

ATTACHMENT 3

Public hearing feedback summary

Speed Limits Amendment Bylaw 2022

Submitter	Overall sentiment	Feedback summary
Mr Stephen Moore	Unsupportive	<p>Conservative driver who is critical of the chaos on road and fining of road users. Auckland roads are becoming dysfunctional.</p> <p>80kmh is too slow. AT have destroyed inner city.</p> <p>This programme is alienating people and not achieving anything. The proposed changes will increase death. Targeting wrong people and making people miserable.</p>
Ms Vicki Glynn	Supportive	<p>NZ road users are unsophisticated compared to Europe.</p> <p>A more pro-active approach to traffic safety needed but does understand there is a balance. People need to consider future accidents not just historic.</p> <p>We need to change how we look at the road toll. Ask road users where the accidents will be. A proactive approach considers perceived danger.</p> <p>AT needs to ask the community to proactively tell us about risk areas? Where is next accident most likely to be?</p> <p>As AT you can't be everywhere. Use eyes of road users to see future accidents. Engage more with young people via social media.</p>
Mr Michael Masterson	Supportive	<p>We are not rural in Ardmore anymore. Supports the proposed drop to 80km/h.</p> <p>Quarries in the area with lots of quarry trucks. They are huge and difficult to manoeuvre. Mullens road has a hill, cars if they are fast can become airborne. Trucks are churning up roads. A recent temporary fixed was churned up overnight.</p> <p>There is no easy way to communicate what is happening on the roads in an area with AT. There is no local feedback loop. For example - advice on why Alfriston Road is closed. We want to know why it's closed, for this long and this is why.</p>
Mr Brendon Hosken	Supportive	<p>Applaud a lot of AT safety work but asks if this proposal best for safety for children and walkability? Judder bars and new kerbs more beneficial for community.</p> <p>To encourage walkability, it is not the speed of cars to be addressed but the footpaths need to be better. Footpaths in general in the Sunnynook area are very poorly maintained.</p>
Mr Scott Gazley	Supportive	<p>Supports reducing speeds in an area-based approach, more broadly than it is now.</p> <p>Wants AT to ensure that reducing speed limits in Balmoral area does not push cars into other nearby streets.</p> <p>Would also like to see more traffic calming measures.</p>
Dr Fergus Tate	Supportive	<p>Supports the project whole-heartedly. AT is headed in the right direction.</p> <p>People make mistakes. Working on the broader approach is a sensible, but some people will say it does not align with high benefit opportunities.</p> <p>Simply dropping speed limits will reduce mean speeds and reduce death and significant injuries. This has a large impact. The reduction of mean speeds will be greater with a systems approach and if people are alerted on the why.</p>

ATTACHMENT 3

Submitter	Overall sentiment	Feedback summary
		Can do further tranches, Auckland has cast its net well with schools. Looking at the whole journey. Bit more supplementary education about the boundaries of where the children are coming in the school area. Education on the why and enforcement will help.
Mr Geoff Upson	Unsupportive	<p>Keep it 100km/h and maintain our roads. Roads in very poor conditions.</p> <p>Crash statistics do not support speed reductions, maintenance more important, along with driver education. Slower speeds cause driver distraction and accidents.</p> <p>Need better advertising – billboards on roadside for rural people.</p>
Mr Adam Currie – Generation Zero	Supportive	<p>We need to reduce speed limits to assist with economic and environmental wellbeing of cities. Road DSI has a long impact to families over time.</p> <p>Lower speeds save lives, and the high social cost is also reduced.</p> <p>Move our targets for change to creating more vibrant communities and lowering emissions.</p> <p>Lower speeds mean more people will walk and bike. See London results and the uptake of walking and biking.</p> <p>Reducing speeds makes rural towns safer and the towns know this. In Nelson 30km/h areas are generating more foot traffic and vibrant outdoor life, for cafes and city life.</p> <p>Changes should be implemented sooner than planned.</p>
Ms Kathy Voyles	Supportive	<p>Part of Cycle Action Waiheke and Protect our Gulf (including people and the environment), NGO's, human rights and cyclist for a long time.</p> <p>Hard to measure social impacts of DSI with a \$ value.</p> <p>We share our roads. Walkers, drivers, tradies, horses. However, roads are narrow and unkept. Dangerous for cyclists. Want kids on Waiheke and Auckland to be able to cycle to school.</p> <p>Lower limits is the beginning. Need enforcement. Need consistency throughout NZ. AT and Waka Kotahi Vision Zero work is significant.</p> <p>Made suggestions specific to Waiheke Island. 50km/h too fast for Waiheke roads.</p>
Mr John Hudson	Unsupportive	<p>Slower speeds make roads more dangerous, especially for cyclists. Cars tailgating cyclists causes accidents.</p> <p>Slower speeds contribute to vehicle pollution.</p> <p>Cars are safer now so lowering speed not so important.</p> <p>Slower limit around schools should only be at school times.</p>
Graeme Gunthorp Waitematā Local Board	Supportive	<p>Overall, very supportive of the Safe Speeds programme. More areas that should be considered.</p> <p>Tranche 1, the Board is happy with result.</p> <p>Older suburbs don't suit 50kmh limit. Need to make safer for everyone.</p> <p>Support in general, with submitted specific suggestions for –</p> <ul style="list-style-type: none"> • Gateway treatments and narrowing lanes to ensure lower speed adhered to. • Restrictions on specific roads in Ponsonby and Grey Lynn