

## ATTACHMENT 4

# Local board feedback summary

## Speed Limits Amendment Bylaw 2022

Local Board	Overall sentiment	Feedback summary
Albert-Eden	No consensus	Noted that Albert-Eden residents were generally in favour of the programme, plus noted top themes from residents who did not support the programme.
Aotea / Great Barrier	-	No changes proposed and did not provide feedback.
Devonport-Takapuna	No consensus	Noted that there were few responses received, and those received did not provide clear consensus. 40km/h suggested in place of 30km/h on some roads near schools.
Franklin	Mixed	Supportive of 80km/h as a default speed, with 60km/h only under specific circumstances (listed). Extensive road-by-road feedback provided along with other technical and non-technical suggestions. Further detail provided below.
Henderson-Massey	Supportive	
Hibiscus and Bays	Supportive	
Howick	Mixed	Supportive of the Aviemore Drive change. Not supportive of Millen Avenue, Dillimore Avenue and Latham Avenue school speed zone changes. Further detail provided below.
Kaipātiki	Supportive	
Māngere-Ōtāhuhu	Supportive	
Manurewa	Supportive	Requested priority to be given to further residential speed management projects in Manurewa.
Maungakiekie-Tāmaki	Supportive	
Ōrākei	Supportive	Supportive of the changes. Expressed that where changes are solely to slow traffic within a school zone, this should only apply during school hours and pick up / drop off times. Expressed that further speed calming may be required in some locations, the importance of enforcement and that speed limits are only one tool to improve road safety.
Ōtara-Papatoetoe	Supportive	
Papakura	Supportive	
Puketāpapa	Supportive	
Rodney	Supportive	Note that the proposed speed limit reductions will help encourage walking and cycling, both of which have health and climate change benefits.
Upper Harbour	Supportive	
Waiheke	-	No changes proposed and did not provide feedback.
Waitākere Ranges	Supportive	
Waitematā	Supportive	
Whau	Supportive	

Each local board submission is provided in full within *Attachment 4 – Local board input on Auckland Transport’s proposed speed limit changes*.

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# Howick Local Board feedback

## Resolution number HW/2022/19 (excerpts)

Item	Resolution text	AT review of feedback
b) ii.	Does not support the reduction of the speed limit from 50k/h to 30 km/h on Dillimore Avenue and Latham Avenue	Variable speed zones are typically used on higher speed main roads where the speed limit is lowered temporarily at pick up / drop off times and remains higher for the rest of the day. Dillimore Avenue and Latham Streets are residential streets with a small number of work-from-home businesses.
b) iii.	Does not support the reduction of the speed limit from 50k/h to 30 km/h on Millen Avenue but recommends that investigation be carried out to ascertain a need for a 40km/h School Speed Zone in the vicinity of the school.	Millen Avenue is a dead-end residential road which children walk down to access Riverina School. Consultation submissions noted driver behaviour, driver blind spots (on Millen) and inappropriate speeding as current issues. Actual measured driver speeds along these roads are, on average, lower than the existing speed limit indicating that the majority of drivers recognise that 50km/h is not appropriate. 40km/h, while an improvement on 50km/h has a significantly higher risk of serious road trauma occurring in the event of a vehicle striking a cyclist or pedestrian. The assessed safe and appropriate speed of 30km/h will support safety outcomes and better suit the largely residential environment.

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# Franklin Local Board feedback

## Resolution number FR/2021/185 (excerpts)

Item	Resolution text	AT review of feedback																						
a) vi)	request that side roads that are less than 750m in length are kept at the same speed as the road from which it feeds as indicated with * in Attachment A. This is to save money and apply a pragmatic approach that is able to be understood by road users.	AT is legally required to assess each road independently and set individualised safe and appropriate speed limits. As further commented below, many dead-end side roads have a different road environment to the main road where they may not be safe and appropriate at the same speed limit as the main road.																						
a) vii)	request that in seeking direction from the Auckland Transport Board on proposals, that Auckland Transport staff identify alternative and supplementary safety measures alongside speed reduction to inform the Auckland Transport Board's decision e.g. repeater speed demarcation on the road surface to assist drivers clearly	Based upon consultation feedback, AT has undertaken further investigation and assessment of a number of roads to determine whether additional engineering may allow a higher speed limit. For a number of roads this has resulted in a final speed limit recommendation which is different than that consulted upon. These are listed below. Typically speed limit roundels painted on the road are used in locations of significant speed limit change, or at the interface between rural and urban speed limit zones.																						
a) ix)	request that in forming final proposals, Auckland Transport review consent applications in progress that may impact on the location of a speed change (e.g. Conmara development in Clevedon) and current Trail and Path plans that will change road user types	In forming the final proposal, the rapid development of a number of areas of the Franklin Ward has been considered. For consent applications still under review, or where development has not yet commenced, a safe and appropriate speed would typically be sought (a) as part of AT's planning review of the development, or (b) picked up during a future phase of the programme once development timeframes are certain.																						
Attachment A	Recommend that Auckland Transport progress an 80km/h speed limit where NZTA Waka Kotahi guidelines require a reduction and where there was some public feedback for the following roads/sections of road:																							
	<table border="0"> <tr> <td>Aulyn Dr</td> <td>Hawthorn Ln</td> </tr> <tr> <td>Brookfield Rd</td> <td>Jack Patterson Dr</td> </tr> <tr> <td>Chamberlain Rd</td> <td>Kanuka Rd</td> </tr> <tr> <td>Cheriton Lane</td> <td>Markham Rd</td> </tr> <tr> <td>Church Rd</td> <td>Middleton Rd</td> </tr> <tr> <td>Cooper Rd</td> <td>Ness Valley Rd (end only)</td> </tr> <tr> <td>Coulston Rd</td> <td>Niccone Pl</td> </tr> <tr> <td>Dunn Rd</td> <td>Norfolk King Dr</td> </tr> <tr> <td>Dyke Rd</td> <td>Parish Line Rd (end only)</td> </tr> <tr> <td>Ernest George Dr</td> <td></td> </tr> <tr> <td>Fausett Rd</td> <td></td> </tr> </table>	Aulyn Dr	Hawthorn Ln	Brookfield Rd	Jack Patterson Dr	Chamberlain Rd	Kanuka Rd	Cheriton Lane	Markham Rd	Church Rd	Middleton Rd	Cooper Rd	Ness Valley Rd (end only)	Coulston Rd	Niccone Pl	Dunn Rd	Norfolk King Dr	Dyke Rd	Parish Line Rd (end only)	Ernest George Dr		Fausett Rd		<p><b>No-exit rural roads</b> - where a 60km/h speed limit is safe and appropriate.</p> <p>Characteristics include narrow lanes, limited or no road marking, may be winding, may have poor visibility, may be unsealed or only partially sealed, typically low traffic volumes.</p> <p>Many of these roads provide access to farmland, lifestyle blocks or rural residential subdivisions.</p> <p>For these roads 80km/h is not a safe and appropriate speed limit. To achieve 80km/h on these no-exit rural roads would require, as a minimum, extensive road widening in the majority of cases.</p> <p>It is also important to implement speed limits that are consistent across the regional and local road network, plus make sense to drivers.</p>
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	Gillespie Rd Harkness Rd Harrison Rd Harry Dodd Rd Harry Dreardon Rd	Peach Hill Rd Porterfield Rd & extension Saddleton Rd Sinclair Rd Solitaire Lane Waitangi Falls Rd	<p>This is evidenced from feedback received on short, no-exit Tranche 1 roads which were left at a higher speed following the June 2020 changes. These have since been raised by the community as speed limit inconsistencies.</p> <p><b>Unsealed no-exit roads</b> – 60km/h or 80km/h is not a safe and appropriate speed limit. E.g. Cheriton Ln, Parish Line Rd (northern section) etc.</p>
	Beaver Rd East Cossey Rd Cowan Rd Davies Rd East Coast Rd Fahey Rd Flay Rd Gearon Rd Heald Rd Ingram Rd Kern Rd	Main Rd Maxted Rd Mile Rd Morgan Rd Orere-Matingarahi Rd Parish Line Rd Pinnacle Hill Rd Ponga Rd Razorback Rd Rutherford Rd Tuhimata Rd	<p><b>Rural roads with through-traffic</b> - where a 60km/h speed limit is safe and appropriate.</p> <p>Characteristics include narrow lanes, limited or no road marking, may be winding, may have poor visibility.</p> <p>Consistency is also considered, both with the surrounding area and roads that continue into the Waikato and Hauraki districts. It is noted that the East Coast Road proposal is supported by Hauraki District Council, as an example.</p> <p>For these roads 80km/h is not a safe and appropriate speed limit. It is also important to implement speed limits that are consistent across the network and make sense to drivers.</p> <p>To achieve 80km/h on these no-exit rural roads would require, as a minimum, extensive road widening in the majority of cases.</p> <p><b>Developing areas</b></p> <p>Some roads are wide and well-marked, however are actively being developed into an urban environment and an 80km/h limit is not appropriate.</p>
	Buckville Rd Burnside Rd Golding Rd	Hillview Rd Wootten Rd	<p><b>Recommendation amended</b> following consultation feedback received – Refer Attachment 6 for further detail.</p>
	Buckland Rd Burt Rd Clevedon-Takanini Rd Gelling Rd Great South Rd (SH22 to Bombay) Hamlin Rd John Hill Rd Matheson Rd Mullins Rd	Ness Valley Rd (except the very end) Okaroro Dr Pukekohe East Rd (Golding to Mill) Rogers Rd Sky High Rd Totara Rd White Rd	<p><b>Recommended at 80km/h</b> – aligns with Local Board submission.</p>
	Batty Rd Beaver Rd West	Ramarama Rd	<p><b>These roads are not part of the proposal.</b></p>

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Attachment A	Request that Auckland Transport reflect the following requests for differing speeds on parts of roads at differing speeds in the final recommendations to the Auckland Transport Board:	
d) i)	Aka Aka Rd – 60kph with 40kph variable school zone (VSZ) at Waiuku Rd end, rest 80kph	Speed limits around Puni School are intended to be reviewed comprehensively as part of the Interim Speed Management Plan, once new speed limit legislation has come into effect in 2022.  The new legislation and associated national guidance are expected to substantially change the requirements for speed limits around rural schools and enable AT to implement solutions more in line with Local Board and community expectations.
d) ii)	Ararimu Rd – 80kph except for 60kph with 40kph VSZ outside Ararimu School	Refer to comments against Aka Aka Road / Puni School above.
d) iii)	Barber Rd - 60kph with 40kph VSZ from Paparata Rd to end of development then 80kph	Assessed safe and appropriate speed is 60km/h for Barber Road.
d) iv)	Bombay Rd – 60kph from mill to Lawrence carter Dr then 80kph	No change is proposed within the existing urban area (50km/h). The assessed safe and appropriate speed is 60km/h between the urban area and Great South Road.
d) v)	Clevedon Kawakawa Bay Rd – 50kph (existing limit) from roundabout to McNicol Rd or at the first bend after McNicol Rd, then 80kph, noting that the extension of the 50kph is a requirement of the Hūnua Traverse (a Heartland Ride within the Waka Kotahi NZ Cycle Trail)	The proposal consulted upon extends the existing 50km/h limit until after McNicol Road, in line with the detailed Local Board request received prior to consultation.
d) vi)	Creightons Rd – 80kph to Jones Rd then 60kph to Ardmore Quarry Rd	AT recommendation appears to align with the Local Board submission.
d) vii)	Kawakawa Orere Road – 80kph excluding gorge at 60kph	Recommendation amended. Refer Attachment 6.
d) viii)	Orere Point Rd - 60kph with 40kph VSZ to 100m past school then 80kph to developed area	Refer to comments against Aka Aka Road / Puni School above.
d) ix)	Papakura Clevedon Rd – 80kph from Papakura urban boundary, 60kph with 40kph VSZ either side of Ardmore School then 80kph to Clevedon Village	Refer to comments against Aka Aka Road / Puni School above.
d) x)	Paparimu Rd – 60kph with 40kph VSZ outside Paparimu hall and school, remainder of road 80kph	Refer to comments against Aka Aka Road / Puni School above.
d) xi)	Runciman Rd - 60kph with 40kph VSZ outside Pukekohe East School, remainder of road 80kph	The safe and appropriate speed for Runciman Road was previously assessed in 2019 as 60km/h. Pukekohe East School has an existing 40km/h variable speed limit.
d) xii)	Steel Rd - 60kph with 40kph VSZ outside Ararimu School, remainder 80kph	Refer to comments against Aka Aka Road / Puni School above.
d) xiii)	Sutton Rd – extend current urban speed limit to cowshed corner just past Christian school then 80kph	Assessed safe and appropriate speed is 60km/h for Sutton Road.

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		Drury Christian School is captured within the existing 50km/h zone.
d) xiv)	Tourist Road – Western end (Creightons to Monument Rd) 80km and Eastern end (Monument to McNicol) 60km	Recommendation amended. Refer Attachment 6.
d) xv)	Otau Mountain Rd – 60kph with lower limits in place in line with feedback from residents provided directly to AT staff and to reflected sealed and unsealed environments and narrow portions of the road.	AT recommendation appears to align with the Local Board submission. 40km/h was proposed for the unsealed section of Otau Mountain Road.