

### **Draft Submission on Speed Limit Changes**

We request that Shelly Beach Parade, Cockle Bay, be added to the roads where a new speed limit is introduced, with immediate effect. We suggest 20 km/hour is appropriate. Auckland Transport will be aware that the road is a cul de sac running parallel to Cockle Bay beach, and with parking on both sides of the road, using both parallel and right angle parking. In addition to the usual beach activities the road services a well used children's playground, a Boy Scouts Den which is used daily, including by some very young children, public toilets, a petanque court, and a restaurant. At the far end there is a well used grassed area on the side of the road opposite the beach, with footpaths to nearby roads. The whole area is used extensively by the considerable number of visitors to the beach. As a result there is also a high volume of foot traffic. This combination of factors means the road is a high hazard area.

A representative from Auckland Transport, Melanie Alexander, participated in a well attended public meeting organized in July by local MP Christopher Luxon to discuss the issue. Unfortunately the area is a magnet for those who choose to demonstrate their skills as anti-social motorists. These so-called "boy racers" often use a circuit including Shelly Beach Parade, Cockle Bay Road and Pah Road. There has been at least one serious accident. This weekend we received reports of an out of control car mounting the footpath and grass verge close to a family having a picnic. The existing traffic calming measures tend to represent a challenge to some drivers rather than a deterrent.

A reduced speed limit will not by itself be sufficient to improve road safety. We suggest that a more holistic approach is required. A more comprehensive approach would go beyond speed limits and include improved signage, lighting, and, most importantly, camera surveillance with number plate recognition to enable offenders to be prosecuted. Early implementation of wheel stops will also improve safety and prevent cars blocking the footpaths. In view of the reputation of the area as a place where less law abiding motorists congregate, we suggest that allocating expenditure for this comprehensive package of safety measures would deliver much greater safety outcomes and return on investment than the expenditure of almost \$300,000 on a nearby roundabout at Advene, Alexander and Avoca roads.