Mentions: 10</i></p> | <ul style="list-style-type: none"> ● AT's speed limit reductions have so far caused increased crashes and deaths. ● Reduced speed limits have increased incidences of dangerous driving. ● Reduced speed limits have increased accidents. ● There is no evidence that reducing speeds will reduce deaths, in fact, the opposite has occurred. Following a non-relevant Scottish example is senseless. ● Reinstate the speed limits that were recently reduced by AT. |

| Feedback Theme | Main points |
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| | <ul style="list-style-type: none"> • Driver behaviour is the problem, not the speed limits. • People who speed will still speed. • Lower speed limits (and slow drivers) create driver frustration and dangerous behaviour, such as risky overtaking. • Any motorist obeying a 50kmph limit who crashes and causes a fatality or serious injury is either elderly, pathetic, or on drugs/intoxicated. 30kmph speed limit won't change the cause of the accident. • Reduced speed limits will not reduce crashes in South Auckland, most people do not obey the current speed limits. • Reduced speed limit (to 30) will cause constant watching of speedometer instead of watching the road. • Slow traffic encourages phones use. • Variable speeds along same stretch of road causes driver distraction. • Need to also change the design speed of the road, or changes will be ineffective. • Proposal is about politicians being seen to do something, rather than actually improving safety. • AT need to research and focus on changes that will actually improve safety. • Why is AT not doing cost benefit analysis to justify these proposals? • AT need to do a full economic analysis of the impacts of reducing speed limits, such as time wasted, increased travel times for buses/delivery vehicles/taxis etc. • I work for insurance and monitor claims. 98% of our crash report claims are due to poor driver behaviour. 85% of faults causing death and serious injury are elderly. What is your strategy doing about the real cause for these areas? |
| <p>Reduced speed limits will improve safety</p> <p><i>Mentions: 8</i></p> | <ul style="list-style-type: none"> • Lower speed limits will make people less likely to crash. • Lower speed limits improve pedestrian safety. • Lower speed limits will make our streets safer for children, elderly, and those with mobility issues. • Limiting speed will make cycling safer. • Lower speed limits in areas with speed related incidents. • Lowering speed limit is the only option on some roads that cannot be improved in other ways. • Road conditions are not suitable for the current speed limits, lowering them will improve safety. |
| <p>Reducing speed limits is NOT good as it will increase journey times</p> <p><i>Mentions: 5</i></p> | <ul style="list-style-type: none"> • Reducing speed limits will increase journey times. • Reduced speed limits increases pollution. • Reduced speed will impact traffic flow. |

| Feedback Theme | Main points |
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| | <ul style="list-style-type: none"> • Reduced speed will increase congestion. • Reduced speed limits will increase journey times for emergency services - they cannot exceed 30km/h over the limit. • Reduced driving speeds is increasing journey times from Pukekohe to Auckland. • Driving around rural roads in Franklin will take too long at lower speeds. • Slower speeds, slows the economy. • Longer journey times mean increased risk of accidents. • Increased journey times will create risky, impatient drivers. • Reduced speed limits will negatively affect the public transport network. • Want to be compensated for wasted time. • Want to be compensated for wasted fuel. |
| <p>Reducing speed limits is about revenue gathering (not safety) <i>Mentions: 5</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: 3</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: 7</i></p> | <ul style="list-style-type: none"> • Proposed changes will have minimal impact if not enforced. • General concerns about how speed limits will be enforced. • Better police roads with 50km/h speed limits. • Need more traffic cops. • Install speed cameras around schools. • Need more speed cameras can increase safety. • Need more random license and WOF checks. • Ensure courts enforce the law. • Need stronger penalties for breaking the road rules (one submitter suggested vehicles seized and if a repeat offender, crushed). • Need harsher penalties for those that speed past schools. |

| Feedback Theme | Main points |
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| | <ul style="list-style-type: none"> • Make those caught speeding attend a course. • Need to police those driving too slow. • Great South Road between Drury and Papakura is never policed. |
| <p>Driver behaviour is creating safety risks Mentions: 15</p> | <ul style="list-style-type: none"> • Improve driver education to reduce crashes. • Drivers that should not have been given licenses is the issue. • Driver education should focus on more than speed, e.g. how to identify when it is safe to pull out, how to accelerate up to speed of other traffic. • Drivers should have to do a practical test every 10 years when they renew their licenses. • Better driver training/refresher courses. Use a hydraulic synaptic feedback chair to learn better risk assessment and understanding of poor driving decisions. • Require driver refresher courses that provide driver trainer in a hydraulic synaptic feedback chair. • Dangerous drivers are ruining it for the majority who drive within the current limits. • Driver education for teenagers in rural areas is required. • Bus drivers need more training as they create a risk. • Good driving should be rewarded to encourage better drivers. • Not fair to reduce speed limits and punish the vast majority of drivers who drive safely, for the minority that drive dangerously (who will drive dangerously anyway). • Drivers using mobile phones is causing crashes. • Cars that are poorly maintained or in poor condition are the cause of crashes, more than speed. • People are regularly running red lights which is dangerous. Install more red-light cameras. • Slow speed limits (and slow drivers) cause driver frustration and dangerous driving, such as risky overtaking. • Reduced speed limits have increased incidences of dangerous driving. • Removing passing lanes is resulting in risky overtaking. • Unless there is frequent signage drivers won't know what speed to go and will be distracted looking for signs. • Any motorist obeying a 50kmph limit who crashes and causes a fatality or serious injury is either elderly, pathic, or on drugs/intoxicated. 30kmph won't change the cause. • I work for insurance and monitor claims. 98% of our crash report claims are due to poor driver behaviour. 85% of faults causing death and serious injury are elderly. What is your strategy doing about the real cause for these areas? |

| Feedback Theme | Main points |
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| <p>Pedestrian, e-scooter, and cyclist behaviour is causing safety risks</p> <p><i>Mentions: 2</i></p> | <ul style="list-style-type: none"> • Improve pedestrian education/road safety. • Children need to be taught road safety. • Pedestrians are distracted on their phones. • Pedestrians should be made responsible for their own actions. • Speed limits are fine; money would be better spent on teaching pedestrians/children to cross the road safely. • Children around schools running out on the road are unsafe. • Speed limits are fine, cyclists making risky decisions is the safety issue. • Cyclists should have registration numbers, some are dangerous. • Cyclists should be legally required to use cycle lanes where available and ride single file. • E-scooters on the road are a safety issue. |
| <p>The low quality of the road is creating safety risks</p> <p><i>Mentions: 6</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: 5</i></p> | <ul style="list-style-type: none"> • Need to improve road maintenance and design. • Improving road condition/maintenance is more important than reducing speed limits. • Proposed speed limit reductions are to avoid necessary road maintenance. • Infrastructure suggestions to make the roads safer. <ul style="list-style-type: none"> ○ Speed tables. ○ Better quality maintenance. ○ Improve road signage, road markings, and lighting. ○ Speed limits should be painted on roads at regular intervals. |

| Feedback Theme | Main points |
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| | <ul style="list-style-type: none"> ○ Need to make roads flow better. ○ Road calming suggestions. ○ More pedestrian crossings. ● Improve road signage, road markings and lighting. ● Need to make roads flow better. ● Poor repairs and maintenance work that don't last or are in poor/uneven condition from the time of the repair are a problem. ● Poor road condition is causing regular damage to vehicles. ● Need to improve motorways and invest more time in them. ● More and more development is being permitted without improving road quality. |
| <p>Suggested changes to how safer speed limits programme is implemented</p> <p><i>Mentions: 9</i></p> | <ul style="list-style-type: none"> ● Define a low-speed limit across the area (e.g. 30 km/h in urban areas and 60 km/h in rural areas and 80 km/h on motorways) and only allow roads to be faster by exception. ● Consider 10km/h speed reduction rather than 20km/h. ● Rural roads should be 80km/h maximum. ● 30km/h is too slow, should only consider implementing 40km/h limits. ● Having 10km/hr speed increments is confusing. Stick with just odd numbers (i.e. 10, 30, 50, 70, 90, 110km/h). ● Straight, long stretches of road should be 60km/h. ● All South Auckland roads should be 50km/h. ● In areas that have various speeds, stick with just 30km/h and 50km/h. ● Reduce speed limits on all urban roads to reduce confusion. ● The idea that speed limits should follow from design speeds is completely backwards. Lower the limit now and then design the street around that whenever it next comes to be rebuilt. ● Ensure roads are designed/changed to reflect the speed limit for the road, so that people naturally travel the speed limit and feel uncomfortable travelling faster e.g. narrower roads, trees on alternating sides of the road, plant trees between the road and the footpath. ● Low-cost, tactical changes need to be rolled out to support the reduced speed limits. ● In urban/residential areas reduced speed areas ought to take the form of low traffic neighbourhoods. ● Do not create traffic calming that is unsuitable for small vehicles. ● Speed limits should be implemented with road calming measures. ● Speed limits should be implemented with extra driver education. |

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

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

| Feedback Theme | Main points |
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| <p>Only implement speed limit reductions during peak traffic times and/or don't support 24/7 implementation</p> <p><i>Mentions 7:</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>Concerns with speed limit reduction around schools</p> <p><i>Mentions: 4</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? • Council should not approve situating schools and ECE's on main routes. |

General locations where speed limit reductions are supported

| Feedback Theme | Main points |
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| <p>Lower speed limits around schools are required/important</p> <p><i>Mentions: 13</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: 1</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. |

Other comments and concerns

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

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