



31 March 2019

Auckland Transport

By email ATSpeedProgramme@at.govt.nz

Cc Orakei Local Board

Feedback on proposal to reduce speed limits

We are an organisation that represents the interests of residents of Mission Bay and Kohimarama. We have over 600 members and try to represent their views as best we can.

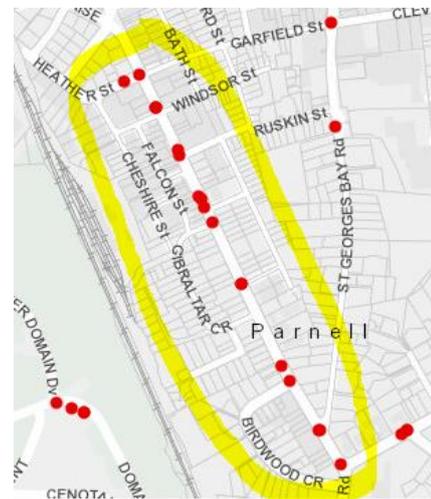
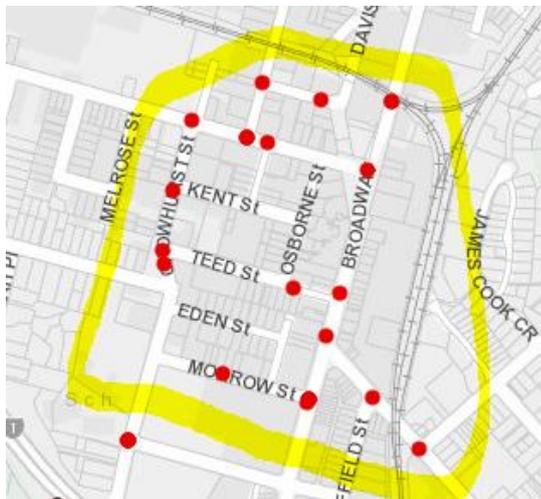
We have confined our responses to the proposals for Mission Bay, St Heliers and to a lesser degree, the central city, as these are the areas where our members are most affected.

Mission Bay and St Heliers

- For Mission Bay and St Heliers, we believe that traffic is already restricted to 30km/h or below by congestion most of the time, and so this proposal will have little impact. It will be an unnecessary nuisance for drivers outside busy times, but will affect relatively few people and only to a small degree.
- For this reason, we are not strongly opposed to the proposal.
- However for the same reason we cannot support it because it seems completely unnecessary. There is so little benefit in these locations that there seems no reason to invest any effort or money pursuing it. Council and Council organisations such as AT already waste too much money by undertaking activities and projects of little benefit, and this would appear to be another such example
- We fail to understand why Mission Bay, St Heliers and Glen Innes are singled out, when virtually no other equally busy shopping areas anywhere in Auckland are included. AT has not presented any argument for why this should be the case.
 - A quick look at an NZTA map of road accidents since 2000 shows a fairly uniform spread of serious accidents across Auckland. It certainly does not support any contention that Mission Bay and St Heliers have a higher accident rate than other areas.
 - Since 2000, Mission Bay has had 12 serious or fatal accidents within the area proposed for 30km/h as shown below. Just 2 of these have been in the past 5 years. St Heliers has had 6 serious accidents since 2000, 3 in the last 5 years.



- By comparison, Parnell has had 20 serious accidents, and Newmarket 25, as shown below. A portion of Tamaki Drive between Kitemoana St and Mission Bay outside the proposed speed reductions has had 19. Many other centres have had many more serious accidents than Mission Bay or St Heliers. Strangely, none of these have been proposed for speed reductions.



- In summary, we cannot see any valid reason for speed reductions in either Mission Bay or St Heliers, and the proposal should just be dropped for these areas.

Central City

- Virtually all roads in the central city will have 30km/h speed restrictions. For many roads, this may well be appropriate, but the blanket nature of the restrictions ignores the requirement to have major arterial routes to take traffic into, out of and through the city.
- The key transport routes within the city are being treated the same as minor lanes such as High St with no recognition of the role they play in keeping traffic moving.
- We believe that AT has a responsibility to identify roads which will be the traffic arteries of the future, and work to improve their ability to move traffic, rather than choking them through speed restrictions.
- Nelson St, Hobson St, Quay St, Fanshawe St, Victoria St West, College Hill, Franklin Rd and Symonds St are currently all arterial routes that are key to allowing traffic to

flow in and out of the city. These at least should all be exempted from the 30km/h limits.

- As with Mission Bay, there seems to be little to be gained from reduced speed limits in the city because traffic already moves slowly except on main roads. Why put the effort and cost into doing something of marginal benefit?

Consultation process

- We understand this proposal is just one part of a package of safety improvement proposals, with another part opening for consultation on Monday. That proposal apparently contains additional raised pedestrian crossings, and some redesign of intersections in our area.
- It seems odd that we are being asked to comment on one aspect of a package of measures in isolation, as all measures interrelate to some degree. For example, if raised pedestrian crossings are installed to slow traffic, then there is even less justification for lowering speed limits. But these two proposals are being consulted on quite independently.
- We are an organisation which represents a relatively large community. As such, we try to provide detailed and well-considered feedback on issues such as this. However, your feedback process makes this quite difficult. It provides us with a single box in which to enter all of our comments, and provides no way to attach a file which would allow a more comprehensive response. It also provides no record of the contents of the submission, so if we complete the survey online we have no way to share our submission with our members. These are major deficiencies in the process, but ones which are easily fixed. We have raised these points before and have seen no response, but we hope that this time you will listen to our constructive criticism and make some improvements.

Yours sincerely



Don Stock
Chairman

Mission Bay Kohimarama Residents Association