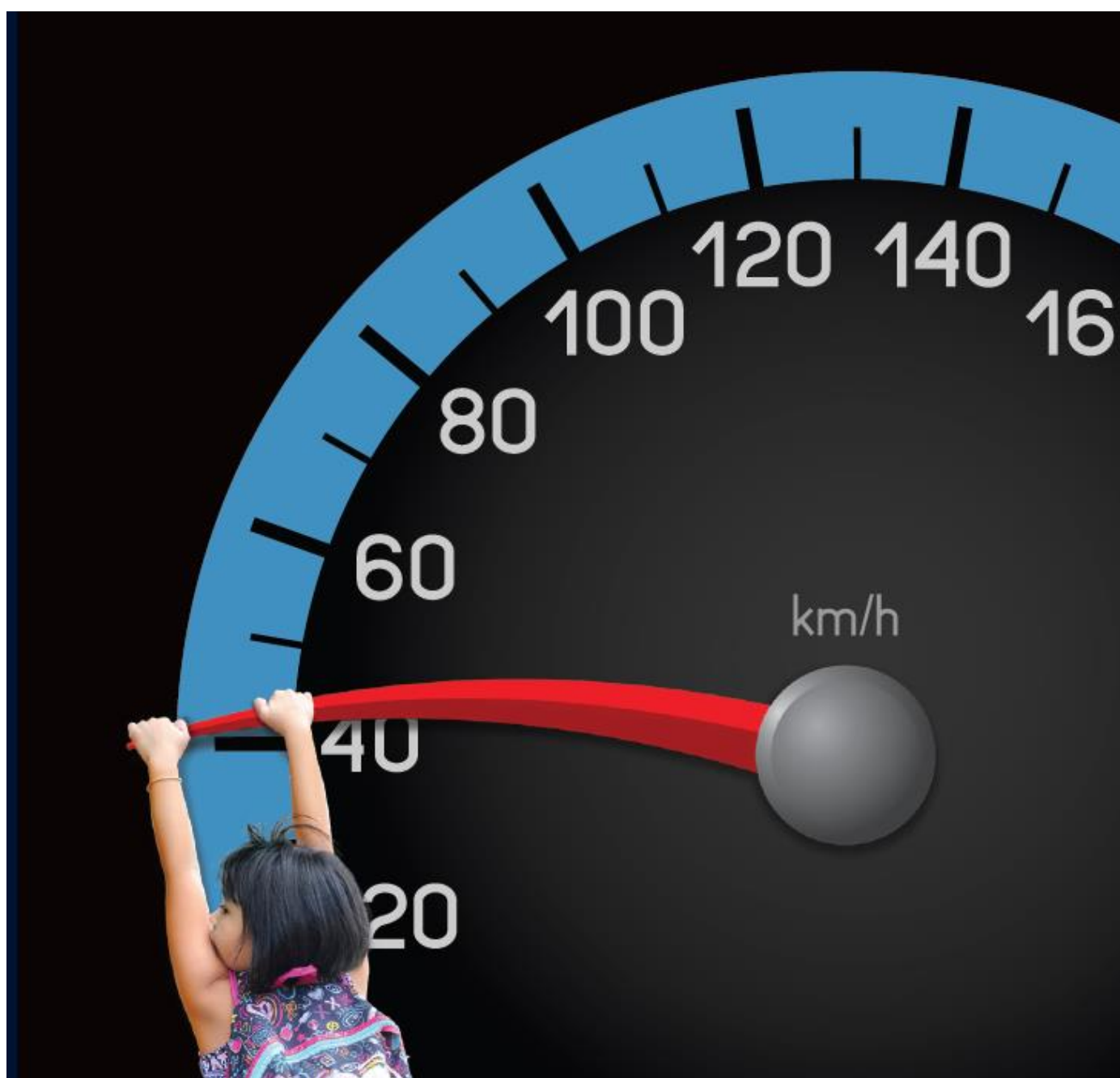




# Safe Speeds Programme

Public feedback on proposed speed limit changes March/April 2022

Feedback related to Devonport-Takapuna Local Board area



# Contents

- Part A – Number of submitters from within the local board area .....2
- Part B – Feedback on roads within the local board area proposed for speed limit changes .....3
- Part C – Feedback on roads within the local board area NOT proposed for speed limit changes ....97
- Part D – General themes from people who live within the local board area..... 109



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

During March and April 2022, 263 people from within the Devonport-Takapuna Local Board area submitted on the Safe Speeds Programme - proposed speed limit changes.

Please note, submitters were also able to provide feedback via a pin drop on a map, with a comment attached. Through this feedback medium, submitters were not asked to provide an overall sentiment, or to provide their Local Board area. Submitters were also able to provide more than one pin drop on the map.

The feedback from these pin drops were recorded for the applicable location where possible but are not included in the total of submitters in the Local Board area above.



## 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 to choose a road (and a part of the road) to provide feedback on. They were also asked what they thought of the proposed speed limit changes for that section. 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 Devonport-Takapuna 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 Devonport-Takapuna Local Board area ('Why do you feel this way?').

### Please note:

- Some submitters expressed sentiment for roads with multiple 'parts' but did not specify the section of the road they were referring to. Where it was not apparent which 'part' of the road the submitter meant, or their feedback related to the full road, their sentiment was added to all the road segments.
- Submitter open-ended feedback could contribute to more than one theme.



<b>Road name</b>	Abbotsford Terrace
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate speed limit as proposed



<b>Road name</b>	Alamein Avenue
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate speed limit as proposed



<b>Road name</b>	Alison Avenue
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate speed limit as proposed



<b>Road name</b>	Anne Street
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

<b>What do you think of the proposed speed limit change for this road?</b>	<b>No. of mentions</b>
I think the current speed limit on this road should be kept the same	1

<b>Why do you feel this way?</b>	
<b>Feedback Theme</b>	<b>Main points</b>
NO FEEDBACK PROVIDED	

<b>AT recommended way forward</b>
Implement safe and appropriate speed limit as proposed





<b>Road name</b>	Anzac Street
<b>Part of road</b>	Between Hurstmere Road and 30m southwest of Auburn Street
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	3
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"><li>• Reduced speed limit will make it safer for cyclists.</li></ul>
Extend the reduced speed limit to cover more of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"><li>• Extend the proposed new speed limit to Barry's Point Road. The footpath is narrow and school children and pedestrians who step near the road.</li></ul>

AT recommended way forward
Implement safe and appropriate speed limit as proposed

<b>Road name</b>	Auburn Street
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be lower than what is proposed	1
I think the current speed limit on this road should be kept the same	5
I agree with the proposed speed limit change on this road	6

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 7</i>	<ul style="list-style-type: none"> <li>• This street has several apartment buildings and should be welcoming.</li> <li>• Proposed speed limits will make it safer for children to walk to school, attend playcentre/kindergarten and do other activities in the area.</li> <li>• This is a residential area with a desire to walk and cycle safely.</li> <li>• There is school nearby.</li> <li>• Speed limit reduction makes is safer for the many families and children in the area.</li> </ul>
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> <li>• It is fine as it is.</li> <li>• Have never seen any driving that would justify speed limit change.</li> <li>• The current speed limit is sufficient.</li> <li>• This road is much safer than Lake Road.</li> <li>• This road has less foot traffic than Lake Road.</li> </ul>
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• This is a through road.</li> </ul>
Driver behaviour is creating safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• People exceed the speed limit all the time.</li> </ul>

Why do you feel this way?	
Feedback Theme	Main points
Extend the reduced speed limit to cover more of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Extend speed limit reduction to Killarney Street.</li> </ul>
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Need pedestrians crossing near every school gate.</li> </ul>

AT recommended way forward
Implement safe and appropriate speed limit as proposed

<b>Road name</b>	Bartley Terrace
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reducing speed limits will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>This is a New World car park, should be slower than 30kph.</li> </ul>
The proposed speed limit reductions lack local knowledge <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>This is a New World car park, should be slower than 30kph.</li> </ul>

AT recommended way forward
Implement safe and appropriate speed limit as proposed



<b>Road name</b>	Blomfield Spa
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate speed limit as proposed



<b>Road name</b>	Buchanan Street
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"><li>• It is fine as it is.</li></ul>

AT recommended way forward
Implement safe and appropriate speed limit as proposed



<b>Road name</b>	Bulwer Street
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate speed limit as proposed



<b>Road name</b>	Burns Avenue
<b>Part of road</b>	between Northcroft Street and 30m south of Byron Avenue
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate speed limit as proposed





<b>Road name</b>	Byron Avenue
<b>Part of road</b>	between Burns Avenue and the western end of Byron Avenue
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate speed limit as proposed



<b>Road name</b>	Byron Avenue
<b>Part of road</b>	between Lake Road and Burns Avenue
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate speed limit as proposed

<b>Road name</b>	Calliope Road
<b>Part of road</b>	between Victoria Road and 70m west of Victoria Road
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be lower than what is proposed	2
I agree with the proposed speed limit change on this road	2
I only support the reduced speed limit for a certain portion of the road	1
I think the current speed limit on this road should be kept the same	7

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 4</i>	<ul style="list-style-type: none"> <li>Reduced speed limit will make it safer for children to walk to school.</li> <li>This is a high traffic area.</li> <li>The Navy is at the end of this road, and it sees a constant stream of traffic including trade vehicles.</li> </ul>
Reducing speed limits will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Speed reduction will frustrate drivers.</li> </ul>
The reduced speed limit is unnecessary <i>Mentions: 5</i>	<ul style="list-style-type: none"> <li>There is no need for a lower speed limit, there are no hazards or schools in the area.</li> <li>There have been no fatalities in this area.</li> <li>Never seen excessive speed on any accidents.</li> <li>There are enough pedestrian crossings for pedestrian safety.</li> </ul>
The reduced speed limit is unsuitable for this road <i>Mentions: 3</i>	<ul style="list-style-type: none"> <li>This is a main/arterial road.</li> </ul>
Only support the reduced speed limit during school operation times <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>Only support the reduced speed limit during school pick-up/drop-off times.</li> </ul>

Why do you feel this way?	
Feedback Theme	Main points
Extend the reduced speed limit to cover more of the road <i>Mentions: 4</i>	<ul style="list-style-type: none"> <li>Extend the proposed new speed limit to Kiwi Road or Roslyn Terrace. Needs to include the pedestrian crossing between Huia Street and Roslyn Terrace, and the dairy/cafe and bus stops which have a lot of children crossing the road after school.</li> <li>Extend the proposed section to include all of Calliope Road and Stanley Point Road, past the Naval base.</li> <li>Extend the 30kph area to the intersection with William Bond Street.</li> </ul>
Driver behaviour is creating safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>People exceed the speed limit all the time.</li> </ul>
Need to better enforce speed limits <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>Enforce the current limit better.</li> <li>Install speed cameras and actually use them.</li> </ul>
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Install speed cameras.</li> </ul>

#### AT recommended way forward

The proposed 30km/h speed limit on Calliope Road is for a 70m section between Victoria Road and 70m west of Victoria Road. This section is included in the speed limit proposal as it is part of upcoming Devonport town centre infrastructure improvements which targets road safety issues along Victoria Road and the connecting side streets. It has been identified and confirmed by local community representatives that the Calliope Road/Victoria Road intersection is a high-risk intersection with pedestrian safety deficiencies and vehicle movement conflicts. The combination of speed limit changes and engineering measures will give more confidence to all road users to move around the town centre without the fear of being killed or seriously injured. Therefore Auckland Transport will implement the safe and appropriate speed limit as proposed.



<b>Road name</b>	Campbell Road
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate speed limit as proposed



<b>Road name</b>	Cautley Street
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"><li>• Kids and pets play in the street.</li></ul>
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"><li>• Need speed bumps here.</li></ul>

AT recommended way forward
Implement safe and appropriate speed limit as proposed



<b>Road name</b>	Clarence Street
<b>Part of road</b>	between Calliope Road and 160m southeast of Calliope Road
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate speed limit as proposed



<b>Road name</b>	Clarence Street
<b>Part of road</b>	between Victoria Road and 250m northwest of Victoria Road
<b>Proposal</b>	Current 60kph: Proposed 50kph

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate speed limit as proposed





<b>Road name</b>	Club Lane
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate speed limit as proposed



<b>Road name</b>	Collins Street
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate speed limit as proposed



<b>Road name</b>	Como Street
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate speed limit as proposed



<b>Road name</b>	Cowper Street
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate speed limit as proposed

<b>Road name</b>	Earnoch Avenue
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be lower than what is proposed	3
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 4</i>	<ul style="list-style-type: none"> <li>• This road is not suitable for 50kph speeds.</li> <li>• This road provides important access to Takapuna Beach for joggers, cyclists and pedestrians.</li> <li>• Many families and children walk this road to the beach.</li> <li>• Lowering the speed limit will make it safer for walking and cycling.</li> <li>• Increased amounts of people, cars and motorbikes in this area.</li> <li>• This street is primarily residential and because of the beach access, lots of people will walk, run, and bike down this road.</li> <li>• Speed limit reduction will make it much safer for everyone living and exercising on this street.</li> </ul>

AT recommended way forward
Implement safe and appropriate speed limit as proposed



<b>Road name</b>	Ewen Alison Avenue
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Driver behaviour is creating safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"><li>• People exceed the speed limit all the time.</li><li>• This road is used to avoid main thoroughfares.</li></ul>

AT recommended way forward
Implement safe and appropriate speed limit as proposed



<b>Road name</b>	Flagstaff Terrace
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate speed limit as proposed



<b>Road name</b>	Fleet Street
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate speed limit as proposed



<b>Road name</b>	Fraser Road
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1
Other	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Cars are unable to drive faster than 30kph anyway.</li> </ul>
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Cars are unable to drive faster than 30kph anyway, so additional signage is a waste of money</li> </ul>
Other comments	<ul style="list-style-type: none"> <li>Cars are parked on both sides of the road, essentially turning it into a one way.</li> <li>Parking should only be allowed on one side of the road, or not at all.</li> </ul>

AT recommended way forward
Implement safe and appropriate speed limit as proposed



<b>Road name</b>	Garden Terrace
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate speed limit as proposed



<b>Road name</b>	Gibbons Road
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate speed limit as proposed



<b>Road name</b>	Glen Road
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"><li>• Reduced speed limit will make it safer for children to walk to school.</li></ul>

AT recommended way forward
Implement safe and appropriate speed limit as proposed

<b>Road name</b>	Hamana Street
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
I agree with the proposed speed limit change on this road	5
Other	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 5</i>	<ul style="list-style-type: none"> <li>Speed limit reduction would reduce 'rat running' which the street was not designed for.</li> <li>This road should be 30kph to make it safer for the many cyclists and pedestrians - especially children.</li> <li>Dangerous for children crossing as they cannot read the traffic coming from three different directions easily.</li> <li>Reduced speed limit would disincentivise 'rat running'.</li> </ul>
Driver behaviour is creating safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>People exceed the speed limit all the time.</li> <li>Tradies and parents drive too fast.</li> </ul>
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>There are pedestrian crossings and traffic lights already in the area for children to comfortably cross the road. Hamana and Seacliffe already have speed bumps.</li> </ul>
The reduced speed limit is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Already problematic and almost impossible to move around without sitting in long queues. You are now going to also reduce the speed limit. This is going to slow traffic even more.</li> </ul>
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Raised crossing would ensure lower speeds to help children cross busy road.</li> </ul>
Other physical improvements suggested	<ul style="list-style-type: none"> <li>Need a pedestrian crossing near the intersection with Old Lake Road.</li> </ul>



Why do you feel this way?	
Feedback Theme	Main points
Mentions: 1	

AT recommended way forward
Implement safe and appropriate speed limit as proposed



<b>Road name</b>	Harrison Avenue
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

<b>What do you think of the proposed speed limit change for this road?</b>	<b>No. of mentions</b>
I think the speed limit should be lower than what is proposed	1
I agree with the proposed speed limit change on this road	1

<b>Why do you feel this way?</b>	
<b>Feedback Theme</b>	<b>Main points</b>
NO FEEDBACK PROVIDED	

<b>AT recommended way forward</b>
Implement safe and appropriate speed limit as proposed



<b>Road name</b>	Hastings Parade
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate speed limit as proposed





<b>Road name</b>	Hemi Street
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate speed limit as proposed



<b>Road name</b>	High Street
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate speed limit as proposed

<b>Road name</b>	Huia Street
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>It is a one-way road with speed barrier, a lower limit (than proposed) would be more appropriate.</li> </ul>
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Already speed restrictions here, no need to reduce further.</li> </ul>

AT recommended way forward
Implement safe and appropriate speed limit as proposed



<b>Road name</b>	Huron Street
<b>Part of road</b>	between Lake Road and Auburn Street
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

What do you think of the proposed speed limit change for this road? (Pin drops on feedback map*)	No. of mentions
Other	1

*\*This pin drop sentiment could relate to either section of this road proposed for changes. It is prohibitively time-consuming to cross-reference each location, but if there is a need for more information, please advise the road in question and we will cross-reference the locations as required.*

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate speed limit as proposed



<b>Road name</b>	Huron Street
<b>Part of road</b>	between Auburn Street and the western end of Huron Street
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

What do you think of the proposed speed limit change for this road? (Pin drops on feedback map*)	No. of mentions
Other	1

*\*This pin drop sentiment could relate to either section of this road proposed for changes. It is prohibitively time-consuming to cross-reference each location, but if there is a need for more information, please advise the road in question and we will cross-reference the locations as required.*

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate speed limit as proposed

<b>Road name</b>	Hurstmere Road
<b>Part of road</b>	between 50m north of Earnoch Avenue and Lake Road
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be lower than what is proposed	4
I think the current speed limit on this road should be kept the same	2
I agree with the proposed speed limit change on this road	4

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 4</i>	<ul style="list-style-type: none"> <li>• A huge number of pedestrians use this area - the speed limit should be as low as possible.</li> <li>• Reduced speed limits will make it safer for children and pets.</li> <li>• Increased amounts of people, cars, and motorbikes in this area.</li> </ul>
Reduce the speed limit further than proposed for a section of the road <i>Mentions: 3</i>	<ul style="list-style-type: none"> <li>• This should be a shared space with a 10kph speed limit.</li> <li>• It could be even lower than 30kph.</li> </ul>
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• This road is a good distance away from the relevant school - don't often see students in this area.</li> <li>• There is an economic cost to reducing speed limits.</li> <li>• There is no evidence of accidents or injuries of pedestrians in this area.</li> </ul>
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• This is a main/arterial road.</li> </ul>
Driver behaviour is creating safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• People exceed the speed limit all the time.</li> </ul>
Need to better enforce speed limits	<ul style="list-style-type: none"> <li>• Existing speed limits are not enforced well by police - new speed limits will need to be enforced properly.</li> <li>• A speed camera at the intersection would be well worthwhile.</li> </ul>

Why do you feel this way?	
Feedback Theme	Main points
Mentions: 1	
Other physical improvements suggested Mentions: 2	<ul style="list-style-type: none"> <li>• Needs a roundabout.</li> <li>• Should be for pedestrians only.</li> </ul>

AT recommended way forward
Implement safe and appropriate speed limit as proposed

<b>Road name</b>	Jim Titchener Parade
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be lower than what is proposed	1
I agree with the proposed speed limit change on this road	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> <li>Road used by lots of walkers, cyclists and runners, reduced speed will keep everyone safe.</li> </ul>

AT recommended way forward
Implement safe and appropriate speed limit as proposed





<b>Road name</b>	Kapai Road
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate speed limit as proposed



<b>Road name</b>	Kerr Street
<b>Part of road</b>	between Victoria Road and Church Street
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>• This street is the main entrance to Devonport School and daycare centres.</li> <li>• The road is narrow with cars parked.</li> <li>• Lots of school children around.</li> </ul>
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Need speed bumps here.</li> </ul>
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Need pedestrian crossing here.</li> </ul>

AT recommended way forward
Implement safe and appropriate speed limit as proposed

<b>Road name</b>	Killarney Street
<b>Part of road</b>	between Hurstmere Road and 60m southwest of The Promenade
<b>Proposal</b>	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 3</i>	<ul style="list-style-type: none"> <li>This is the back of Takapuna School.</li> <li>As more apartments are built there will be more pedestrians here.</li> <li>There is no room for cyclists with the parking here.</li> </ul>
Extend the reduced speed limit to cover more of the road <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>The whole of the road should be 30kph.</li> <li>If the whole road is not reduced to 30kph it will become a rat run.</li> </ul>
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>The eastern part of this street is a good distance from the relevant school.</li> </ul>
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"> <li>Changing speed limit for such a short section will most likely mean it is ignored.</li> </ul>
Only support the proposed speed limit for outside school <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Only support the proposed speed limit outside the school.</li> </ul>
Driver behaviour is creating safety risks	<ul style="list-style-type: none"> <li>Traffic ignores the no right turn from The Terrace and cannot see traffic speeding over the hill.</li> </ul>

Why do you feel this way?	
Feedback Theme	Main points
Mentions: 2	
Other physical improvements suggested Mentions: 1	<ul style="list-style-type: none"> <li>Eliminate parking on Killarney Street.</li> </ul>

AT recommended way forward
Implement safe and appropriate speed limit as proposed

<b>Road name</b>	King Edward Parade
<b>Part of road</b>	between Victoria Road and Church Street
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
I think the speed limit should be lower than what is proposed	2
I think the current speed limit on this road should be kept the same	3
I agree with the proposed speed limit change on this road	6

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 5</i>	<ul style="list-style-type: none"> <li>• Reduced speed limit will make it safer for the many pedestrians commuting, shopping, going to the ferry.</li> <li>• Reduced speed limit will make it safer for cyclists to cycle outside the door hazard zone.</li> <li>• High frequency area with visitors who are unfamiliar with this road (parked cars/children/walkers/runners/bike riders).</li> <li>• Slower speeds will improve safety.</li> </ul>
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>• There are already lower speeds around schools, blanket reduction is not necessary.</li> <li>• There is no history of serious accidents.</li> <li>• Everybody slows down here already when it is busy.</li> </ul>
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• This is a main road between North Head and Devonport.</li> </ul>
Driver behaviour is creating safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• People exceed the speed limit all the time.</li> </ul>
Extend the reduced speed limit to cover more of the road <i>Mentions: 3</i>	<ul style="list-style-type: none"> <li>• Extend speed limit reduction to cover all of King Edward Parade.</li> <li>• Extend the 30kph limit for the final few blocks of this road.</li> <li>• Extend the 30kph limit to include all of King Edward Parade.</li> </ul>

Why do you feel this way?	
Feedback Theme	Main points
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"><li>Reducing speed limits is a waste of resources with no benefit.</li></ul>

AT recommended way forward
Implement safe and appropriate speed limit as proposed



<b>Road name</b>	Kiwi Road
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"><li>• Many kids use this road.</li><li>• This is a narrow road with many cars parked on it.</li></ul>

AT recommended way forward
Implement safe and appropriate speed limit as proposed

<b>Road name</b>	Lake Road
<b>Part of road</b>	Between Anzac Street and 25m south of Blomfield Spa
<b>Proposal</b>	Current 50kph: Proposed 30kph

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 agree with the proposed speed limit change on this road	5
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 4</i>	<ul style="list-style-type: none"> <li>Speed limit reduction will make it safer for pedestrians and cyclists.</li> <li>This road has high pedestrian volumes and frequent opportunities for conflict with cars.</li> </ul>
Extend the reduced speed limit to cover more of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Extend speed limit reduction past the school at Sanders Avenue to Esmond Road.</li> </ul>
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>Make Lake Road/Anzac Street roundabout the same way as Northcote Lake Road where there are pedestrian/cycle crossings on all corners of the roundabout.</li> <li>Lake Road needs a separated cycle lane from Takapuna to Devonport.</li> </ul>

AT recommended way forward
Implement safe and appropriate speed limit as proposed





<b>Road name</b>	Lytton Street
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate speed limit as proposed



<b>Road name</b>	Lomond Street
<b>Part of road</b>	between Auburn Street and 30m southwest of Auburn Street
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"><li>• There is a park and school here as well as new buildings being constructed.</li><li>• Some cars pass through quite fast (over 50kph) in the middle of the day. It feels scary as a parent of kids living in the street.</li></ul>

AT recommended way forward
Implement safe and appropriate speed limit as proposed

<b>Road name</b>	Maleme Avenue
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
Only support the proposed speed limit for outside school <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Only support the proposed speed limit outside the school.</li> </ul>
Only support the reduced speed limit during school operation times <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Only support the reduced speed limit during school pick-up/drop-off times.</li> </ul>
Proposal is a waste of money <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>Proposal is a waste of time and money.</li> </ul>

AT recommended way forward
Implement safe and appropriate speed limit as proposed



<b>Road name</b>	Marine Square
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate speed limit as proposed



<b>Road name</b>	Mays Street
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate speed limit as proposed

<b>Road name</b>	Merani Street
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be lower than what is proposed	1
I agree with the proposed speed limit change on this road	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• This road is narrow when cars parked on both sides.</li> <li>• Lots of children cross at many different places on this road.</li> <li>• Reduced speed limit would disincentivise 'rat running'.</li> </ul>

AT recommended way forward
Implement safe and appropriate speed limit as proposed



<b>Road name</b>	Montgomery Avenue
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I only support the reduced speed limit for a certain period of the day	1
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"><li>• This is a main/arterial road.</li><li>• Reducing speed limits will divert traffic elsewhere and create more problems.</li></ul>
Driver behaviour is creating safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"><li>• Parking on both sides of the road making the road narrow.</li></ul>

AT recommended way forward
Implement safe and appropriate speed limit as proposed



<b>Road name</b>	Mozeley Avenue
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

<b>What do you think of the proposed speed limit change for this road?</b>	<b>No. of mentions</b>
I think the current speed limit on this road should be kept the same	1
I agree with the proposed speed limit change on this road	1

<b>Why do you feel this way?</b>	
<b>Feedback Theme</b>	<b>Main points</b>
NO FEEDBACK PROVIDED	

<b>AT recommended way forward</b>
Implement safe and appropriate speed limit as proposed





<b>Road name</b>	Northcroft Street
<b>Part of road</b>	between Auburn Street and the western end of Northcroft Street
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate speed limit as proposed



<b>Road name</b>	Northcroft Street
<b>Part of road</b>	between Lake Road and Auburn Street
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate speed limit as proposed



<b>Road name</b>	Owens Road
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate speed limit as proposed



<b>Road name</b>	Patuone Avenue
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate speed limit as proposed



<b>Road name</b>	Patuone Place
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate speed limit as proposed

<b>Road name</b>	Queens Parade
<b>Part of road</b>	between Victoria Road and Spring Street
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	3

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>This is a narrow road due to one street parking.</li> </ul>
Driver behaviour is creating safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>Motorcycles exceed the limit and drive around speed bumps.</li> <li>Vehicles exiting Philomel Naval Base and the carpark next to Spring Street accurate too fast.</li> <li>The road is narrow and unsuited to 50kph.</li> </ul>

AT recommended way forward
Implement safe and appropriate speed limit as proposed



<b>Road name</b>	Ratray Street
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate speed limit as proposed

<b>Road name</b>	Roslyn Terrace
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Many kids use this road.</li> <li>• This is a narrow road with many cars parked on it.</li> </ul>

AT recommended way forward
Implement safe and appropriate speed limit as proposed





<b>Road name</b>	Russell Street
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"><li>• Reduced speed limit will make it safer for children to walk to school.</li></ul>

AT recommended way forward
Implement safe and appropriate speed limit as proposed



<b>Road name</b>	Rutland Road
<b>Part of road</b>	between William Bond Street and Cautley Street
<b>Proposal</b>	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate speed limit as proposed

<b>Road name</b>	Sanders Avenue
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be lower than what is proposed	2
I think the current speed limit on this road should be kept the same	1
I agree with the proposed speed limit change on this road	7

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 9</i>	<ul style="list-style-type: none"> <li>• There is a school here.</li> <li>• Speed limit reduction would make it safer for the school students here.</li> <li>• It is very busy at school drop off and pick up, reduced speed would make it safer for everyone.</li> <li>• People are crossing here to go to the daycares and the beach.</li> </ul>
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• I see no reason for this change.</li> <li>• There have been no incidents here.</li> </ul>
Generally, road design needs upgrading/improving <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• The design of the road should be altered.</li> <li>• Remove parked cars, add pedestrian crossings, pedestrian islands and provisions for cycling.</li> </ul>
Driver behaviour is creating safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• People exceed the speed limit all the time.</li> </ul>
Other physical improvements suggested <i>Mentions: 3</i>	<ul style="list-style-type: none"> <li>• Need a pedestrian crossing here.</li> </ul>

<b>AT recommended way forward</b>
Implement safe and appropriate speed limit as proposed



<b>Road name</b>	School Road
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

<b>What do you think of the proposed speed limit change for this road?</b>	<b>No. of mentions</b>
I agree with the proposed speed limit change on this road	1

<b>Why do you feel this way?</b>	
<b>Feedback Theme</b>	<b>Main points</b>
NO FEEDBACK PROVIDED	

<b>AT recommended way forward</b>
Implement safe and appropriate speed limit as proposed

<b>Road name</b>	Seacliffe Avenue
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	9
I think the current speed limit on this road should be kept the same	4

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 7</i>	<ul style="list-style-type: none"> <li>• School areas need lower speed limits.</li> <li>• Reducing the speed limit would make it much safer for children attending the three local schools.</li> <li>• This road is heavily used by drivers, walkers, and cyclists.</li> <li>• 30kph speed limit would stop people speeding up between speed bumps and overtaking.</li> </ul>
The reduced speed limit is unnecessary <i>Mentions:</i>	<ul style="list-style-type: none"> <li>• Already has speed bumps.</li> <li>• 24hr speed reduction all year round is entirely inappropriate.</li> <li>• Traffic already travels at 30kph during peak times due to congestion.</li> </ul>
Only support the reduced speed limit during school operation times <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Only support the reduced speed limit two hours per day when children are using the road.</li> </ul>
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• There is no need for the proposal, it is a waste of money.</li> </ul>
Other suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>• A raised crossing would help maintain 30kph speed and safer to cross.</li> <li>• Need electronic signs reducing speeds at appropriate (school) times.</li> </ul>

AT recommended way forward
Implement safe and appropriate speed limit as proposed

<b>Road name</b>	Shoal Bay Road
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2

Why do you feel this way?	
Feedback Theme	Main points
Driver behaviour is creating safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• People exceed the speed limit all the time.</li> <li>• This is road is often used as a 'rat run'.</li> </ul>

AT recommended way forward
Implement safe and appropriate speed limit as proposed



<b>Road name</b>	Spring Street
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate speed limit as proposed



<b>Road name</b>	St Aubyn Street
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be lower than what is proposed	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"><li>• The road is very narrow.</li></ul>

AT recommended way forward
Implement safe and appropriate speed limit as proposed





<b>Road name</b>	St Leonards Road
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate speed limit as proposed



<b>Road name</b>	Summer Street
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate speed limit as proposed



<b>Road name</b>	The Promenade
<b>Part of road</b>	between 50m northwest of Killarney Street and the eastern end of The Promenade
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate speed limit as proposed

<b>Road name</b>	The Strand
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be lower than what is proposed	2
I agree with the proposed speed limit change on this road	1
Other	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 4</i>	<ul style="list-style-type: none"> <li>• High frequency of families, kids, active sports people use this area.</li> <li>• This road goes past a playground/park.</li> <li>• This is a narrow road.</li> <li>• A speed limit of 20kph would make it safer for children, pedestrians and allow for cycleways.</li> </ul>
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Speed limit should stay at 50kph.</li> <li>• It is impossible for modern cars to drive as slow as 10kph.</li> </ul>
Driver behaviour is creating safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• People exceed the speed limit all the time.</li> </ul>
Other comment	<ul style="list-style-type: none"> <li>• The road should be made one way - North to South.</li> <li>• Reduce speed limit to 20kph.</li> </ul>

AT recommended way forward
Implement safe and appropriate speed limit as proposed

<b>Road name</b>	The Terrace
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	2

Why do you feel this way?	
Feedback Theme	Main points
Driver behaviour is creating safety risks <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>• People exceed the speed limit all the time.</li> </ul>
Extend the reduced speed limit to cover more of the road <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Extend speed limit reduction to Killarney Street junction.</li> </ul>
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Need a speed bumps here.</li> </ul>

AT recommended way forward
Implement safe and appropriate speed limit as proposed



<b>Road name</b>	Tudor Street
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
NO FEEDBACK PROVIDED	

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate speed limit as proposed

<b>Road name</b>	Victoria Road
<b>Part of road</b>	between 60m north of Calliope Road and the southern end of Victoria Road
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be lower than what is proposed	2
I think the current speed limit on this road should be kept the same	3
I agree with the proposed speed limit change on this road	8

What do you think of the proposed speed limit change for this road? (Pin drops on feedback map*)	No. of mentions
I think the speed limit should be lower than what is proposed	1
I think the current speed limit on this road should be kept the same	1
I agree with the proposed speed limit change on this road	9

*\*These pin drop sentiments could relate to either section of this road proposed for changes. It is prohibitively time-consuming to cross-reference each location, but if there is a need for more information, please advise the road in question and we will cross-reference the locations as required.*

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 7</i>	<ul style="list-style-type: none"> <li>Lots of pedestrians and cyclists use this road and more would if it were safer.</li> <li>Many cars already drive at this speed (because it is safer) however that causes dangerous behaviours by other drivers who are frustrated.</li> <li>There is a lot of interaction between school kids, pedestrians, cyclists and large trucks and work vehicles.</li> </ul>
Reducing speed limits will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Many cars already drive at this speed (because it is safer) however that causes dangerous behaviours by other drivers who are frustrated.</li> </ul>
The reduced speed limit is unnecessary <i>Mentions: 4</i>	<ul style="list-style-type: none"> <li>No data to support this change.</li> <li>There are already three pedestrian crossings to keep people safe.</li> <li>No history of accidents, completely unjustified.</li> </ul>

Why do you feel this way?	
Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• There is nothing wrong with the current speed limit.</li> <li>• Cars already drive 40kph and slow further for pedestrian crossings.</li> </ul>
Extend the reduced speed limit to cover more of the road <i>Mentions: 5</i>	<ul style="list-style-type: none"> <li>• Start the speed limits from the roundabout to make it safer for pedestrians and cyclists.</li> <li>• Victoria Road - Calliope Street intersection is unsafe for cyclists.</li> <li>• Extend the proposed new speed limit from Lake Road/Albert Road junction to the end of Victoria Road.</li> <li>• Extend the 30kph to include all of Victoria Road.</li> </ul>
Change the speed limit asap/sooner than planned <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• I can't wait for this change to be implemented.</li> </ul>
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Need pedestrian crossings.</li> <li>• Need a fully separated cycle land along Victoria Road and into the Devonport Village.</li> </ul>
Other comments	<ul style="list-style-type: none"> <li>• Reduced speed limit will also reduce noise hazard.</li> </ul>

### AT recommended way forward

Implement safe and appropriate speed limit as proposed



<b>Road name</b>	Victoria Road
<b>Part of road</b>	between Albert Road and northern end of Victoria Road
<b>Proposal</b>	Current 50kph: Proposed 30kph

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

What do you think of the proposed speed limit change for this road? (Pin drops on feedback map*)	No. of mentions
I think the speed limit should be lower than what is proposed	1
I think the current speed limit on this road should be kept the same	1
I agree with the proposed speed limit change on this road	9

*\*These pin drop sentiments could relate to either section of this road proposed for changes. It is prohibitively time-consuming to cross-reference each location, but if there is a need for more information, please advise the road in question and we will cross-reference the locations as required.*

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 9</i>	<ul style="list-style-type: none"> <li>• Reduced speed limit will make the road safer.</li> <li>• Witnessed near misses on the St Leo's school crossing.</li> <li>• Children frequently use this area.</li> <li>• This is a residential street with driveways onto a busy road.</li> <li>• It's difficult to cross the road to gain access to Mount Victoria.</li> </ul>
Reducing speed limits will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Many cars already drive at this speed (because it is safer) however that causes dangerous behaviours by other drivers who are frustrated.</li> </ul>

Why do you feel this way?	
Feedback Theme	Main points
Extend the reduced speed limit to cover more of the road <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>The 30kph speed limit should be extended to the southern end of Memorial Drive.</li> <li>Extend the proposed new speed limit from Lake Road/Albert Road junction to the end of Victoria Road.</li> </ul>
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Cars already drive 40kph and slow further for pedestrian crossings.</li> <li>There have not been any accidents here.</li> </ul>
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>This is a main/arterial road.</li> </ul>
Driver behaviour is creating safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>People exceed the speed limit all the time.</li> </ul>

### AT recommended way forward

Implement safe and appropriate speed limit as proposed



<b>Road name</b>	Waterview Road
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I agree with the proposed speed limit change on this road	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"><li>• Reduced speed limit will make it safer for children to walk to school.</li></ul>
Change the speed limit asap/sooner than planned <i>Mentions: 1</i>	<ul style="list-style-type: none"><li>• Changes are long overdue.</li></ul>

AT recommended way forward
Implement safe and appropriate speed limit as proposed

<b>Road name</b>	Westwell Road
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be lower than what is proposed	3
I agree with the proposed speed limit change on this road	3
I only support the reduced speed limit for a certain period of the day	2
I think the current speed limit on this road should be kept the same	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 4</i>	<ul style="list-style-type: none"> <li>Cats have been hurt and killed from speeding drivers.</li> <li>School children cross the road here.</li> <li>Reduced speed limit will make it safer for walkers, scooters, bicycles, motorbikes, cars, and commercial trucks.</li> <li>This is a residential road with lots of children walking to school.</li> </ul>
Only support the reduced speed limit during school operation times <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Only support the reduced speed limit 7.30am-9.30am and 2.45pm-4pm when children are using this road.</li> </ul>
Driver behaviour is creating safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>People exceed the speed limit all the time.</li> <li>This road is used as a 'rat run' for those avoiding Lake Road.</li> </ul>

AT recommended way forward
Implement safe and appropriate speed limit as proposed



<b>Road name</b>	Wicklow Road
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
Other	1

Why do you feel this way?	
Feedback Theme	Main points
NO FEEDBACK PROVIDED	

AT recommended way forward
Implement safe and appropriate speed limit as proposed

<b>Road name</b>	William Bond Street
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

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 agree with the proposed speed limit change on this road	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>It is a narrow road with vehicles, boats and caravans parked force most vehicles to weave in and out.</li> </ul>
Reducing speed limits will create safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Lower speeds will cause congestion, frustration, and distraction (phone use etc).</li> </ul>
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>This is a main/arterial road.</li> </ul>

AT recommended way forward
Implement safe and appropriate speed limit as proposed

<b>Road name</b>	Williamson Avenue
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	1
I agree with the proposed speed limit change on this road	3
I think the current speed limit on this road should be kept the same	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>• Many primary and intermediate students walk across this road.</li> <li>• This road is used by many walkers and cyclists.</li> </ul>
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>• I cycle faster than 30kph, leave it at 50kph or 40kph.</li> <li>• This is a wide road.</li> </ul>
Only support the reduced speed limit for a certain time of day <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Speed limit reduction only required for 2 hours per day.</li> </ul>
Alternative speed limit suggested (instead of as proposed) <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>• I would be comfortable with 40kph, 30kph is too slow.</li> </ul>
Driver behaviour is creating safety risks <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• People exceed the speed limit all the time.</li> </ul>

<b>AT recommended way forward</b>
Implement safe and appropriate speed limit as proposed

<b>Road name</b>	Winscombe Street
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the speed limit should be lower than what is proposed	1
I agree with the proposed speed limit change on this road	9

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 7</i>	<ul style="list-style-type: none"> <li>Reducing the speed limit will make it safer for school children.</li> <li>Plenty of non-car activity on this street - school students, walkers, older people, dog walkers, cyclists, and scooter riders. A lower speed limit makes it safer for all.</li> <li>The fields are used by children and others on cycles, scooters, and skateboards.</li> <li>This is a busy area with lots of school children and traffic doing U-turns.</li> </ul>
Driver behaviour is creating safety risks <i>Mentions: 3</i>	<ul style="list-style-type: none"> <li>People exceed the speed limit all the time.</li> </ul>
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>Need flashing lights and speed bumps.</li> </ul>

AT recommended way forward
Implement safe and appropriate speed limit as proposed



<b>Road name</b>	Wynyard Street
<b>Part of road</b>	Full length
<b>Proposal</b>	Current 50kph: Proposed 30kph

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

Why do you feel this way?	
Feedback Theme	Main points
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>No data supporting change.</li> </ul>

AT recommended way forward
Implement safe and appropriate 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 Devonport-Takapuna Local Board area. It saved a significant amount of time reporting in this way.
- Submitters could see comments made by other people in different pin drops on the map. Due to this, there was occasional feedback in response to another submitter’s suggestion – for example, someone suggests a lower speed limit for one road, and another states the speed limit here should not be lowered. This has resulted in occasional opposition to lower speed limits where there are no changes proposed.

<b>Suburb</b>	Belmont
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Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>• Moana Ave: is being used by people travelling from Lake Rd taking a shortcut to avoid the lights. This avenue is across from a primary school, so most people around here have school aged children.</li> <li>• Extend the proposed lower speed limits to cover the main cycling routes to Belmont Intermediate and Takapuna Grammar Schools.</li> <li>• Cars speed Narrow Neck to Belmont, trying to rat-run before the schools get out, and it's an accident waiting to happen.</li> </ul>
Reduced speed limit will be safer <i>ALL SUBURB – Mentions: 1</i>	<ul style="list-style-type: none"> <li>• I agree with the lowering the speed limit to 30kph in the Belmont town centre.</li> </ul>
The reduced speed limit is unnecessary <i>ALL SUBURB – Mentions: 3</i>	<ul style="list-style-type: none"> <li>• The main routes are already problematic, reduced speeds will make them more congested.</li> <li>• 30kph 24/7 on proposed roads is excessive, especially without other road choices for vehicles.</li> <li>• What are the statistics of child deaths/injuries for this area by normal 50kph vehicles?</li> <li>• There will always be law breakers no matter the speed limit is.</li> </ul>
Other roads/suggestions for reduced speed limit <i>ALL SUBURB – Mentions: 2</i>	<ul style="list-style-type: none"> <li>• Belmont should be included in the safe speeds programme, as local streets are used as a 'rat-run' at speed to avoid Lake Road traffic.</li> <li>• Should be 30kph across all roads south of Takapuna centre, excluding the main arterial roads of Esmonde Road, Lake Road, Bayswater Avenue (apart from in front of the primary school), Old Lake Road and Vauxhall Road.</li> <li>• Only if a road has protected cycleways and no on-street parking should it be 50kph (should be lower otherwise).</li> <li>• There are primary schools in this area that should be included in this Safe Speeds Programme (Vauxhall, Bayswater, Hauraki and St Leos). At this stage, it should also be extended to areas around early childhood education centres and retirement homes.</li> </ul>
Other comments <i>(All comments) - 2</i>	<ul style="list-style-type: none"> <li>• Speed up completion of physical improvements that are part of Lake Road project.</li> <li>• Sort out the traffic and cycle lanes so people can commute in and out of Devonport.</li> </ul>

<b>Suburb</b>	Devonport
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Feedback Theme	Main points
<p>Other roads/suggestions for reduced vehicle speeds <i>Mentions: 18</i></p>	<ul style="list-style-type: none"> <li>• Continue lower speed limit along Albert Road to the Lake Road roundabout.</li> <li>• Church Street between Kerr Street and St Aubyn Street should be 30kph.</li> <li>• Church Street between Kerr Street and Cracroft Street should be 30kph.</li> <li>• Church Street: whole road should be 30kph.</li> <li>• Church Street: should be 40kph.</li> <li>• Lake Road: should be 30kph from Seabreeze Road to Albert Road.</li> <li>• Lake Road: from Allenby Avenue to Albert Road should be 30kph.</li> <li>• Lake Road and whole of Albert Road should be included in the safe speed list (30kph) - daily walkers with dogs and prams cross Albert Road, with a constant stream of fast traffic. There is a church and school on this road.</li> <li>• Albert Road: whole road is narrow and unsafe for cyclists, should be 30kph.</li> <li>• Cheltenham Road: should have lower limits.</li> <li>• Vauxhall Road: should be 30kph for cyclists, safety, poor visibility, and public amenities.</li> <li>• Vauxhall Road: 40kph would be better for the cyclists and children living here.</li> <li>• Vauxhall Road near the Kindy/sports field: many people speed up and down the hill and often don't see you at the crossing.</li> <li>• Cambridge Terrace should be 30kph for pedestrian and cyclist safety.</li> <li>• Tui Street: children, pedestrians, cyclists, high vehicle speed despite the speed bumps.</li> <li>• Ngataranga Road, the Lake Road end, should be included.</li> <li>• Narrow roads (due to design and parked cars), often with no centre lines, that should have 30kph limit to improve the safety and quality of life. The roads and footpaths are shared spaces with walkers, scooters and cyclists on the footpaths and roads, as well as vehicles.</li> <li>• Please include Ngataranga Road – Lake Road end just past the Wesley Street crossroads in reduced speeds, due to the high speed of vehicles (over 50kph) past the retirement village (more apartments being built).</li> </ul>
<p>Other physical improvements suggested <i>Mentions: 2</i></p>	<ul style="list-style-type: none"> <li>• If they can't change the speeds of these roads to 30kph at least could we have some speed cameras on Lake Road and/or policing of noise levels of vehicles.</li> <li>• Take the opportunity of the lower speed zone in Devonport to make it more pleasant: narrow Victoria Street to width of narrowest pedestrian crossing, widen footpaths, provide green space (planting or seating), and reconfigure more parking spaces for people spaces.</li> <li>• Clarence Street should be a pedestrian priority route (like Fort Street in central Auckland) that extends across Victoria Road and makes a strong connection to the reserve to create a village heart for the community.</li> <li>• AT and the Council have shown they can create amazing places in the city centre. Treat Devonport in the same way. Takapuna has an amazing new town square being delivered, so does Avondale. Devonport deserves the same.</li> </ul>

Feedback Theme	Main points
<p>Other roads/suggestions for reduced speed limit <i>ALL SUBURB – Mentions: 6</i></p>	<ul style="list-style-type: none"> <li>• Would like to see safe speeds around Devonport - many people drive far too fast for a small village and residential area.</li> <li>• Lower speed limits need to apply to all roads in Devonport, until there are separated bicycle lanes at least.</li> <li>• Should be 30kph across all roads south of Takapuna centre, excluding the main arterial roads of Esmonde Road, Lake Road, Bayswater Avenue (apart from in front of the primary school), Old Lake Road and Vauxhall Road.</li> <li>• Only if a road has protected cycleways and no on-street parking should it be 50kph (should be lower otherwise).</li> <li>• There are primary schools in this area that should be included in this Safe Speeds Programme (Vauxhall, Bayswater, Hauraki and St Leos). At this stage, it should also be extended to areas around early childhood education centres and retirement homes.</li> <li>• The proposed safe speed zone has identified the wrong half of Devonport. If anything, it would be better if the east side of the town centre formed the safe zone.</li> </ul>
<p>Reduced speed limit will be safer <i>Mentions: 3</i></p>	<ul style="list-style-type: none"> <li>• Really welcome these changes and proposals.</li> <li>• I agree with the lowering the speed limit to 30kph in the Devonport town centre.</li> <li>• Please extend the reduced speed limits to include wider Devonport - they share similar characteristics, and it would be easier to enforce if it were an area wide control.</li> </ul>
<p>The reduced speed limit is unnecessary <i>Mentions: 3</i></p>	<ul style="list-style-type: none"> <li>• 30kph 24/7 on proposed roads is excessive, especially without other road choices for vehicles.</li> <li>• What are the statistics of child deaths/injuries for this area by normal 50kph vehicles?</li> <li>• There will always be law breakers no matter the speed limit is.</li> </ul>
<p>Alternative speed limit suggested (instead of as proposed) <i>Mentions: 2</i></p>	<ul style="list-style-type: none"> <li>• 30kph is an extreme response to a virtually non-existent problem - surely 40kph is sufficient, with the exception of school hours.</li> </ul>

**Suburb**

## Narrow Neck

Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 8</i>	<ul style="list-style-type: none"> <li>• Old Lake Road: should be 30kph.</li> <li>• Old Lake Road: should not have lower speed limit - congestion already slows this area, don't make it worse.</li> <li>• Certain roads are narrow &amp; have cars parked kerbside (such as Old Lake &amp; Albert Rd's) &amp; I support reduced official speeds (but 40 not 30K).</li> <li>• Morrison Avenue: lots of primary school children interact with traffic, should be 30kph.</li> <li>• Wairoa Road: the road has blind corners with parking on both sides and needs to be safer for children, pedestrians, and cyclists, should be 30kph.</li> <li>• Cars speed from Narrow Neck to Belmont, trying to rat-run before the schools get out, and it's an accident waiting to happen.</li> <li>• Vauxhall School area: I would like safer speeds around the school streets, especially on Wairoa Road between the school and the golf course. Ideally there would also be a pedestrian crossing as there are so many kids that cross that road, and many cars travel very quickly.</li> <li>• The area around Vauxhall School should be included in safe speeds programme: Parents drop their children off on Turnbull Road, North Avenue and Morrison Avenue and speed as they leave - the driving and congestion is terrible and the 40kph limit needs to be reduced.</li> </ul>
Other physical improvements suggested <i>Mentions: 3</i>	<ul style="list-style-type: none"> <li>• Old Lake Road/Hamana Road intersection: URGENTLY needs a pedestrian crossing for school kids.</li> <li>• Old Lake Road needs a pedestrian crossing near the dairy for children and elderly crossing this extremely busy road - many near misses due to speed and high traffic volumes. Children must cross this road every morning and afternoon to get to their respective schools.</li> <li>• Wairoa Road between Vauxhall school and the golf course needs a pedestrian crossing as there are so many kids that cross the road, and many cars travel very quickly.</li> </ul>
Other roads/suggestions for reduced speed limit <i>ALL SUBURB – Mentions: 3</i>	<ul style="list-style-type: none"> <li>• Extend the proposed lower speed limits to cover the main cycling routes to Belmont Intermediate and Takapuna Grammar Schools.</li> <li>• Should be 30kph across all roads south of Takapuna centre, excluding the main arterial roads of Esmonde Road, Lake Road, Bayswater Avenue (apart from in front of the primary school), Old Lake Road and Vauxhall Road.</li> <li>• Only if a road has protected cycleways and no on-street parking should it be 50kph (should be lower otherwise).</li> <li>• There are primary schools in this area that should be included in this Safe Speeds Programme (Vauxhall, Bayswater, Hauraki and St Leos). At this stage, it should also be extended to areas around early childhood education centres and retirement homes.</li> </ul>
The reduced speed limit is unnecessary <i>ALL SUBURB – Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Do not penalise all citizens living in the Belmont/Narrow Neck/Devonport area 24/7 to 30kph just for a small window of school arrival and leaving times.</li> <li>• There are no other road choices for vehicles.</li> <li>• Unjustified - what are the statistics of child deaths and injuries for this area by normal 50kph speed vehicles? There will always be law breakers no matter the speed limit is.</li> </ul>

<b>Suburb</b>	Takapuna
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Feedback Theme	Main points
<p>Other roads/suggestions for reduced speed limit <i>Mentions: 11</i></p>	<ul style="list-style-type: none"> <li>• Reduce speed limit on Tennyson Avenue due to daycare centre and limited visibility (from parked cars) to cross the road.</li> <li>• Reduce speed limit on Eldon Street to 30kph, a public cycle way comes through this street and is a walking school bus route.</li> <li>• Reduce speed limit on Harley Road to 30kph, a public cycle way comes through this street and is a walking school bus route.</li> <li>• Como Street (short cul-de-sac) should not be 50kph - include in proposal.</li> <li>• Reduce speed limit on Lake Pupuke Drive and surrounding streets.</li> <li>• Reduce speed limit on Lake View Drive to 30kph to discourage rat running to avoid Killarney Street traffic lights.</li> <li>• Reduce speed limit on Rangitira Avenue to 30kph to discourage rat running to avoid Killarney Street traffic lights.</li> <li>• Reduce speed limit on Kowhai Street to 30kph to discourage through traffic trying to avoid Killarney Street traffic lights.</li> <li>• Reduce speed limit on Ngaio Street to 30kph to discourage through traffic trying to avoid Killarney Street traffic lights.</li> <li>• Takapuna school zone: The map marks Rosmini College as directly adjacent to Fred Thomas Drive, at the outer limit of the Takapuna zone map, but this is actually St Joseph's Primary School.</li> <li>• The crossing across Taharoto Road at Dominion Road interection is dangerous with motorists not recognising the red light, speeding through the crossing.</li> <li>• The crossing across Taharoto Road at the top of Fred Thomas Drive is dangerous - cars speed to catch the lights, and also some cars ignore the red left arrow and think that the green light (for straight ahead onto Killarney Street) means they can drive onto Taharoto Road - when children are crossing the road.</li> <li>• Esmonde Road should have this proposed lower speed limit too: there are many early childhood centres, and increasing density of housing in this area, the users of which would hugely benefit from the speed limit being lower.</li> </ul>
<p>Other roads/suggestions for reduced vehicle speeds <i>Mentions: 3</i></p>	<ul style="list-style-type: none"> <li>• Add speed bumps to Eldon Street to deter rat-running, safer for school kids and cyclists (on public cycle way).</li> <li>• Add speed bumps to Harley Road to deter rat-running, safer for school kids and cyclists (on public cycle way).</li> </ul>
<p>Other roads/suggestions for reduced speed limit <i>ALL SUBURB – Mentions: 4</i></p>	<ul style="list-style-type: none"> <li>• Reduce speed limits on other roads around Takapuna.</li> <li>• All of Devonport/Takapuna peninsula roads should not be dual lanes, have a footpath and 30kph for everyone's safety and amenity. I also welcome the concept for Auckland as long overdue.</li> <li>• Should be 30kph across all roads south of Takapuna centre, excluding the main arterial roads of Esmonde Road, Lake Road, Bayswater Avenue (apart from in front of the primary school), Old Lake Road and Vauxhall Road.</li> <li>• Only if a road has protected cycleways and no on-street parking should it be 50kph.</li> </ul>
<p>Other roads/suggestions for reduced speed limit <i>ALL SUBURB – Mentions: 3</i></p>	<ul style="list-style-type: none"> <li>• Agree with the lowering the speed limit to 30kph in the town centre.</li> </ul>

Feedback Theme	Main points
Alternative speed limit suggested (instead of as proposed) <i>ALL SUBURB – Mentions: 3</i>	<ul style="list-style-type: none"> <li>• 40kph, not 30kph.</li> </ul>
The reduced speed limit is unnecessary <i>ALL SUBURB – Mentions: 4</i>	<ul style="list-style-type: none"> <li>• Main roads are already problematic - reduced speed limit will slow traffic even more.</li> <li>• 30kph 24/7 on proposed roads is over the top, especially without other road choices for vehicles.</li> <li>• What are the statistics of child deaths &amp; injuries for this area by normal 50kph vehicles?</li> <li>• There will always be law breakers no matter the speed limit is.</li> </ul>
Other physical improvements suggested <i>ALL SUBURB – Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Some streets in Takapuna were recently decorated with planters that are a hazard to drivers in some parts and should be removed.</li> </ul>
Only support the proposed speed limit for outside school <i>ALL SUBURB – Mentions: 2</i>	<ul style="list-style-type: none"> <li>• Support the proposals around the Primary School and shopping centre, but there is no need to reduce speed limit elsewhere.</li> </ul>





<b>Suburb</b>	Bayswater
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<b>Feedback Theme</b>	<b>Main points</b>
Other roads/suggestions for reduced speed limit <i>Mentions: 2</i>	<ul style="list-style-type: none"><li>• Please extend speed limit reductions to Bayswater.</li></ul>

<b>Suburb</b>	Castor Bay
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Feedback Theme	Main points
Other roads/suggestions for reduced speed limit <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>All streets in the Castor Bay and Milford area that only have footpaths on one side of the street should have their speed limits reduced.</li> </ul>
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>It should also be considered a matter of urgency to add in footpaths on both sides of streets in Castor Bay, and remove on-road car parking spaces to achieve this if necessary.</li> </ul>

<b>Suburb</b>	Hauraki
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Feedback Theme	Main points
Other roads/suggestions for reduced speed limit <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Should be 30kph across all roads south of Takapuna centre, excluding the main arterial roads of Esmonde Road, Lake Road, Bayswater Avenue (apart from in front of the primary school), Old Lake Road and Vauxhall Road.</li> <li>• Only if a road has protected cycleways and no on-street parking should it be 50kph (otherwise should have lower limit).</li> <li>• There are primary schools in this area that should be included in this Safe Speeds Programme (Vauxhall, Bayswater, Hauraki and St Leos). At this stage, it should also be extended to areas around early childhood education centres and retirement homes.</li> </ul>

<b>Suburb</b>	Milford
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Feedback Theme	Main points
Other roads/suggestions for reduced speed limits <i>Mentions:</i>	<ul style="list-style-type: none"> <li>The Milford town centre should have a permanent 30kph limit around the entire Milford Centre.</li> <li>All streets in the Castor Bay and Milford area that only have footpaths on one side of the street should have their speed limits reduced.</li> </ul>
Other physical improvements suggested <i>Mentions:</i>	<ul style="list-style-type: none"> <li>Roads around the whole Milford centre should be narrowed and a one-way system for cars investigated.</li> <li>Should be considered a matter of urgency to add in footpaths on both sides of the street (Milford and Castor Bay areas) and remove on-road car parking spaces to achieve this if necessary.</li> </ul>



<b>Suburb</b>	Sunnynook
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<b>Feedback Theme</b>	<b>Main points</b>
Other roads/suggestions for reduced speed limits <i>Mentions:</i>	<ul style="list-style-type: none"><li>• Sunnynook/Forrest Hill area - there are three schools and two kindergartens: all roads need to be 40kph; Becroft Drive 30kph (Wairau Intermediate School). Boundary should be: Sunset Road, Target Road, Forrest Hill Road, Tristan Avenue, Croftfield Lane and Link Drive.</li></ul>



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

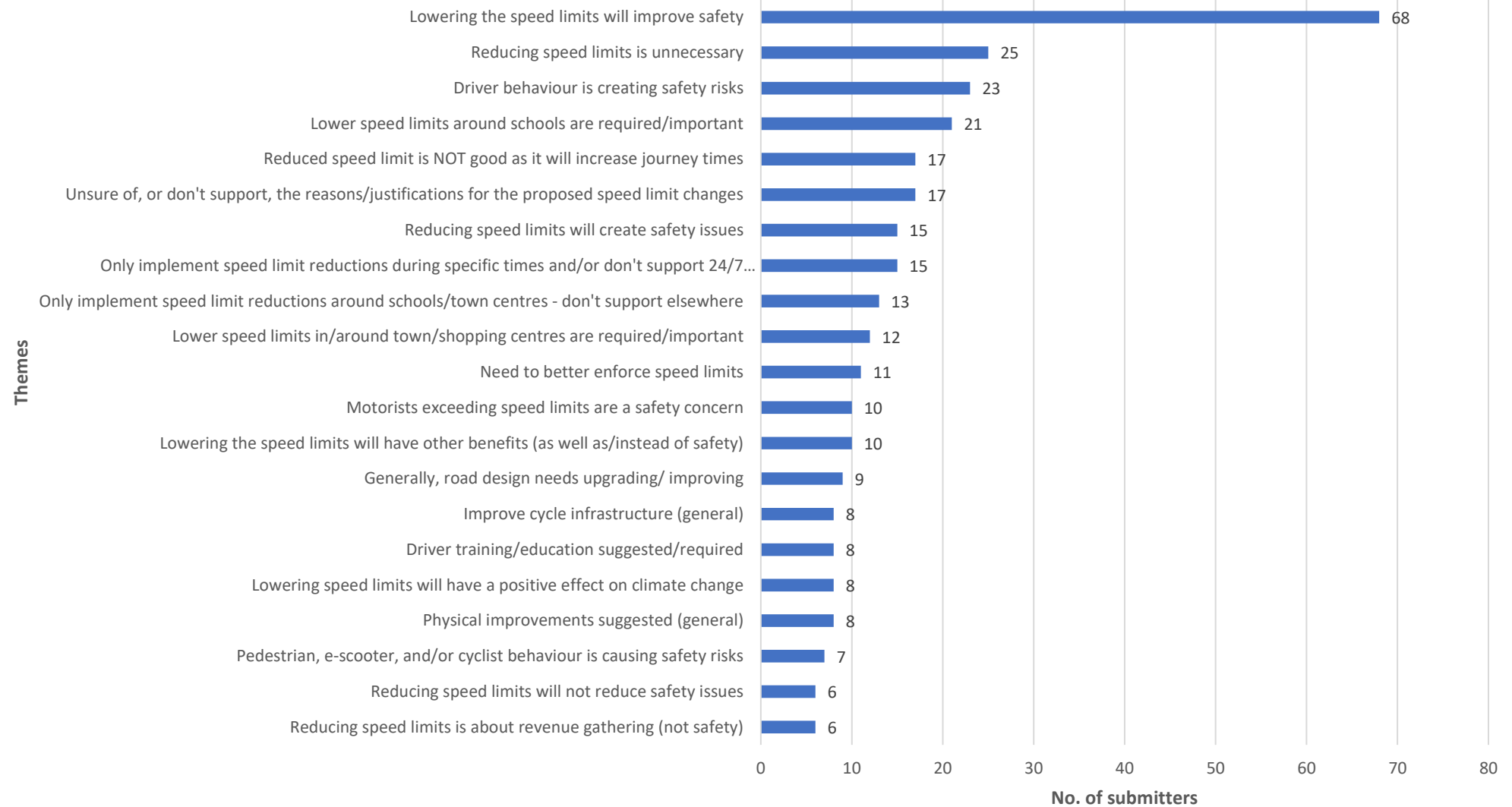
The feedback form also provided the opportunity for respondents to provide general comments on the Safe Speed Programme. Most this feedback was general in nature and could not be attributed to a particular road.

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 Devonport-Takapuna 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 Devonport-Takapuna 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 Devonport-Takapuna Local Board area, just themes.

## Top 21 general themes: Devonport-Takapuna Local Board Residents



Overall sentiment towards the Safer Speeds Programme

Feedback Theme	Main points
<p>Generally, support the safe speeds programme  <i>Mentions: 119</i></p>	<ul style="list-style-type: none"> <li>• Lowering the speed limits will improve safety (65)</li> <li>• Lower speed limits around schools are required/important (15)</li> <li>• Lowering the speed limits will have other benefits (as well as/instead of safety) (10)</li> <li>• Lower speed limits in/around town/shopping centres are required/important (9)</li> <li>• Lowering speed limits will have a positive effect on climate change (7)</li> <li>• Physical improvements suggested (6)</li> <li>• Driver behaviour is creating safety risks (5)</li> <li>• Improve cycle infrastructure (5)</li> <li>• Motorists exceeding speed limits are a safety concern (4)</li> <li>• Need to better enforce speed limits (3)</li> <li>• Lower speed limits around residential areas are required/important (3)</li> <li>• Lower speed limits on rural/unsealed/winding/narrow roads are required/important (2)</li> <li>• Improve pedestrian infrastructure (2)</li> <li>• Lower speed limits around marae/other high pedestrian areas are important (2)</li> <li>• Driver training/education suggested/required (1)</li> <li>• Do not support reducing speed limits on open roads, rural/country roads and/or paper roads (1)</li> <li>• Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes (1)</li> <li>• Generally, road design needs upgrading/improving (1)</li> <li>• Concerns with the public engagement, and/or that AT won't listen to feedback (1)</li> <li>• Too many changes in speed limits along the road (or in area) are/will be confusing (1)</li> <li>• Other comments (2)</li> </ul>



<p>Generally, do NOT support the safe speeds programme Mentions: 90</p>	<ul style="list-style-type: none"> <li>• Reducing speed limits is unnecessary (21)</li> <li>• Driver behaviour is creating safety risks (15)</li> <li>• Reduced speed limit is NOT good as it will increase journey times (14)</li> <li>• Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes (12)</li> <li>• Reducing speed limits will create safety issues (11)</li> <li>• Only implement speed limit reductions during specific times and/or don't support 24/7 implementation (9)</li> <li>• Only implement speed limit reductions around schools/town centres (7)</li> <li>• Reducing speed limits is about revenue gathering (not safety) (6)</li> <li>• Pedestrian, e-scooter, and/or cyclist behaviour is causing safety risks (6)</li> <li>• Generally, road design needs upgrading/ improving (5)</li> <li>• Reducing speed limits will not reduce safety issues (4)</li> <li>• Driver training/education suggested/required (4)</li> <li>• Motorists exceeding speed limits are a safety concern (4)</li> <li>• The low quality of the road is creating safety risks/needs fixing (3)</li> <li>• The proposed speed limit reductions lack local knowledge (3)</li> <li>• Need to better enforce speed limits (3)</li> <li>• Suggestions for licensing/ law changes (3)</li> <li>• Physical improvements suggested (2)</li> <li>• Too many changes in speed limits along the road (or in area) are/will be confusing (2)</li> <li>• Improve public transport (2)</li> <li>• Concerns/disagree with speed limit reduction around schools (2)</li> <li>• Improve cycle infrastructure (2)</li> <li>• Concerns with the public engagement, and/or that AT won't listen to feedback (1)</li> <li>• Motorists going SLOWER than the speed limit are a safety concern (1)</li> <li>• Improve pedestrian infrastructure (1)</li> <li>• General suggestions for speed limit increases (1)</li> <li>• Lowering speed limits will have a negative effect on climate change/environment (1)</li> </ul>
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<p>I support some proposals and do NOT support other proposals in the Safe Speed Programme</p> <p><i>Mentions: 34</i></p>	<ul style="list-style-type: none"> <li>• Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes (8)</li> <li>• Only implement speed limit reductions during specific times and/or don't support 24/7 implementation (7)</li> <li>• Only implement speed limit reductions around schools/town centres (7)</li> <li>• Driver behaviour is creating safety risks (6)</li> <li>• Reducing speed limits will create safety issues (5)</li> <li>• Reducing speed limits will not reduce safety issues (5)</li> <li>• Motorists exceeding speed limits are a safety concern 5)</li> <li>• Lower speed limits around schools are required/important (5)</li> <li>• Reducing speed limits is unnecessary (4)</li> <li>• Driver training/education suggested/required (4)</li> <li>• Reduced speed limit is NOT good as it will increase journey times (4)</li> <li>• Need to better enforce speed limits (4)</li> <li>• The low quality of the road is creating safety risks/needs fixing (3)</li> <li>• Generally, road design needs upgrading/ improving (3)</li> <li>• The proposed speed limit reductions lack local knowledge (3)</li> <li>• Pedestrian, e-scooter, and/or cyclist behaviour is causing safety risks (3)</li> <li>• Too many changes in speed limits along the road (or in area) are/will be confusing (3)</li> <li>• Other suggestions for reduced vehicle speeds (3)</li> <li>• Lowering the speed limits will improve safety (2)</li> <li>• Do not support reducing speed limits on open roads, rural/country roads and/or paper roads (2)</li> <li>• Reducing speed limits is about revenue gathering (not safety) (2)</li> <li>• Suggestions for licensing/ law changes (2)</li> <li>• Concerns with the public engagement, and/or that AT won't listen to feedback (2)</li> <li>• Improve pedestrian infrastructure (2)</li> <li>• Lower speed limits in/around town/shopping centres are required/important (2)</li> <li>• Lower speed limits around marae/other high pedestrian areas are important (2)</li> <li>• Physical improvements suggested (1)</li> <li>• New speed limits need to be clearly signposted (1)</li> <li>• Improve public transport (1)</li> <li>• Other comments (2)</li> </ul>
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## General positive comments about the Safe Speeds Programme

Note: 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 Devonport-Takapuna Local Board area, just themes.

Feedback Theme	Main points
<p>Lowering the speed limits will improve safety</p> <p><i>Mentions: 68</i></p>	<ul style="list-style-type: none"> <li>• Lower speed limits will improve road safety and reorient public spaces to encourage walking, cycling and other forms of healthy transport.</li> <li>• Lower speed limits will protect cyclists, children, pedestrians, vulnerable people, horse riders on the road.</li> <li>• Reduced limits will force those currently speeding (and those who see 100kph as a target) to slow down.</li> <li>• Current speed limits in residential areas are too high to be safe.</li> <li>• High speeds (above current limit) contribute to more injuries and reducing speed can help.</li> <li>• Safer feeling community and atmosphere.</li> <li>• People tend to exceed the speed limit at least a little, particularly around schools and school buses: a lower limit will help.</li> <li>• People are driving faster and more recklessly, including main roads as well as residential streets.</li> <li>• New developments/increased pedestrians/traffic volumes in the area - need lower speed limits for safety.</li> <li>• There is a lot of evidence showing that lower speeds increase the likelihood of a vulnerable road user surviving a crash.</li> <li>• Lower speeds improve reaction times and stopping distance in the event of an accident.</li> <li>• Have been accidents in this area - agree with speed reductions to help prevent these.</li> <li>• Will be safer on roads that are narrow and/or have no shoulder/are dangerous to drive at current limit.</li> <li>• International experience has proven roads are much safer when their speed is set to the slowest user of those roads, and in particular when they are not set to that of cars.</li> <li>• Will lower the crash rate on roads where that is an issue due to speed.</li> <li>• We should make all roads 30kph and then increase speeds on the roads that have sufficient safety features.</li> <li>• I walk cycle and use my e-scooter on roads that are increasingly clogged with parked cars. It is dangerous for me to use the road between cars that are going 50kph and parked cars whose doors may open at any time.</li> <li>• The proposed 24/7 30kph speed limits will help keep kids safe during normal school hours, before and after school care and the other times when school kids and the community are using the school grounds for sports and leisure, including weekends.</li> <li>• Will improve bad habits people have of driving fast at unsafe speeds.</li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• The reduction in speed is directly correlated to reduction in risk of an accident and injury when an accident does happen.</li> </ul>
<p>Lowering the speed limits will have other benefits (as well as/instead of safety)</p> <p><i>Mentions: 10</i></p>	<ul style="list-style-type: none"> <li>• Lower speed limits will reduce vehicle noise/dust nuisance for residents, especially from trucks.</li> <li>• Lower speed limits will encourage walking, cycling and other forms of healthy transport.</li> <li>• Lower speeds will largely obviate the need to create more speed humps. This will be a cost saving.</li> <li>• Closer and more connected community.</li> <li>• Will reduce rat-running behaviour/ heavy vehicle usage.</li> <li>• More of a pleasant journey for pedestrians/cyclists.</li> <li>• Will reduce private vehicles and increase public transport usage.</li> <li>• Lower speeds will make it less likely that drivers will cross the centreline when traversing right hand bends, which is currently very common.</li> <li>• 30kph should be the speed limit in as many places as possible to discourage driving. Busses can have their own lane with faster speed limits along with scooters/bicycles.</li> <li>• Sends the message that the road is for more than just cars.</li> <li>• Finally gives some consideration to other road users, not just cars.</li> <li>• It will help bring a "village" feel and make it nicer to walk around which will only be good for encouraging people to shop local.</li> <li>• Higher speeds lead to increased congestion because drivers end up braking suddenly or moving with indicating.</li> <li>• Will improve bad habits people have of driving fast at unsafe speeds.</li> </ul>
<p>Please implement the speed limit reductions sooner/ asap/ no need for consultation</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> <li>• I would like you to accelerate the application of safe and appropriate speeds across Tamaki Makaurau.</li> <li>• Please hurry up and do all streets in Auckland.</li> <li>• Hurry up and implement the changes already.</li> <li>• I feel that it should not need the level of consultation that it is being given. Just do it!</li> </ul>
<p>Lowering speed limits will have a positive effect on climate change</p> <p><i>Mentions: 8</i></p>	<ul style="list-style-type: none"> <li>• Driving at lower speeds is more fuel-economical, which is better for the environment in the long run.</li> <li>• Encouraging more people to use active forms of travel will reduce carbon emissions.</li> <li>• Please lower the speed limit as much as possible on as many roads as possible and take cars off many roads altogether. This is the level of change required to meet carbon goals.</li> </ul>

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

Note: 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 Devonport-Takapuna Local Board area, just themes.

Feedback Theme	Main points
<p>Reducing speed limits will create safety issues</p> <p><i>Mentions: 15</i></p>	<ul style="list-style-type: none"> <li>• Reduced speed limits result in frustration and impatience, leading to poor decisions, dangerous/risky overtaking, using bus lanes, tailgating, hesitation, near misses, and congestion.</li> <li>• Will cause issues with speeds changing from one street to another.</li> <li>• Will make driving around Auckland even more chaotic.</li> <li>• Crash/death toll has been higher since speed limits have been lowered - negative outcomes do not justify more changes of the same.</li> <li>• 30kph (outside of city centre and schools) will do more harm than good because many will not comply.</li> <li>• Will increase number of accidents (some obeying, some not; frustration; distraction).</li> <li>• A Penn State University study concluded crashes increase due to complacency (i.e. not concentrating) if the speed limits are set more than 16km/h below the engineering standard. "We found there was an increase in fatal, and injury crashes at locations with posted speed limits set 10 miles per hour or more below engineering recommendations."</li> <li>• Reducing the speed limit will make it harder for emergency volunteers to get to the [Fire] station to attend an emergency when needed.</li> <li>• Lower speed limits will delay emergency services and first responders and potentially cost lives - ambulances are only allowed to travel 15kph/20kph/30kph over the speed limit.</li> <li>• High number of signs/visual pollution/inconsistent speeds is leading to confusion, frustration, and accidental law breaking.</li> <li>• If you try to reduce speeds on arterial roads, there will likely be very little compliance and therefore higher actual speeds across the targeted area.</li> <li>• People driving under the speed limit is what causes the accidents, and this proposal will make it worse. They cause people to make angry, irrational decisions/driving because of holding other drivers up.</li> <li>• Cruise control doesn't work/struggles at 30kph.</li> <li>• Very difficult to drive heavy vehicles at 30kph.</li> <li>• This will be making drivers worse/unfamiliar with roads everywhere else (with higher speed limits that they would now be unused to).</li> <li>• I'd rather keep my eyes on the pedestrians and cyclists, not my speedometer/worrying that I've missed yet another speed change.</li> <li>• Last year (2021) the road toll was the highest it has been in the last 4 years - proving that the lower speed limits did not produce the results you state it was there to provide - and actually did the opposite.</li> <li>• Changing speed limits is going to do more harm.</li> <li>• Reducing speed limits too far make people speed up in other areas to make up the time lost.</li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• Almost all drivers adhere to the current speed limits. Lowering them further is only likely to test the patience of those already inclined to break the current speed limits.</li> <li>• Lower speed limits will increase journey times and result in fatigue and more time on the road, which increases the chances of being involved in a crash (regardless of the speed you/other drivers are travelling).</li> <li>• I've seen people cross more in front of slower cars than in front of cars doing the speed limit, and cyclists pull out in front of cars going 40kph or below.</li> <li>• Slowing modern cars down to less than 30kph can result in the "A" pillar blind spot matching the pedestrians crossing walk in speed. The first time the driver sees the pedestrian is just before they come together. Vehicles approaching at about 40kph often have better vision of pedestrians.</li> <li>• Drivers will be frustrated by the change and will likely ignore it, leading to a dangerous false sense of safety for vulnerable road users.</li> <li>• Reducing speed limits this much (60%, from 100kph to 40kph) is going to infuriate drivers.</li> <li>• Will increase rat-running behaviours (often at speed) on streets that are even more dangerous for high traffic volumes and speed (like by playgrounds, residential, etc).</li> <li>• Manual vehicles can struggle to keep driving at 30kph - it is only a temporary speed - cars themselves want to go faster.</li> <li>• Lower speed limits make 'speedsters' go even faster.</li> <li>• Distracted drivers and drivers on their phones (playing games, texting) are a huge problem, and lower speed limits will make this worse.</li> <li>• The proposed low speed limits are patronising and imply we cannot think for ourselves or drive to the conditions: people will rebel against them, and all road rules will lose credibility.</li> <li>• With a 30kph limit, bicycles and scooters will be overtaking cars which will be incredibly unsafe.</li> <li>• Where significant changes are made that not justified by evidence, the road will be more dangerous.</li> <li>• Some changes will critically delay emergency responders - should exclude (or reduce severity of changes) on streets where fire stations are located, on primary response routes to optimise the efficiency of response, and on roads within 8-10 km radius of a volunteer fire station, to support volunteers to reach stations in a timely manner, to reduce impact on response times to emergencies in rural areas.</li> </ul>
<p>Reducing speed limits will not reduce safety issues</p> <p><i>Mentions: 6</i></p>	<ul style="list-style-type: none"> <li>• Reduced speed limits have not/will not make the roads safer.</li> <li>• Speed limits are not the issue (it is road condition/ driver behaviour/education/ distraction/ licencing/ pedestrian behaviour/ road design, etc).</li> <li>• The drivers that cause accidents aren't mindful of speed limits anyway.</li> <li>• Lower speed limits won't help if the issue is poor road layouts/design.</li> <li>• Poor driving skills/illegal behaviour is the issue, which will not be changed by lower speed limits.</li> <li>• Constantly reducing speed limits is just 'nannying' people, not solving the problem at all.</li> <li>• Lower speed limits are impractical/will not work because people will not abide by them.</li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• Logging trucks are making the road unsafe, not the speed limit.</li> <li>• Reduced speed limits need to be accompanied by engineering to make the road look like the limit is appropriate, or it will not work.</li> <li>• If you try to reduce speeds on arterial roads, there will likely be very little compliance and therefore higher actual speeds across the targeted area.</li> <li>• The safer speeds program is unlikely to achieve the intended outcome of zero deaths.</li> <li>• The sign company will be the only one who benefits from these decisions.</li> <li>• Blanket speed limit decreases will not solve all the death and injury issues.</li> <li>• Speed limits on rural roads won't change regardless of any limit change as they are not monitored by police as often as main roads.</li> <li>• Speed is the symptom not the cause, focus on the cause and this will fix the problem. Fix the symptoms (speed) and the root cause will remain.</li> <li>• Without enforcement, reducing the speed limits will do little to nothing.</li> <li>• If drivers are already driving below the posted limits on some proposed roads because of road conditions what is the point in reducing the limit?</li> <li>• This will have a low return (i.e. harm reduction) for the investment compared to other safety initiatives e.g. changing dangerous intersections, improving pedestrian crossings etc.</li> <li>• Locals/drivers in rural areas will not comply to the lowered speed limit because they know how to drive on their roads, and it is not enforced.</li> <li>• All that this proposal will do is punish people who drive well and stick to speed limits, with a longer commute.</li> </ul>
<p>Lowering speed limits will have a negative effect on climate change/environment</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> <li>• Making trips longer/more acceleration and deceleration will massively increase CO2 emissions.</li> <li>• This will lead to excessive fuel use and engine wear.</li> <li>• Judder bars in main thoroughfares are environmentally unfriendly.</li> <li>• You are trying to force people to use dirty and polluting diesel buses.</li> </ul>
<p>Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes</p> <p><i>Mentions: 17</i></p>	<ul style="list-style-type: none"> <li>• This is impeding the city, commerce, and the ability of everyone to go about their day, in favour of AT's ideological hatred of the private vehicle.</li> <li>• Is there any high crash data or evidence of pedestrians being hit to justify changes?</li> <li>• Crash/death toll after previous round of lowered speed limits were higher than before reductions - negative outcomes do not justify more changes of the same.</li> <li>• Not aware of any serious (or any) accidents in some areas for roads proposed for 30kph.</li> <li>• Consultation materials state there are many factors besides speed, and traffic is already travelling slower than posted speeds but still have accidents - look at the other risk factors before changing speed limits.</li> <li>• The research does not support/there is insufficient data that reducing speed limits from 50kph to 30kph will significantly impact injury/death rates.</li> <li>• Where a road is obviously unsafe (history) and natural quality/design then a lower posted limit has value communicating that. When you have so many roads with randomly different values and no obvious reason, the posted limits lose credibility.</li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• Many of the current proposed changes are over-the-top and not based on real risks.</li> <li>• AT is not focussing on the roads that have high crash rates - this is unacceptable and should be reviewed to reduce speed limits on roads that matter in terms of lives.</li> <li>• Publishing the data of accidents within the current vs proposed speed limits, including determined cause (i.e. alcohol involved) will be a convincing argument to support this programme. If crashes are due to alcohol or other factors, then these should be focussed on to fix instead of speed.</li> <li>• 100kph roads should not be considered for lower limits unless significant death toll justifies the change.</li> <li>• High number of signs/visual pollution/inconsistent speeds is leading to confusion, frustration, and accidental law breaking.</li> <li>• If necessary, utilise cameras in areas that the accident injury rate confirms data to support the changes, don't negatively affect all road users without anything to warrant the changes.</li> <li>• Are AT people going out and seeing if these reductions are working or is it all computer simulation, calculations, and reconfiguration?</li> <li>• Has the lowering of speed limits around the Auckland CBD been successful? How many road deaths have the lowering of speed limits saved? I'm interested to see the road toll statistics for the Auckland CBD in prior years to currently.</li> <li>• There has been a complete failure of justification of the reduced speeds. Where are the stats showing the accidents / injuries / fatalities on each of these roads?</li> <li>• I do not trust AT have done the due diligence or have any substantial data to back up the speed limit reduction proposals for ALL the roads they are targeting. There are many roads which could be made safer which are not featured here.</li> <li>• How many of the 36 deaths on Auckland roads in 2020 occurred on roads you are proposing changes to?</li> <li>• Look at the accidents in the last 5 years (posted on the Devonport Community Facebook site), none are in the area in which you are "proposing" to lower the speed limits.</li> <li>• A blanket approach is not correct – roads need to be independently assessed for suitable speed limits, considering accident data, geographical setting, road quality and camber, etc. If you do not have the data, then you need to study/assess the road until you have it to justify changes.</li> <li>• Request for evidence of injury/crash data for specific area, including cause of crash, speed of vehicles, and if any pedestrian/cyclist involvement.</li> <li>• I don't believe "Current guidelines do not recommend speed limits of 70kph or 90kph because they have been proven to confuse drivers and lead to them driving faster than the speed limit" is a valid reason for a speed change. If people are confused with 70 or 90kph then as a human race we have a big problem - these people should not be on the roads.</li> <li>• The stated benefits of these speed changes have been exaggerated by manipulation of statistics (such as using figures prior to and during the pandemic lockdowns). Comparing 18 months accidents with a 5-year number, when a lot of the 18 months data was during lockdowns is not a fair comparison.</li> <li>• I call into question the calculations that the death risk figures from the AR-R560-18 report, which were cited in the AT Proposed speed limit changes brochure.</li> </ul>



Feedback Theme	Main points
<p>Too many changes in speed limits along the road (or in area) are/will be confusing <i>Mentions: 3</i></p>	<ul style="list-style-type: none"> <li>• Frequent changes in speed limits mean drivers are watching for signs or watching their speedometer, rather than watching the road.</li> <li>• Will cause issues with speeds changing from one street to another.</li> <li>• Too confusing having inconsistent speeds for no clear reason.</li> <li>• By introducing too many variables or speed limits too slow you are causing confusion, frustration and interruptions to traffic flows.</li> <li>• Changes in speeds and traffic conditions are a bigger safety issue than higher speed limits.</li> <li>• Waiheke Island should have fewer changes in speed limit, e.g. be 30kph throughout, or for example Donald Bruce Road should have fewer than the currently proposed three different speed limits along its length.</li> <li>• Better, cheaper, quicker, and less confusing for drivers to make a few simple rules and apply them everywhere: e.g. shopping strips and schools 30kph; low building density roads 80kph; bends and intersections and everything else 50kph.</li> <li>• Lower the speed limit for the whole area, nice and simple, no confusion, tinkering, ongoing costs etc.</li> </ul>
<p>Reduced speed limit is not good as it will increase journey times <i>Mentions: 17</i></p>	<ul style="list-style-type: none"> <li>• Traffic lights are still phased for the old 50kph limits, so driving at reduced limits means you catch every red light.</li> <li>• Reducing speeds in some areas adds significant time to journeys and fails to clear congestion.</li> <li>• Does not make sense to reduce speed limits on roads with bus services.</li> <li>• Businesses and drivers should be compensated for additional time and fuel spent travelling.</li> <li>• The estimate of increased journey times is significantly understated for people who live and commute rurally (e.g. top of Awhitu Road to the city is more than '1-2 minutes' delay).</li> <li>• It needs to be balanced without compromising the network and creating congestion.</li> <li>• Proposed changes are going to cause congestion/ gridlock.</li> <li>• People in rural areas will suffer the most, with extended journey times, fuel costs and engine wear.</li> <li>• Overall travel time costs have not been truly accounted for - 20% increase per person adds up.</li> <li>• The inability to move around Auckland with ease will be detrimental to the long-term attractiveness/ economic success of Auckland.</li> <li>• The proposal is going to increase/encourage rat-running behaviour/speeding to make up for lost time.</li> <li>• Don't have the time to waste going slow as a commercial driver. Get rid of the civilians then you can your low-speed zones during work day hours Monday to Friday.</li> <li>• Decreasing speed limits in so many areas will make daily life unbearable for the average person.</li> <li>• It will add to inflation as goods &amp; services will cost more with longer travel times.</li> <li>• Freight is significantly slowed, and with rising fuel costs coupled with an inefficient and high-cost public transport system, the increased time spent in cars will increase the costs of the working class.</li> </ul>

Feedback Theme	Main points
<p>Reducing speed limits is unnecessary <i>Mentions: 25</i></p>	<ul style="list-style-type: none"> <li>• Many of these roads can be driven on safely at higher speeds provided drivers are competent and attentive.</li> <li>• Raised pedestrian crossings/existing traffic calming/traffic lights/roundabouts already slow down traffic (no need for lower limits).</li> <li>• Area is not busy and lower limits are unnecessary as schools have footpaths connecting them already (Greenhithe).</li> <li>• Roads in town centres and near schools already have traffic slowing measures.</li> <li>• Roads are already perfectly safe at current speed limits.</li> <li>• Cars are getting safer, with shorter stopping distances, and lots of safety features for occupants, other road users, and pedestrians.</li> <li>• Should not apply where cyclists and pedestrians are separated from cars.</li> <li>• The 60kph and 80kph speed limit reductions throughout East Auckland (e.g. Te Irirangi Drive, Chapel Road, Pakuranga Highway) make no sense as the roads are wide with minimal conflict zones, and designed to be driven at this speed.</li> <li>• By your own assessment 90% of the drivers are ALREADY travelling slower than the existing speed limit.</li> <li>• Unnecessary where there are not high accident rates and speeding/traffic volumes/pedestrian numbers.</li> <li>• Schools already have safe speed zones in the morning and closing time, and town centres have significant traffic lights and pedestrian crossing areas. Therefore, 30kph zones are not required.</li> <li>• Drivers who already ignore current speed limits will not suddenly adhere to a lower one.</li> <li>• Instant fines and disqualifications will work best to reduce speed on roads.</li> <li>• Reducing all streets to 30kph where they are not near schools, local parks and aged care facilities, is excessive.</li> <li>• It will be bad for public morale if the limits for safe roads are reduced as this will look like a revenue gathering scheme.</li> <li>• While I support and embrace the intent of the programme, speed limit proposals in areas that do not warrant it are not the way to achieve the outcome.</li> <li>• The roads are already congested - there is no reason to lower speed limits as people are already forced to drive slowly.</li> </ul>
<p>Reducing speed limits is about revenue gathering (not safety) <i>Mentions: 6</i></p>	<ul style="list-style-type: none"> <li>• Poor attempt to address the issue - speed limits are easier to enforce than other safety measures and are good revenue-gathering opportunities.</li> <li>• Are businesses/drivers going to be compensated for additional time/fuel spent travelling or is this more about revenue gathering?</li> <li>• Lower speed limits will just be exploited by mobile speed camera operators.</li> <li>• Reducing speeds on safe 100kph country roads seems like financially based policing.</li> <li>• Rather than having speed traps in locations and conditions that are perfectly safe for higher speeds, Police resources should be focused on locations and conditions that are dangerous. It feels like a revenue generation approach.</li> <li>• If you're lowering speed limits, lower the fines at the same time. It's about safe speed, not about the money. You already know fines are not working - although a penalty still needs to be incurred, lower fines might get paid more often.</li> </ul>

Feedback Theme	Main points
<p>Driver behaviour is creating safety risks <i>Mentions: 23</i></p>	<ul style="list-style-type: none"> <li>• Investigate other aspects of road safety (e.g. people using phones while driving) to reduce accidents on these roads (not speed limit reduction).</li> <li>• There are a lot of bad drivers in New Zealand.</li> <li>• Lower speed limits do not make people drive safer.</li> <li>• Need to better enforce basic road rules rather than imposing a slower speed.</li> <li>• Issues are due to poor driving technique such as jumping lights; driving along pavements; illegal u- turns; not indicating, etc (not speed).</li> <li>• Should instead focus on preventing tired/distracted drivers, or alcohol-related crashes.</li> <li>• There are so many cars driving around illegally, no WOF or Rego, oversize tyres and lowered cars, illegal bikes and noisy bikes are also a concern. Get those off the road.</li> <li>• Putting speed bumps on main roads don't fix the problem, they cause people to avoid those roads and use other roads.</li> <li>• The most dangerous driving around schools tends to be red light runners or people driving through orange when could clearly stop. This behaviour seems exasperated by short or badly phased light changes and lack of clarity or education about not queuing through intersections.</li> <li>• People often fail to stop or even slow down for pedestrian crossings.</li> <li>• People don't tend to drive to conditions or the speed limit, tailgate, or have little consideration for other road users.</li> <li>• Reducing the speed limits panders to/'nannies' the incompetent drivers who then have no reason to learn to drive better.</li> <li>• Road deaths are mostly the cause of drunk or drugged driving.</li> <li>• Human error is what causes accidents - a lower speed limit will reduce these by giving drivers more time to react, or others to react to bad driving.</li> <li>• Advertise the evils of poor and anti-social driving rather than spending on promoting the virtues of reduced speed limits.</li> <li>• This proposal is punishing everyone instead of focusing on those who aren't using due care while on the roads (both pedestrians and drivers).</li> <li>• Slower speed limit would reduce rat-running behaviour.</li> <li>• Safety issues are less about speed and more about the people who drive with no licenses and drive people on restricted licenses.</li> <li>• Many drivers cross the centre line repeatedly even on blind corners. This is not speed dependent, even slow drivers do this.</li> <li>• Lower speeds will make it less likely that drivers will cross the centreline when traversing right hand bends which is currently very common.</li> </ul>
<p>Motorists going SLOWER than the speed limit are a safety concern <i>Mentions: 2</i></p>	<ul style="list-style-type: none"> <li>• It's people driving under the speed limit that cause the accidents, and this proposal will make that worse. They cause people to make angry, irrational decisions/driving because of holding other drivers up.</li> <li>• Some drive less than the speed limit. They will be even more of a hazard on the road with people flying past them to overtake.</li> <li>• People drive too slowly (usually while looking at their phones) which cause frustration and overtaking in dangerous locations out of desperation.</li> <li>• At the moment, some tourists tend to drive a lot slower than the speed limit as is (sometimes 30-60kph below the limit which is very dangerous).</li> </ul>

Feedback Theme	Main points
<p>Motorists exceeding speed limits are a safety concern <i>Mentions: 10</i></p>	<ul style="list-style-type: none"> <li>• Will increase number of accidents due to speed differences between those following and those ignoring new speed limits.</li> <li>• Lower speed limits are impractical/ will not work because people will not abide by them.</li> <li>• 30kph (outside of city centre and schools) will do more harm than good because many will not comply.</li> <li>• People don't tend to drive to conditions or the speed limit.</li> <li>• People speeding won't comply with new speed limits, like they don't comply with current ones, and they are the problem not everyone else.</li> <li>• Reducing speeds by 20kph on open roads is not beneficial as locals or regular drivers to the area will continue to drive 100kph.</li> <li>• The introduced 30kph limit along Karangahape Road is generally ignored as it is not enforced - specifically it is often AT buses that ignore the lower speed limit, and in an area with historical pedestrian deaths.</li> <li>• Most people drive at least 10kph faster than the current limit – a 30kph limit will mean they will be going 40kph, which is still better than current.</li> <li>• Regardless of what happens, the speed limit needs to be reduced for public buses. Some of them travel way too fast and will make a much bigger mess in an accident compared to a normal car.</li> </ul>
<p>Driver training/education suggested/required <i>Mentions: 8</i></p>	<ul style="list-style-type: none"> <li>• Money would be better spent on improving/subsidising driver training/teaching young learners to be courteous on our roads.</li> <li>• Reducing speed limits is not the answer - teach people to drive well, confidently, and safely.</li> <li>• More/better driver training needs to be available/encouraged/required.</li> <li>• Driver education is the key: 'kept left, pass right' signs on motorways; more highway patrol cops; hefty fines for using phones while driving; two second following rule.</li> <li>• Learning to drive is NOT just about the road code. Drivers need to be TAUGHT how to drive, recognise hazards etc.</li> <li>• The most dangerous driving around schools tends to be red light runners or people driving through orange when could clearly stop. This behaviour seems exasperated by short or badly phased light changes and lack of clarity or education about not queuing through intersections.</li> <li>• Driver education/defensive driver training WORKS.</li> <li>• Foreign immigrants and visitors need to be taught how to drive on NZ roads, by taking the NZ driving test.</li> <li>• We don't need to slow traffic down, but we do need initiatives to get drivers to stay alert and look for hazards.</li> <li>• Skills/lessons lacking in NZ drivers: feel of speed, distance etc (overtaking when entering an opposite lane, not passing lane); recognition of other drivers' movements; headlights on during the day as well as at night; safe following distances; parking appropriately; driving on rural/unsealed roads.</li> <li>• Make proper driving schools with instructors mandatory and include driver safety courses, how to merge and drive safely around corners/windy roads as a mandatory class as part of those.</li> <li>• Focus should be concentrated on improving driver training and regular competency tests rather than just slowing the speed.</li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• If AT wants to save the most lives, they should focus on people wearing seatbelts.</li> <li>• Rural roads have some very dangerous curves and narrowing widths in places, some locals (not visitors) drive at speeds higher than 100kph. An education programme for residents would be of value.</li> <li>• Cyclists licencing requirements will keep cyclists safer on roads.</li> <li>• Start funding driver schools etc, everyone should know fundamental differences between AWD RWD FWD etc and how to control them should they need to.</li> <li>• Drivers need to learn (and be assessed on) how to control a vehicle at speed, drive on gravel, open roads, in the dark, in all weather conditions, on hills/windy roads before they are allowed on the road.</li> <li>• Drivers need to be educated in the fact that the roads are not just for them. They are a lot of people now using the roads for other modes of transport and therefore the roads need to be safe for every person.</li> <li>• I propose a comprehensive driver training program that starts in high schools, does not involve parents, involves practice with trained instructors, includes two days of first aid training, takes longer to get a full licence, covers emergency manoeuvres, driver psychology, how to mitigate fatigue, how to mitigate peer pressure, defensive driving techniques, a program that's applicable to all areas of NZ.</li> </ul>
<p>Need to better enforce speed limits</p> <p><i>Mentions: 14</i></p>	<ul style="list-style-type: none"> <li>• Is AT going to purchase several hundred more speed cameras or simply see what effects really are after a certain time frame?</li> <li>• This is an inefficient proposal, as people who speed will still speed - go after the speeders instead of everyone else.</li> <li>• There is no need to make these areas a slow zone all the time, just double fines to those not slowing down during school start/finish times.</li> <li>• Needs to be better/more policing and enforcement action - it's not speed limits, it's those that exceed them that is the problem.</li> <li>• Enforcement needs to be consistent, not occasional.</li> <li>• If the authorities cannot police the current speed limits, they will be unable to properly police the proposed changed speed limits.</li> <li>• How can enforcement happen when people have police-tracking gadgets?</li> <li>• The problem is not the speed limits on most roads, it's the (lack of) enforcement of speed limits.</li> <li>• If the police monitored both the current speed limits and policed the red-light runners, we can make our roads safer without causing further delays due to reduced speed limits.</li> <li>• Policing these changes will be impossible/difficult/expensive/pointless unless enforced.</li> <li>• Higher accident rate brings greater enforcement. Lower the speed limit in those areas, position fixed speed cameras and advertise their presence.</li> <li>• We should be pushing for more capacity in the police force to ensure safety, not punishing those following the rules.</li> <li>• Enforce the temporary speed limit at roadworks.</li> <li>• Harsher penalties needed for speed offences (e.g. instant 28 day roadside disqualification whenever an offender is caught 20kph above the limit, not 40kph as current).</li> </ul>

Feedback Theme	Main points
<p>The low quality of the road is creating safety risks/needs fixing</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> <li>• Instead, spend money on better quality/more regular maintenance of the roads.</li> <li>• Roads are not kept to a realistic/safe standard, despite the fuel tax and registration fees collected every year.</li> <li>• The real danger on rural roads is lack of maintenance.</li> <li>• Some roads are in terrible condition and aren't safe at any speed.</li> <li>• Fix the roads to improve safety so there is no need to lower speed limits.</li> <li>• The road condition needs to be attended to first - fix potholes, bad/dangerous shoulders, cracks in the road, bad camber on corners, deep/crumbling culverts and drains.</li> <li>• Some roads are poorly maintained and poorly designed - these locations should have lower limits.</li> <li>• Lowering speed limits won't stop road deaths. Better roads, less potholes, wider roads, more passing lanes, better road flow and safer intersections would all help.</li> <li>• If the roads were kept to a better standard, then there would be a lot less issues - smooth roads make them a lot more predictable.</li> <li>• The condition of roads in New Zealand is deteriorating every single day. The lack of funding and workmanship on the roads is poor at best and a major cause of our high road toll.</li> <li>• Fixing the roads themselves is a better start. The condition of the road is horrific the speed is not an issue.</li> <li>• Fix potholes properly in the first place, so you don't need to re-fix them three months later.</li> <li>• This proposal is just trying to replace/cover up/lower costs poor road quality/maintenance.</li> </ul>
<p>Generally, road design needs upgrading/improving</p> <p><i>Mentions: 9</i></p>	<ul style="list-style-type: none"> <li>• Make safer roads as most fatalities involve two vehicles, not pedestrians.</li> <li>• Some roads are poorly maintained and poorly designed - these locations should have lower limits.</li> <li>• Need to improve quality of road markings (especially at night in rain), visibility, poor road naming for directions, centrelines.</li> <li>• Fix/invest in infrastructure to accommodate greater speeds instead of lowering limits.</li> <li>• Need to work on better road design and execute them.</li> <li>• Lowering speed limits won't stop road deaths. Better roads, wider roads, more passing lanes, better road flow, and safer intersections would all help.</li> <li>• Seal the unsealed roads.</li> <li>• The funds could have been better spent on properly sealing roads (using quality materials) and upgrading heavily congested major arterial routes.</li> <li>• The issue is the lack of motorways, and the growing presence of road haulage due to lack of investment in rail.</li> <li>• More should also be done to implement safer designs alongside safer speeds.</li> <li>• Prioritise sealing high-use and school bus routes, and detour routes when there is an accident on SH1 (e.g. Haruru Road and Kanohi Road).</li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• Too many roads many have lanes merging from 2 to 1 or 3 to 2 to accommodate an adjoining lane: this just creates bottle necks and opportunity for poor behaviour.</li> <li>• Too many road junctions are on blind corners with traffic flow controls.</li> <li>• Too many bus stops are adjacent to the corner of a junction - why increase hazards in an already hazardous zone?</li> <li>• Infrastructure/roads should change to match the new speed limits - this means making roads narrower and corners tighter.</li> <li>• Shrubbery needs to be trimmed away from signs, crossings, and intersections.</li> <li>• Lower speeds should be part of a whole package which include road quality (median barriers, surface quality, camber etc) and control improvements (signage, crossing, rumble strips, lights etc).</li> <li>• You need to be upgrading roads (more lanes in arterial routes) in expanding residential areas not choking the traffic with speed limit reductions on neighbourhood streets.</li> <li>• To make the road safer, you should have at least two lanes if possible or a barrier for opposite lanes to avoid head-on collision.</li> <li>• Seals should be asphalt not chip seal - and maintained.</li> <li>• Why are roads resealed in the first place? Also are you determining this off previous core samples or are you taking any samples before touching a road that doesn't need to be touched?</li> <li>• High level roads that include bus/trucks should have asphalt over concrete.</li> <li>• Where are the upgrades or even the bypass for Kumeu?</li> <li>• Would rather money be spent on upgrading the Weiti bridge to 4 Lanes.</li> <li>• Focus instead on fixing road designs which offer no logic, the turning lane markers that appear too late at an intersection, the rail crossings that offer no real barriers, the poorly lit/maintained pedestrian crossings, or the roundabouts that not one kiwi understands the give way rule on when entering.</li> <li>• Need more passing lanes/ slow vehicle bays to encourage safe overtaking.</li> <li>• The roads need to be re-engineered to be self-explaining roads if drivers are expected to stick to 30kph - the road needs to match the sign.</li> <li>• This proposal is just overcompensating for poor road design/planning/investment.</li> <li>• Invest in road upgrades and design BEFORE allowing housing and land development.</li> </ul>
<p>Pedestrian, e-scooter, and/or cyclist behaviour is causing safety risks</p> <p><i>Mentions: 7</i></p>	<ul style="list-style-type: none"> <li>• Need better road safety education for children.</li> <li>• At the proposed speeds, cyclists/e-bikes will be overtaking traffic and breaking the speed limit - very dangerous. If this is rolled out, you should also restrict cycle/scooter speed to 20kph.</li> <li>• What is making our roads and foot paths more dangerous is the number of young children under the age of 18 on electric scooters and the littering of these scooters all over the footpath.</li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• Bicycles are allowed on most roads with no requirements to check brakes, tyres, or mechanical road worthiness. Unsafe for everyone.</li> <li>• Cyclists are allowed onto most roads without any check that they have any knowledge of road rules or that they can ride their bike competently - they should need a licence too, to prove they know the road rules and their responsibilities while sharing the road.</li> <li>• Cyclists who never follow any road rules and are the law unto themselves are also a big danger for motorists - reduced speed will help motorists avoid irresponsible cyclists.</li> <li>• More road safety classes in schools to teach children not to run across roads without stopping first and looking both ways then back again.</li> <li>• Pedestrians step out in front of cars while they are texting, talking, or listening to music on their phones.</li> <li>• This proposal is punishing everyone instead of focusing on those who aren't using due care while on the roads (both pedestrians and drivers).</li> <li>• Children/teenagers/pedestrians will still walk in front of oncoming cars.</li> <li>• It is a pedestrian's own responsibility to ensure they don't somehow walk in front of a car going 50kph.</li> <li>• Need to teach people how to cross the road safely.</li> <li>• Cyclists should be legally required to wear more protection than a helmet.</li> <li>• Parents need to look after their kids better and supervise them more especially around schools and general roads. The public should not be responsible for their child.</li> <li>• I see bicyclists, scooters violating traffic laws all the time - this is what causes deaths. They think the rules don't apply because they aren't in a car, and often behave as if they own the road, sometimes even being actively rude to drivers. This makes it difficult, stressful, and unsafe for drivers and can lead to accidents.</li> <li>• School children on bikes/scooters are a hazard to pedestrians as they over-estimate their skills, cannot foresee potential hazards and it appears that they have not been taught basic etiquette in using shared footpaths.</li> <li>• The current trend to move to bikes (electric or not)/electric scooters and other powered transportation many of which can and easily exceed 30kph - will they be policed in the same manner as a car?</li> <li>• Make jaywalking illegal with a hefty fine instead of lowering the speeds on roads that are already reasonable.</li> <li>• I've seen people cross more in front of slower cars, than cars doing the speed limit. As have I seen a lot of cyclists pull out in front of cars going 40kph or below.</li> <li>• Cyclists should be allowed to use footpaths as they cannot reach the speed limits vehicles are travelling – on the road they are a danger to others and themselves.</li> </ul>
<p>The proposed speed limit reductions lack local knowledge</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> <li>• These decisions (on speed limit reductions) should be made by those who live near and know the roads.</li> <li>• This proposal is created by people who don't live here or drive here and give no thought to moving safely around the suburb.</li> </ul>



Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• AT should talk to the Fire Brigade and Police who attend accidents on roads about which ones need changes, not deciding it themselves from a map.</li> <li>• We don't all live in the CBD and walk to work - You are being led astray by noisy tiny social media minority lobbying groups.</li> <li>• I feel that whoever proposed these changes have made a broad-brush approach without knowing the geography.</li> <li>• Disagree with a blanket approach to reducing speeds to an area without looking at each road, its length, size etc.</li> <li>• Are AT people going out and seeing if these reductions are working or is it all computer simulation, calculations, and reconfiguration? AT need to live in the real world of commutes, country life and families.</li> <li>• Listen to the feedback from across the city on a regular basis on dangerous hotspots rather than blanket reductions in speeds without any analysis to see what the true cost of these impacts would be in terms of congestion to families and businesses.</li> <li>• If you want to build a public transport that really works, then every AT, Council, Parliament, and public service employee must use the public transport from now on; to work, to shop, to get kids to day care and school, to sports, to your nights out, for all of your holidays and outings, to movies and bars and theatres.</li> <li>• Please get in your car and drive exactly 30kph through all the streets you are proposing to reduce to this limit, then drive exactly 50kph through some main arterial roads and you will see that the programme is not getting this right. Don't just sit in an office making these decisions.</li> <li>• Why are Firefighters/ Station Officers not consulted about their views on causes of crashes? We have a wealth of information as we are usually the first on the scene and have a good understanding of contributing factors.</li> </ul>

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

Note: 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 Devonport-Takapuna Local Board area, just themes.

Feedback Theme	Main points
<p>Only implement speed limit reductions during peak traffic times and/or don't support 24/7 implementation</p> <p><i>Mentions: 15</i></p>	<ul style="list-style-type: none"> <li>• 30kph is too slow 24/7 – if this is only about safety around schools, only make it when children are entering/exit school.</li> <li>• Lower speeds around schools should only operate during school hours/not during school holidays.</li> <li>• There is no need to make these areas a slow zone all the time, just double fine those not slowing down during school start/finish times.</li> <li>• Proposed around school zones should be at times of operation, not a blanket area.</li> <li>• A blanket reduction doesn't recognise peak times - have a standard peak time of speed reduction instead.</li> <li>• Common sense is to have times ('windows') those reduced speed apply, e.g. between the hours of 8am to 6pm.</li> <li>• Having 40kph speed limit around schools and school times is sufficient. No need to permanently decrease the limit.</li> <li>• I think 30kph for a set time on each side of school hours would be more suitable (like the existing 40km but extended by about 15 minutes).</li> <li>• The programme should be revised to consider every Auckland road and seek to implement dynamic 30kph limits during peak school times near schools, 40kph limits on residential areas and around schools during non-peak times, and 60kph for appropriate arterial roads.</li> <li>• Don't have the time to waste going slow as a commercial driver. Get rid of the civilians then you can your low-speed zones during workday hours Monday to Friday.</li> <li>• Brush stroke solution of reducing speed limits not appropriate in areas where risk increases only at certain times of the day.</li> <li>• Perhaps some of the main thoroughfares could be reduced around school hours to protect the little ones and still give Mt Eden residents their freedoms.</li> <li>• School speed zones should not apply out of school hours, anywhere.</li> <li>• 30kph is way too low, I think 40kph during school times is enough.</li> <li>• Limiting speed around schools is a great idea. However, it should not be limited 24 hours, 365 days a year. School is out for many weeks and obviously not busy in the weekends.</li> <li>• I think it should be 30kph from 7am-9am and 2.30pm-4.00pm.</li> </ul>
<p>Do not support reducing speed limits on open roads, rural/country roads and/or paper roads</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> <li>• Rural roads are having lower speed limits applied for no reason - the road environment has not changed since original safe speed limit.</li> <li>• People should slow down around schools, but 40kph is sufficient - reducing speeds on open roads risks dangerous driving.</li> <li>• Reducing speeds on safe 100kph country roads seems like financially based policing.</li> <li>• Rural roads need a road-by-road assessment to address issues as they vary a lot: blanket speed reductions is the wrong approach.</li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• Lowered speed limit should not apply to rural roads that are well maintained, well-marked, with good visibility, with plenty of signage warning of bends, etc, no areas with clusters of shops, no schools, no bus stops, no cars parked on side of roads, no animal crossings, no pedestrians, no high accident rates.</li> <li>• Infrastructure on rural roads should be improved instead of lowering limits.</li> <li>• Drivers of rural roads know how to drive to the conditions and lowering these limits will add significant journey time (and thus frustration and dangerous overtaking) for these commuters.</li> <li>• Rural people are well-capable of driving these roads at speeds that they see fit - no need to drop the speed limits on rural side-roads below 80kph.</li> <li>• Your notes say that most crashes are on urban roads, so why change the speeds on rural roads?</li> <li>• Roads with no road markings should have these in place instead of lowering speed limits.</li> <li>• If you must lower open road limits, make them 90kph not 80kph due to journey times and emergency services access.</li> <li>• The open roads should be fixed if needed rather than reducing the speed limit.</li> <li>• Only agree with lowering the limit on rural roads if they have no shoulders due to drainage ditches, the road edges are in poor condition, the road camber and undulations make visibility difficult, it has no streetlights and is frequented by rural machinery as well as cyclists, walkers and school children, there are no road markings, lots of farm vehicles that are difficult to pass, or a sensible combination of the above.</li> <li>• Rural roads should have higher speed limits than non-rural roads because they have very little pedestrian and vehicle traffic.</li> <li>• Speed limit reduction from 100kph to 40kph is too drastic.</li> <li>• Suggest 'derestricted' signage instead to indicate open road, but that much of it cannot be driven at speed.</li> <li>• I support an 80kph limit for rural roads. A blanket speed of 60kph is too slow and 40kph is way too low for any rural area.</li> </ul>
<p>Do not support reducing speed limits on arterial roads, main roads and/or highways</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> <li>• Look at parts of the Northwestern Motorway- 4+ lanes, good road condition, shoulder, separated from oncoming traffic, no side roads, well formed on and off ramps, and it is still only 80kph - this could safely be 100kph.</li> <li>• Lowering speeds on main arterial routes slows our economy down and causes frustration and more accidents. When road is built to accommodate large volumes/speeds of traffic, reducing speed limits is contradictory.</li> <li>• 50kph is fine as a minimum speed limit on urban roads. 60 or 70kph for main arterial roads. 100kph on motorways, highways and rural roads. If you can't drive to the conditions under these speed limits, then you shouldn't be driving at all.</li> <li>• I support lowering speed limits throughout except on the arterial roads/motorways/highways. Most expressways are safe to drive 100-110kph and motorways should be around 110-120kph.</li> <li>• Do not support a 40% drop in the speed limit in any area - especially trunk lines and main roads.</li> <li>• Some smaller countryside roads do warrant speed reductions but all the main roads between main towns and routes to the motorways from rural towns should have been left at 100kph.</li> </ul>

Feedback Theme	Main points
<p>Concerns/disagree with speed limit reduction around schools</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> <li>• Roads in town centres and near schools already have traffic slowing measures.</li> <li>• 30kph around schools cripples main roads: most modern cars don't naturally idle at that speed, and it adds to congestion in high pedestrian areas, adds to distractions i.e. watching speed not hazards. 40kph is an accepted balance.</li> <li>• Use better techniques (than 30kph speed limit): make some roads one way; close key roads during school drop off/pick up (if safety is the real reason, parents should deal with that).</li> <li>• Schools should have entry/exit designs so that cars aren't massed uncontrolled around them.</li> <li>• There are already sufficient safety measures around schools and other risk areas where there are children: traffic calming/variable speeds/lower speed limits/signage advising "reduce your speed" /pedestrian crossings/walking school bus/decent signage alerting drivers to the school zone.</li> <li>• Schools have the ability now to reduce speeds around their crossings in the 30 minutes in the morning and 30 minutes in the afternoon when this is useful. Does not need blanket speed limits.</li> <li>• Dropping speed limits around many of these schools outside school times is only going to lead to the deadly combination of aggressive driving and false sense of pedestrian security.</li> <li>• Vehicle drop offs to school by parents must be reduced to lessen the congestion impact around these schools though. Schools have a responsibility to police this effectively rather than the burden shifting onto the wider residential area.</li> <li>• Speed limit of 30kph around schools is unreasonable. No one will obey the limit. We are just training drivers to ignore the rules.</li> <li>• Congestion around the school slows traffic due to high volumes - lowering the speed limit has little benefit, and no benefit outside school hours.</li> <li>• Including roads further out from the school will only frustrate drivers and they will be less likely to slow down around the school.</li> <li>• The general drag net put out around some schools and not others clearly point to this not legitimately being about safety: either the immediate streets around every school gets it, or this strategy is hypocritical and does not make sense.</li> <li>• Other parking/traffic issues are not addressed in this proposal. These impact on car movement and travel in and around the schools. There are safe speeds around Hillsborough Primary but in my experience the biggest issue are the parents and their need to block and turn in dangerous places.</li> <li>• My children feel safe, as do I under the current set of rules which govern traffic safety around schools.</li> <li>• There should be blanket rule that all roads within a certain distance to a school and without separated cycleways should be limited to 30kph. While this is a good improvement it is too piecemeal and will cause confusion.</li> <li>• Due to the extremely high number of cars around schools while children are being dropped off and collected there is absolutely no possibility of anyone being able to speed in these areas during these times – changing speed limits around schools is purely academic.</li> <li>• Don't agree with your obvious intention to scrap the variable speed limits around schools which has worked so well for the past 10 years.</li> <li>• I love the light signs for school zones during school arrival and exit times and would support those all going to 30kph during those times (arrival and exiting).</li> </ul>

## General locations where speed limit reductions are supported

Note: 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 Devonport-Takapuna Local Board area, just themes.

Feedback Theme	Main points
<p>Lower speed limits around schools are required/important</p> <p><i>Mentions: 21</i></p>	<ul style="list-style-type: none"> <li>• People tend to exceed the speed limit at least a little, particularly around schools and school buses: a lower limit will help.</li> <li>• All streets around schools should be 30kph/10kph or under.</li> <li>• Agree people should slow down around schools but 40kph is sufficient.</li> <li>• There need to be permanent speed reductions around ALL primary schools, irrespective of location.</li> <li>• Safe speeds and parking are a huge issue around schools and local kindergartens.</li> <li>• All Kindergartens should be included in the proposal as these age children don't have much road safety awareness.</li> <li>• Schools have been ignored in many areas.</li> </ul>
<p>Lower speed limits in residential areas are required/important</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> <li>• Current speed limits in residential areas are too high.</li> <li>• All residential areas should be 40kph and include some residential 'safe street' spaces.</li> <li>• Treat rural as rural (low traffic, driveways, pedestrians), and urban as urban (high volumes, low speeds).</li> <li>• Lowering speed limits in residential areas will ensure greater safety and accessibility for all: children, cyclists, pedestrians, disabled people, and elderly as well as motor vehicle users.</li> <li>• All residential streets/ suburban roads/ urban areas should have their speed limited to 30kph.</li> <li>• New Zealanders drive far too fast on suburban streets that are not designed well enough to accommodate today's vehicles.</li> </ul>
<p>Lower speed limits on rural/unsealed/winding/narrow roads are required/important</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> <li>• Our roads are too varied for just 100kph or 50kph - 80kph is far safer for country/winding roads, due to increased traffic volumes.</li> <li>• 100kph is too fast and dangerous for some rural roads - should reduce to 80kph.</li> <li>• Lower speed limits have made a huge difference to rural communities in particular - it's becoming safe to drive / walk our roads</li> <li>• Some roads are narrow and have no shoulder - 80kph (from 100kph) makes sense.</li> <li>• It's required particularly on hilly, snaking roads in West Auckland, which are made ever more treacherous by rain.</li> <li>• Some rural roads are 100kph, but you would never reach this speed due to the windy/narrow/hilly nature of the road: seems reasonable to change the speed to suit a normal speed.</li> <li>• It is absurd that some single-lane country roads have the same speed limit as a motorway.</li> <li>• Lowering some rural roads to 80kph – and changing the open road limits to 80kph too - is a good idea.</li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• City drivers that leave the city are not prepared for country roads, and country roads within 100km of the city centre should be 80kph.</li> </ul>
<p>Lower speed limits in/around town/shopping centres are required/important <i>Mentions: 12</i></p>	<ul style="list-style-type: none"> <li>• Should be 40kph blanket speed for residential streets, and only 30kph in town centre and outside schools.</li> <li>• All streets around town centres should be 30-40kph.</li> <li>• Roads close to and through town centres and beaches should have speed limits reduced to at least 30kph.</li> </ul>
<p>Lower speed limits around marae/other high pedestrian areas are important <i>Mentions: 3</i></p>	<ul style="list-style-type: none"> <li>• Include rest homes too so elderly people can safely get out and about - suggest 20kph drop.</li> <li>• Please also reduce speed limits on busy roads.</li> <li>• It's more appropriate to focus on the main ones around schools and heavy congested areas instead of trying to lower what feels like every road in Auckland.</li> <li>• Please consider lower speed limits for all roads off main arterial roads, as we have the same problem all over Auckland - the majority of drivers are not sticking to 50kph.</li> <li>• Only support reduced speed limits around schools and high pedestrian areas.</li> <li>• We need to cut speed around schools, but this should also be extended to some of the bigger, busier roads around school times.</li> <li>• Need lower limits at marae's and gathering venues, hospitals, high impact areas.</li> <li>• It might be more realistic to take a more targeted approach to reducing speeds to 30kph only on roads that are particularly narrow or have high pedestrian use with no footpaths.</li> <li>• Support lowering speed limits in newly developed housing and business areas.</li> </ul>
<p>ONLY implement speed limit reductions around schools/town centres <i>Mentions: 13</i></p>	<ul style="list-style-type: none"> <li>• Should be 40kph blanket speed for residential streets, and only 30kph in town centre and outside schools.</li> <li>• Lower limits should only apply to the streets directly around schools (nowhere else).</li> <li>• People should slow down around schools, but 40kph is sufficient - reducing speeds on open roads risks dangerous driving.</li> <li>• Speeds around schools and other high care areas should be low.</li> <li>• I accept that schools should have reduced speed limits right around them (not miles away).</li> <li>• Having 40kph speed limit around schools and school times is sufficient. No need to permanently decrease the limit.</li> <li>• Perhaps some of the main thoroughfares could be reduced around school hours to protect the little ones and still give residents their freedoms.</li> <li>• Keep suburbs at 50kph (excepting schools).</li> <li>• Areas around schools within each slow zone are too large and have wider impacts on the suburb (should only apply to streets schools are on).</li> <li>• The only places where speed limits are needed are close to schools. Within 200 metres.</li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• Change the roads directly surrounding the school, not whole suburbs.</li> <li>• Programme should be tailored for schools and hours and sections of roads as needed for the peak drop-off and pick-up hours.</li> </ul>

### Other speed limit/physical improvement suggestions

Note: 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 Devonport-Takapuna Local Board area, just themes.

Feedback Theme	Main points
<p>Alternative speed limit suggested (instead of as proposed)</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> <li>• 30kph in areas that are not shared spaces is dangerous as it causes frustration and poor decisions. Suggest 40kph as happy compromise.</li> <li>• I agree people should slow down around schools, but 40kph is sufficient.</li> <li>• 40kph (rather than 30kph) will have a better chance of compliance/more realistic/ better for both drivers and pedestrians creating safety while avoiding driver frustration.</li> <li>• Would make more sense to change the whole of Auckland's speed limit from 50 to 40-45kph.</li> <li>• Motorways/highways/open roads should be 90kph/100kph/110kph/120kph.</li> <li>• Rural/country roads should be 80kph with advisory signs of advised safe speeds around certain more hazardous spots.</li> <li>• Built up/urban/residential/town areas should be 30kph/40kph/50kph/60kph.</li> <li>• School/high pedestrian areas should be 20kph/25kph/30kph/40kph.</li> <li>• The programme should be revised to consider every Auckland road and seek to implement dynamic 30kph limits during peak school times near schools, 40kph limits on residential areas and around schools during non-peak times, and appropriate arterial road limits should be increased to 60kph.</li> <li>• Better, cheaper, quicker, and less confusing for drivers to make a few simple rules and apply them everywhere: e.g. shopping strips and schools 30kph; low building density roads 80kph; bends and intersections and everything else 50kph.</li> <li>• Going from 50kph down to 30kph seems far over the top. There are some streets on Waiheke that are very narrow and have terrible visibility. Starting with 40kph speed limit should be the first step instead of a reduction of 20kph.</li> <li>• A drop of 10kph is sufficient, this is enough to make people aware of a speed change.</li> <li>• I would be in favour of slower speeds rolling out everywhere especially in urban areas - 50kph along arterials with separated cycle infrastructure and 30kph on all other roads.</li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>As intensification is increasing at a faster rate, general residential areas should all be 30kph no exceptions, main roads/arterials 50kph, and 80-100kph should only be for motorways, end of story.</li> <li>There is no need to have traffic crawling at 50kph an hour: 60kph in non-residential suburban areas would enable free traffic flow.</li> <li>50kph is too slow - 60kph is sufficient for most roads (excluding around schools, near shops and malls, and high pedestrian areas like parks).</li> </ul>
<p>General suggestions for speed limit increases</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> <li>More 80kph speed limits should be increased to 100kph where safe to do so.</li> <li>There is no need to change the speed limits on these roads. Most of them should be back at 100kph.</li> <li>Most expressways are safe to drive 100-110kph and motorways should be around 110-120kph.</li> <li>If anything, some roads should be increased.</li> <li>The number of new cars that are safer at higher speeds are increasing, so we should be thinking about increasing speed limits like the Waikato Expressway, not lowering them.</li> <li>The world is getting faster not slower, our speed limits are far too slow now, and we should be putting them up NOT down.</li> <li>Our motorways should have much higher speed limits like in Germany.</li> <li>Please change the speeds back to what they were before starting this road calming initiative. People should drive to the conditions.</li> <li>Unless there is a direct safety issue, the benefits of a slightly higher speed limit need to be taken into consideration. These current slightly higher limits allow for traffic to move efficiently through onto and off the coast. Once Penlink is completed, suggest AT looks at changing the speed limits.</li> <li>In general AT should always offset a speed decrease in one location with an increase in another. That way travel times can be maintained.</li> <li>You might find a better solution would be to increase the speed limit on bigger roads, improving the flow throughout the city, while enforcing the ones that have to stay low.</li> <li>There are so many examples in the world where increasing the speed limits on roads has resulted in steep decline in incidents.</li> <li>Increase speeds on motorways to 120kph with minimums of 90kph. If driver and car cannot do these speeds, they are not fit for motorway purpose.</li> </ul>
<p>Improve pedestrian infrastructure</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> <li>Consider needs to pedestrians as road users.</li> <li>Particularly consider pedestrian routes where there are no footpaths.</li> <li>Consider poorly designed road junctions where pedestrians have no safe options to cross the road.</li> <li>Wooden (and frequently sloping) footpaths that are slippery and dangerous especially when wet.</li> <li>Stop people parking on verges and footpaths that greatly reduce visibility of pedestrians.</li> <li>Rubbish bins totally blocking the footpath.</li> <li>Cyclists and scooters using footpaths are a hazard for pedestrians.</li> </ul>



Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• Instead of making people drive slower, invest in better roads and developing under- and overpasses for pedestrians.</li> <li>• Need to instead focus on superior construction of safe zones/barriers for cycleways and footpaths.</li> <li>• Raised pedestrian crossings are more effective than lowered speed limits.</li> <li>• Improve visibility around crossings and bike lanes.</li> <li>• Need footpaths/more pedestrian access.</li> <li>• Zone areas to safely separate walkers, cyclists, and vehicles.</li> <li>• All main arterials with higher speed limits should have protected cycle lanes, pedestrian only footpaths and frequent pedestrian crossings.</li> <li>• What happened to the diamonds painted on the road before a pedestrian crossing?</li> <li>• Some places don't have any walkways at all - start there and consider speed limits when road condition/walkways are ample and safe.</li> <li>• There should be traffic lights for safe crossings (not reduced speeds).</li> <li>• HATE the raised platforms on otherwise perfectly safe roads – vehicles have to slow down and/or stop for pedestrian crossings anyway: Normal pedestrian crossings with the round flashing orange pedestrian crossing lights – NOT full traffic lights systems, are all that is needed.</li> <li>• Lower speeds should be part of a whole package which include road quality (median barriers, surface quality, camber etc) and control improvements (signage, crossing, rumble strips, lights etc).</li> <li>• A better option would be to include more pedestrian crossings near schools.</li> <li>• Where possible, pedestrian crossings should split into two halves with an effective steel safety cage in the middle. It must be pushchair, stroller, shopping trolley, wheelchair, scooter, bicycle, oversize load, etc friendly. The benefits include pedestrians not stopping cars in both directions, pedestrians being more likely to make eye contact with drivers on the half of the road they are crossing. The obvious strength of the barrier giving a clear sense of the dangers of crossing roads.</li> </ul>
<p>Improve cycle infrastructure <i>Mentions: 8</i></p>	<ul style="list-style-type: none"> <li>• Some of the cycle lanes are dangerous and endanger cyclists.</li> <li>• Lowering speed limits feels like a poor cop out for not building safe passage for cyclists, runners, and horses.</li> <li>• To make roads safer for cyclists, build roads with cycle ways.</li> <li>• Get rid of under-used cycleways.</li> <li>• The retrospective bus and bike lanes are a shambles, they take so long to construct, and sit there empty.</li> <li>• Need to instead focus on superior construction of safe zones/barriers for cycleways and footpaths.</li> <li>• Fix parking and bike lane access first.</li> <li>• Need safer bike lanes for kids leaving schools too.</li> <li>• Don't allow parking in painted cycleways.</li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• Zone areas to safely separate walkers, cyclists, and vehicles.</li> <li>• Invest in more cycle routes.</li> <li>• All main arterials with higher speed limits should have protected cycle lanes, pedestrian only footpaths and frequent pedestrian crossings.</li> <li>• Cycle paths should be added all around Lake Pupuke on Hurstmere, Kitchener, Killarney as well as Shakespeare and Taharoto Roads, which have inadequate and unsafe cycle infrastructure today.</li> <li>• The size (SUV) and power of vehicles used on Auckland roads adds to the danger to road users, particularly cyclists. AT should be focusing on the types of vehicles that people use, not just speed.</li> <li>• Bike lanes need to be regularly cleaned.</li> <li>• Connect parks and schools to create a green route for bikes: bikes don't want to be where cars are.</li> <li>• Cycleways are often put in the wrong locations and so are not used.</li> </ul>
<p>Improve public transport <i>Mentions: 2</i></p>	<ul style="list-style-type: none"> <li>• Reducing speed limits is not the answer - improve driving skills, roads, public transport options, and affordability of new/safe cars.</li> <li>• Public transport needs to be improved before it is an option (extend bus routes, more passenger capacity at peak times, better reliability).</li> <li>• Resources should go into improving public transport instead of speed limits.</li> <li>• Need more/better access to public transport.</li> <li>• Public transport is too slow/expensive/inconvenient/infrequent.</li> <li>• For public transport to catch on, the large, road-and-environment damaging diesel buses that spew fumes over pedestrians need to be replaced with smaller buses/shuttles/electric/trams/bullet trains/raised trams.</li> <li>• Prefer to see work done to disincentivise people from bringing cars into the city (say tolls) and use that money to fund better public transport.</li> <li>• Build better public transport links with a reasonable frequency of buses/trains/trams (one bus an hour isn't enough).</li> <li>• Stop building developments/malls on the outskirts with big carparks, this promotes car use not public transport use.</li> <li>• AT needs to be concentrating more on developing public transport systems to get more people off the roads and reduce congestion.</li> <li>• A high-volume mass transit system is need in East/South Auckland. What ever happened to the Botany-Manukau Transit link planned for Ti Irirangi Drive?</li> <li>• Advocate for people to use public transport if they cannot go the speed limit and extend the routes of buses etc to more rural areas.</li> <li>• Bus stops are often put in bad places that cause congestion and are dangerous.</li> </ul>
<p>Physical improvements suggested <i>Mentions: 8</i></p>	<ul style="list-style-type: none"> <li>• More signage (not just for new speed limits) is needed to remind people what the speed limit is, especially with many different ones in an area.</li> <li>• Review traffic light phasing to improve traffic flow.</li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• The issue isn't speed - it's poor road layouts which lower limits won't help (Transit Lanes turned into Bus lanes but buses are empty; poorly designed merging lanes). Design safer roads and improve existing infrastructure instead of lowering limits.</li> <li>• Residential roads with high crash rates should have reduced speeds or more yellow lines to prevent parked cars causing blind corners.</li> <li>• Fix parking and bike lane access/focus on superior construction of safe zones/barriers for cycleways and footpaths.</li> <li>• Roads need to be made wider to accommodate modern/bigger vehicles.</li> <li>• Need more centre barriers to separate traffic.</li> <li>• Feeder roads need to be widened to allow better traffic flow.</li> <li>• Install light-controlled crossings (instead of lowering speed limits) if the concern is pedestrian safety.</li> <li>• Change off-street parking regulations to clear cars from parking along streets, both sides, and therefore improve road safety through clearer roads.</li> <li>• The better way to reduce accidents is to improve the road and remove roadside obstructions (overgrown trees, narrow bridges, blind bends, potholes).</li> <li>• Rural roads need to be better maintained, and for passing lanes to be installed.</li> <li>• Improve visibility around crossings and bike lanes.</li> <li>• Stop people parking on verges and footpaths that greatly reduce visibility of pedestrians.</li> <li>• This will have a low return (i.e. harm reduction) for the investment compared to other safety initiatives e.g. changing dangerous intersections, improving pedestrian crossings etc.</li> <li>• Install slow vehicle bays on the roads you wish to slow down. That way people can pass safely and not put others at risk.</li> <li>• Provide better places for people to park their cars. More generations are living under one roof due to the cost of housing: find a way to reduce the berms so that with cars parked on roads the road isn't narrow then you won't have as many issues as what you have.</li> <li>• Safe speeds and parking are a huge issue around schools and local kindergartens.</li> <li>• The most dangerous driving around schools tends to be red light runners or people driving through orange when could clearly stop, likely due to short or badly phased light changes and lack of clarity or education about not queuing through intersections. Red light cameras and more sensor-driven lights would help.</li> <li>• If you want to make the road safer, install road barriers (instead of lowering speed limits).</li> <li>• Traffic light phasing needs to be synched better for a 30kph limit (see Auckland City where lights turn orange as a driver crosses the line and is red before the driver reaches the other side). This can be especially hazardous to pedestrians and bikers and results in risky stopping or speeding manoeuvres and much confusion.</li> <li>• Start adding street lights and more reflector posts, anything that make rural roads more visible at night. No matter what the speed limit is, there will be accidents if you can't see what's ahead of you.</li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• Invest in rail to remove the growing volumes of road haulage in New Zealand.</li> <li>• Need safer/more pick up zones for parents around schools.</li> <li>• To achieve actual speed reductions on roads whose design encourages travel at higher speed, a lower speed limit needs to be paired with either design changes to slow cars down or enforcement.</li> <li>• Invest this money into red light camera and drunk driving checks.</li> <li>• Roads with no road markings should have these in place instead of lowering speed limits.</li> <li>• Remove more on-street car parking, add cycle lanes, and consider turning some roads into one way for cars. What has been done on part of Hurstmere Road should be done elsewhere.</li> <li>• Once safer (lower) speed limits are in place, existing physical traffic calming (speed humps, artificial street narrowing 'sticks, etc) should be reviewed and, where no longer necessary, removed. These can be distracting, impede traffic flow, damage vehicles, and makes driving in Auckland less pleasant in general. Safety comes first, but if they are not required, should be removed.</li> <li>• Use the correct roading materials, put centre lines in, stop narrowing roads, work with the Council to ensure new builds have car parks to remove parked cars from the roadside. Put flashing lights on pedestrian crossings when people are crossing.</li> <li>• AT needs to hurry up and put in the motorway bi-pass from West Gate to Waimauku.</li> <li>• Speed is only one factor. There is insufficient infrastructure in no footpaths, insufficient lighting, no passing bays or parking bays on narrow roads, high volumes of traffic on gravel roads.</li> <li>• Reduce berms to widen streets to allow for off street parking. As more infill housing is built it's safer to have cars further to the side of roads to allow any emergency vehicle down any street in AKL and increasing visibility to navigate all roads.</li> <li>• If road safety is problem the council needs to consider ensuring all houses have two off-street car parks to reduce the number of cars being parked on the road. The safety of drivers, pedestrians, and cyclists will be improved. Too many cars are parked on the road.</li> <li>• All main roads should have no parking on them if they do not have separate cycle lanes. Parking should be available on side roads only to allow more room for cyclists/scooters etc.</li> <li>• What if you had designated drop off and pick up areas for cars in high pedestrian areas (schools/marae/shopping malls) that were as far removed from main roads as possible. Make these drop off areas a mandatory part of designing carparks.</li> <li>• Expenditure should be focused on accident black spots such as the Royal Oak roundabout which should be converted to a traffic light-controlled system.</li> <li>• Any road in Auckland not wide enough for two cars to pass with parked vehicles on either side needs parking restrictions, with extensions to create a safety buffer when turning a corner.</li> <li>• Ban parking on the berms.</li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• AT's approach using extensive applications of road furniture (speed humps, chicanes, etc) is flawed as it slows emergency service vehicles, thus the unintended consequences of a greater level of property/life loss will occur due to delayed attendance by emergency responders.</li> <li>• Spend these funds on alternative safety measures like improved signage, road markings and barriers. For example, many lane merges in Auckland are not marked by a sign. Consider the use of colour for merge markers.</li> <li>• Have pedestrian crossing lights synchronise with the traffic lights so that the green zone traffic will not be interrupted.</li> </ul>

### Other comments and concerns

Note: 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 Devonport-Takapuna Local Board area, just themes.

Feedback Theme	Main points
<p>Concerns with the public engagement, and/or that AT won't listen to feedback</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> <li>• Expect Auckland Council/AT will not listen to or do what people want anyway.</li> <li>• AT acts arbitrarily and does not take taxpayers feedback into account.</li> <li>• I disagree with your strategy of sending out pamphlets asking for feedback with three days to respond and no direct link provided.</li> <li>• Have a look at the feedback you see on Facebook. It's frustrating to hear AT say that they will listen, but you do as they please anyway.</li> <li>• I feel that whoever proposed these changes have made a broad-brush approach without knowing the geography. This is further exemplified by having Upper Harbour, Oteha Valley and Albany Schools classed as West Auckland in this plan.</li> <li>• This change is not backed by detailed research on the roads involved as evidenced by the incorrect listing of posted speed limits on some of the roads listed.</li> <li>• I can't see what changes you are making on the map in this website.</li> <li>• Re Takapuna Town Centre: The brochure refers wrongly to Devonport, but the map is correct.</li> <li>• Online form doesn't have the correct roads in Henderson suburb.</li> <li>• The research (AP-R560-18), the proposals and the delivery of them come across as predetermined. I don't believe that AT will be influenced by the public opinion. I would rather see a reduction in AT power and procedures than our road speeds.</li> <li>• Because there is not enough consultation on the changes. Ask the people instead of assuming you have got it right.</li> <li>• We are under no illusion that AT will listen or cancel the approach, despite the public feedback opposed to the city centre speed limit changes, AT went ahead with those anyway.</li> <li>• There are too many roads to review at one time to provide an opinion on the whole safe speeds programme.</li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• AT has no accountability - previous concerns/requests to AT have been brushed off with no explanation.</li> <li>• Materials are inconsistent and contradict themselves - traffic lights vs roundabout for safety, for example.</li> <li>• What is there to consult on when you have a Vision Zero policy, just do it.</li> <li>• Don't put your junk mail pamphlets in a letter box marked 'No Junk Mail'.</li> <li>• What is the point of consulting on this? Are we supposed to make the streets less safe because it would upset a driver or something? Hurry up and implement the changes already.</li> <li>• It would be more informative if AT can also provide statistics on death/accidents by location. In that way we can better decide on a good speed for each of the areas specified.</li> <li>• Spend less money on reducing speeds and this consultation - invest in making the roads themselves safer instead (maintenance).</li> <li>• AT should not operate above the public; we deserve to make the decision on our roads. If consultation indicates a majority disagree with lowering speed limits, then DO NOT IGNORE THIS! This is a democracy and AT is in the public sector, majority rules.</li> <li>• You did not listen on phase 1 or 2 changes and were not prepared to publish feedback results as they obviously were against the changes in general.</li> <li>• It is patronizing to even suggest that you want feedback if you are blatantly ignoring the rights of law-abiding drivers.</li> <li>• Online survey is very hard to find.</li> <li>• QR code links to a wrong URL.</li> <li>• Some sections of the roads mentioned don't appear to exist.</li> <li>• If reducing the speed limits does not work, will you put the speeds back up again? Will you actually listen to what the public want because you do not have a good reputation for doing that?</li> <li>• Concerned most people are not able to have their say due to their personal circumstances.</li> <li>• Take a survey of the public's opinion on this and you'll find the overwhelming majority is against it. Tell us the names of people in Council who come up with these ideas so we can vote them out next election - democracy matters.</li> <li>• Note your map shows Hibiscus Drive incorrectly named as Eaves Bush Parade.</li> <li>• Under 'benefits of the proposed changes' in the Safe Speeds Programme pamphlet, an icon showing a child kicking a ball could be seen as a dangerous invitation to this activity.</li> </ul>
<p>Zero deaths by 2050 is unrealistic/ impossible</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> <li>• Zero deaths is a fantasy - there will always be deaths if there are cars and roads.</li> <li>• The goal of no deaths or serious injuries is unrealistic.</li> <li>• The only way to achieve zero vehicle incidents is by removing all vehicles, and that is just not acceptable.</li> <li>• You may as well ban cars buses and bikes completely if your aim is zero deaths.</li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• The only way we will see zero crashes is if all cars are autonomous and communicating to each other.</li> <li>• So long as there are people, there will never be zero deaths.</li> <li>• The ‘zero deaths’ goal is pie-in-the-sky ideology that is underpinning extreme and impractical changes and proposals, like this one.</li> </ul>
<p>Suggestions for licensing/law changes <i>Mentions: 3</i></p>	<ul style="list-style-type: none"> <li>• Licensing in NZ: all drivers should re-sit their licence every 5/10/15 years – there should be an ongoing review of driving ability.</li> <li>• Make licenses harder to get with a heavier focus on driver training.</li> <li>• The age of 16 is too low to expect a child to handle a vehicle: the driver age is too low and too easy.</li> <li>• Lower speed limits do not make people drive safer - introduce a Hazard Awareness course as part of the driving test (for example).</li> <li>• Make the defensive driving course compulsory (not rewarding with lessened Restricted time)</li> <li>• Drivers should need to log 'x' hours with an instructor before receiving your licence.</li> <li>• Foreigners should have to pass a comprehensive New Zealand driving test to drive in this country/immigrants should have to do defensive driving courses even if they have full licences.</li> <li>• I propose a licence class system where an endorsement is required for new motorists who wish to drive on open roads. This can be done at the time of sitting the licence. Similar to heavy traffic, or motorcycle licenses, but it specifically addresses hazards on open roads. Teaching people how a vehicle’s handling changes at speed, braking distances increase, to slow before corners and accelerate out of them, keeping left, rest breaks.</li> <li>• Make getting a full driver license compulsory after certain amount of time.</li> <li>• Make proper driving schools with instructors mandatory and include driver safety courses, how to merge and drive safely around corners/windy roads as a mandatory class as part of those.</li> <li>• Make road usage and driving mandatory in schools.</li> <li>• Traffic needs to speed up with better driving, not slow down: Make it illegal for heavy transport to be in the outside motorway lane, with harsh penalties for anyone caught under the posted speed limit on motorways.</li> <li>• Distracted drivers (texting, phone, etc) should have harsher penalties: lose license for 6 months/must do drivers’ course/fine of \$1,000 and 35 demerit points/instant loss of licence for 3weeks (first offence), 6 months (2nd offence), and 12 months (3rd offence).</li> <li>• Double fines for those speeding in a school zone.</li> <li>• Increase fines/punishment/penalties for crossing the centreline/driving on the wrong side of the road/dangerous driving/.</li> <li>• Restrict the performance of cars for new drivers for at least the first year of holding a full driver's license.</li> <li>• Ban undertaking on all roads.</li> <li>• Fines for drivers sitting in outside/overtaking lane.</li> <li>• Make it compulsory that drivers can only use hands free and must not have physical access to their phones while driving/prevent phones from being able to send/receive texts in a moving car.</li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• Car insurance/3rd party motor insurance should be mandatory in NZ for all drivers: Insurance companies identify the high risks and increase premiums accordingly which will remove higher risk drivers from our roads. Or if they are repeat offenders and do not care for the consequences of their actions, the police will have the power to prosecute and again remove them from our roads.</li> <li>• Speed limit changes won't change behaviour unless speed camera fines increase drastically to make people take them seriously.</li> <li>• Parking distance before and after speed humps must be increased and if they are not respected then the car owners need to be penalized.</li> <li>• All cyclists should need to have a license, so they know the dangers of riding on the roads and what precautionary actions they need to take.</li> <li>• Electric scooters should have a speed limit to avoid any accidents with pedestrians and other forms of transport and if they are for one person, if two are using it, they can get ticketed as it is unsafe use.</li> </ul>
<p>Other comments</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> <li>• Rooding network has not been improved despite petrol surcharge.</li> <li>• The state of the roads needs huge investment which our regional fuel tax should be going to.</li> <li>• Make new/near-new cars more affordable/available to raise the average safety of all cars on the road.</li> <li>• To maintain this programme would be to commit significant police resource that is instead needed to do real policing, and crime prevention.</li> <li>• Many of the proposed streets [Greenhithe] are near Upper Harbour Primary, but there is no road that connects Upper Harbour to Greenhithe - just a walkway.</li> <li>• I understand there is also a proposal to put 30cm cycle boundary on Upper Harbour Drive [Greenhithe]. Who has asked for this? Many cyclists are upset, as they will not be able to ride abreast or swerve to avoid walkers/runners.</li> <li>• I would like to know the update of the paper road from Traffic Road to Rahul Road: this was a well-used walkway that was planted over and was to be reinstated as a walkway with no progress.</li> <li>• It would be better to focus on suicide prevention as an example if the overall outcome is genuinely to reduce the deaths of New Zealanders, especially with the current pressures we are facing with the current pandemic.</li> <li>• Pressure the NZTA to lift the standard of cars coming into NZ to a mandatory 5-star rating. Get old and unsafe cars off the road.</li> <li>• 3-yearly warrants on new cars leave too much time between inspections - increase mandatory inspections to bi-annually and better driver training will reduce incidents on roads with current speed limits.</li> <li>• Road users should be disincentivised from having such large vehicles (SUVs, Utes, etc) with congestion charges – they block the view of the road ahead, and when parked obstruct visibility from side roads.</li> <li>• Road safety is a combination of factors - not just speed limit, but also road quality, and vehicle quality. We're ignoring two out of three factors.</li> <li>• Your 'Death/injury percentages' chart is contentious, with are other studies giving evidence to the contrary. Your policy is decidedly anti-private vehicle with the purpose to drive the public onto busses. This policy has been politicised.</li> <li>• What is the cost of implementing this programme? At a time when the cost of living is skyrocketing, and rates are increasing.</li> </ul>



Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• Perhaps AT should focus on some of the dangerous driving of their bus drivers.</li> <li>• ALL schools should be covered with reduced speed limits. AT should lobby the NZ Government to make a nationwide change, that does not rely on immediate individual speed signs to be erected.</li> <li>• The current system around schools works well, with lights flashing when the speed limit changes, drawing you attention to the reduced speed limit. Are you planning to run the lights for the time that reduced speed is in place?</li> <li>• Modern vehicles have cruise control and active safety systems which only work above 40kph.</li> <li>• We are moving into the era of electric vehicles and auto pilot modes which automatically stops the vehicle when they see any objects in front, reducing the risk of accidents: it is a pointless waste of money to change a working system without considering the future way of transportation.</li> <li>• Prefer to see work done to disincentivise people from bringing cars into the city (say tolls) and use that money to fund better public transport.</li> <li>• Remove the filter lights on feeder roads to the motorway that simply add to the already growing frustration of drivers.</li> <li>• There are many proposed roads which have just had considerable investment in speed mitigation. If these speed mitigation solutions are not effective this money recently spent would have been better utilised elsewhere.</li> <li>• Consider congestion charge zones to reduce commuters from outside the central city suburbs from driving into these suburbs with exemptions for residents.</li> <li>• In your comms you cite a disproportionate number of Māori accidents at 16.7% but Māori make up more like 17% of the population so that statement is factually incorrect and would make them better drivers by comparison to all drivers.</li> <li>• You trust the public. I see in your postal brochure here (which brought this whole matter to my attention) that you state the financial benefits per death and injury. This is not just interesting, it is vital information to have: because that's taxpayer money, and you're making your stewardship of it transparent to the public. That is impressive, progressive, and the right way to go.</li> <li>• I would like exceptions to be made for emergency vehicles such as ambulance, fire fighters, and police. Currently we really feel the shortage in ambulances, but even during normal times there are areas in Auckland like Pukekohe that only has 2 ambulances in the area and currently another ambulance will take 25min. If speed limits are introduced, it may take an ambulance to take 40min to get to those areas.</li> <li>• Many of these roads do not fit within the "self-explaining roads" that comprise the majority of changes.</li> <li>• Are the changes likely to slow down the bus routes? Will there be changes to routes to accommodate changes?</li> <li>• AT is complicit in reducing productivity of the whole of Auckland by these measures, and by installing T2/T3/Bus lanes at busy times of day.</li> <li>• Need to reduce amount of foliage at intersections that obstruct visibility and consider this in future planning for planting.</li> <li>• More emphasis needs to be put on drug and alcohol testing, more rigorous policing of seat belt use and cell phone usage.</li> <li>• Visual pollution on every bend in the road (e.g. signage) is very obnoxious.</li> <li>• Where speed limit review is on an unmarked road, markings should be added first before speed limit is dropped.</li> <li>• Instant disqualification for 20kph (instead of 40kph) over limit and instant fine for running a stop sign would help reduce incentives to speed.</li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"> <li>• AT needs to show FULL transparency of costs to implement, fine revenue generated, and where this money gets reinvested; the cost to the ratepayer, who the contractors are, and if the revenue will this be put into the regions that the fines are generated from.</li> <li>• Spending \$700 million on something that frustrates every NZ road user - how much of that money is being spent on advertising to support your cause?</li> <li>• Submitter's manual car struggled to maintain 30kph - it put too much strain on the motor.</li> <li>• Get contractor's trucks to not park on these narrow streets overnight. Yellow lines on one side, to help stop parking on all streets, corners, and access to other main streets in this area widened</li> <li>• The public need to see the evidence justifying these changes, the cost of this list and consultation, and the hundreds of thousands to implement.</li> <li>• Will the names of councillors supporting these changes be published so I know who is responsible for this?</li> <li>• I do not see why Marae need special treatment. Surely community centres should also be considered. This response seems disproportionate to the statement that more Māori get killed on roads. If 16% of road deaths are Māori and 17% of the population identify as Māori it seems like these are equivalent and not out of line with total road deaths.</li> <li>• The current trend to move to bikes (electric or not)/electric scooters and other powered transportation, the majority can and easily exceed 30kph - will they be policed in the same manner as a car?</li> <li>• I propose the speed limit on the Harbour Bridge be reduced to 50kph to allow mopeds to access/exit the Harbour Bridge at this speed via ramps at Esmonde Road and Onewa Road and onramps Victoria Street and Cook Street, so moped drivers have access to the city from the North Shore (currently even the ferry doesn't allow mopeds). The newly proposed Northern Pathway also excludes moped riders and ironically the moped riders pay road users tax when cyclists do not.</li> <li>• The Auckland Council is aiming to free up the traffic flow and reduce the number of cars going into the city and reducing carbon emissions - encouraging mopeds would help ease this congestion and help transition to these goals much sooner which would also increase safety on the roads in general.</li> <li>• Get rid of the trucks clogging our highways and byways/trucks should have a 90kph limit.</li> <li>• All main Highways should be tolled as it is often overseas - users to pay.</li> <li>• Needs to be some quality control of tyres being brought into this country. Tyres should legally be required to meet a standard of grip in all conditions and banning the import of those that do not. It is the most important part of a car when it comes to control.</li> <li>• As a motorcycle license assessor, because of the frequent speed changes, I must change my NZTA Authorised Assessment Routes every year.</li> <li>• Promote using small cars (e.g. one to three persons private transportation device or vehicle) and make them available to be imported from overseas, especially the electric ones.</li> <li>• The law needs to be revised to ban private cars exceeding 110kph to be imported, or to have them modified to limit their speed to 110kph (of course, except special vehicles like police cars). Their overall weight also needs to be reduced.</li> </ul>

Feedback Theme	Main points
	<ul style="list-style-type: none"><li>• Please retain the flexibility to keep fine tuning speed restrictions once they are initially implemented. It will be near impossible to even get most of them just right out of a full 1600 listed. In my opinion you will need to “let it play” for a while and then based on the awakening people of each area, and feedback, adjust to get it just right.</li><li>• Please erect signs such as: "Be mindful of following traffic" and "Slower vehicles must allow traffic to flow at the speed limit where feasible" and "Slower vehicles must not accumulate more than 6 following cars for more than 2km”.</li><li>• Need to include some of the roads that AT intends or is currently sealing as part of the seal extension programme.</li></ul>