



Safe Speeds Programme

Public feedback on proposed speed limit changes October/November 2021

Feedback related to Devonport-Takapuna Local Board area



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

During October and November 2021, 319 people from within the Devonport-Takapuna Local Board area submitted on the Safe Speeds Programme - proposed speed limit changes.



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 what they thought of the proposed speed limit changes for each road. 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?').



Road name	Cassia Place
Part of road	Full length

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

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



Road name	Charles Street
Part of road	Full length

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
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">Charles St has buses traveling along it and is in a residential area. On-street parking makes the street narrow and difficult for buses to navigate down. Cars travelling at speed put the bus, bikes, and walkers in danger.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none">This is a main route for those using the area - 30kph 24/7 seems crazy.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none">Maybe reduce speed limit for an hour in the morning and/or afternoon school time but not all the time.

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



Road name	Datura Place
Part of road	Full length

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	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> I think that this road is not close enough to the school and such a large area with a 30kph limit will not have as much impact in reducing speeds. Ultimately making it less safe in the areas immediately next to the school.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> There are many cars parked on street parking resulting in narrow roads to navigate. People driving in this area drive much slower than the speed limit and drive safely to navigate the roads. I think that this road is not close enough to the school and such a large area with a 30kph limit will not have as much impact in reducing speeds.

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



Road name	Erica Road
Part of road	Full length

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

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



Road name	Heather Place
Part of road	Full length

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

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



Road name	Herbert Street
Part of road	Full length

What do you think of the proposed speed limit change for this road?	No. of mentions
I think the current speed limit on the 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">• This is a dead end, narrow street.

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



Road name	Jonathan Place
Part of road	Full length

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

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

Road name	Juniper Road
Part of road	Full length

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	5
I think the current speed limit on this road should be kept the same	9
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	1
Other	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"> • Cars and buses drive too fast for children/pedestrians. • Lots of drag races and car accidents - lower limit will be safer. • High number of young school children, and high number of near misses with people exiting blind corners onto Juniper. But do not add any more judder bars. • High traffic and high-speed areas during school time.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 2</i>	<ul style="list-style-type: none"> • This will cause unnecessary delays and skirting of rules and resulting accidents because of the delays. • If the speed limit is lowered, it will cause more accidents.
The reduced speed limit is unnecessary <i>Mentions: 9</i>	<ul style="list-style-type: none"> • There are many speed bumps that exist along Juniper road which already slow down cars. There is no need to introduce additional speed limits. Cars are limited in speed by the many speed bumps already. • This road already has appropriate speed reducing bumps.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Is a primary "through road" for all types of traffic and not close to the Sunnynook Primary School.

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none"> This will cause unnecessary delays and skirting of rules because of the delays.
Need to better enforce speed limits <i>Mentions: 1</i>	<ul style="list-style-type: none"> Should have speed camera to enforce new speed limits, suggest at the bottom of the hill.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> Need a proper and safe place to cross the road.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> Cars and buses drive too fast for children/pedestrians, this road should have speed humps to force lowered speed.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed

Road name	Jutland Road
Part of road	Between Francis Street to the southern end of Jutland Road

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	5
I think the current speed limit on this road should be kept the same	4
I think the speed limit should be lower than what is proposed	5
Other	6

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"> • Busy road with cars parked on both sides. • Many cyclists and it is a main road leading to a school, many young families with kids riding bikes and scooters throughout the day. • Corridor for road travel as well as primary school walking traffic. • People travel too fast on suburban roads, so reducing the speed limit, especially near schools, makes absolute sense.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Road very busy at school times but too congested to go over 50kph anyway and is not crossed other than at the controlled crossing outside the school, and footpaths and verges are wide enough to accommodate pedestrians - 50kph is fine. • It's a small group of residential streets. There's nothing wrong with the standardised speed of 50kph.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> • This is a main route for those using the area - 30kph 24/7 seems crazy.
Proposal is a waste of money <i>Mentions: 1</i>	<ul style="list-style-type: none"> • There will be no way of enforcing the new speeds and to me seems like a total waste of money.
Driver behaviour is causing safety risks <i>Mentions: 3</i>	<ul style="list-style-type: none"> • People are already travelling over speed limit - enforcement required, not lower speed limits. • Drivers speed on this road, making it difficult to turn from side streets. • Drivers speed between speed bumps, and do not obey the Stop control at Francis St.

Why do you feel this way?	
Feedback Theme	Main points
Need to better enforce speed limits <i>Mentions: 2</i>	<ul style="list-style-type: none"> • People are already travelling over speed limit - enforcement required, not lower speed limits. • There will be no way of enforcing the new speeds and to me seems like a total waste of money.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Maybe reduce speed limit for an hour in the morning and/or afternoon school time but not all the time.
Extend the reduced speed limit to include more of the road <i>Mentions: 6</i>	<ul style="list-style-type: none"> • Need to apply on Francis St and extend further up Jutland Rd (toward Lake Rd) - more children (incl. walking school bus) walk along these roads to school than reflected in proposal. • Reduced speed limit should be all of Jutland Rd. • Should be 30kph for whole road - difficult to turn out from side street with fast traffic, plus lots of children riding bikes to Hauraki Primary, Belmont Intermediate, and Takapuna Grammar. • I think the reduced speed limit along Jutland should be extended to start at corner of Northboro Rd as Jutland Rd is the main access road to Hauraki school. It is also the road most widely used by children who bike/scooter/walk to not only Hauraki but also Belmont Intermediate and Takapuna Grammar school. • 30kph should be the limit for the entire length of Jutland Rd. • Proposed speed limit should apply to whole road, as the road becomes a race track and with parked cars and buses there is often only one way possible, and cars race to get through the space first.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Speed should be even lower than proposed: Jutland Rd is very narrow and with intensification there are a lot of cars parked on the roadside. Also, there is a regular bus service 802 and 801. The buses have trouble moving down the road due to the parked vehicles. Children biking to school are at danger from cars travelling too fast. Finally crossing the road is hard due to reduced visibility for children due to the parked cars and speed of traffic.

AT recommended way forward

Implement safe and appropriate road speed limit as proposed



Road name	Kerria Place
Part of road	Full length

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	2

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> I think that this road is not close enough to the school and such a large area with a 30kph limit will not have as much impact in reducing speeds. Ultimately making it less safe in the areas immediately next to the school.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> Street has good visibility, and not many children walk down here. I think that this road is not close enough to the school and such a large area with a 30kph limit will not have as much impact in reducing speeds.

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

Road name	Lyford Crescent
Part of road	Full length

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
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: 3</i>	<ul style="list-style-type: none"> • High traffic and high-speed areas during school time. • At times a busy road. • The road is narrow, windy, and uneven, with cars parked on both sides, and the view is very poor. It is not safe for the children to cross the road after school.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> • What would be far more logical and effective at achieving the targeted result, would be to make the speed limit 30kph, 20kph, or 15kph on the roads near schools at the days/times of school start and finish. I.e., Expand on AT's existing method that according to the crash rates I've seen, is effective. This approach should be applied to those roads around schools with a demonstrable risk/improvement opportunity, not just a map circled from a remote desk that provides no improvement opportunity.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none"> • What would be far more logical and effective at achieving the targeted result, would be to make the speed limit 30kph, 20kph, or 15kph on the roads near schools at the days/times of school start and finish. I.e., Expand on AT's existing method that according to the crash rates I've seen, is effective. This approach should be applied to those roads around schools with a demonstrable risk/improvement opportunity, not just a map circled from a remote desk that provides no improvement opportunity.

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



Road name	Marsden Street
Part of road	full length

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
I think the speed limit should be higher than what is proposed (but lower than the current speed limit)	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">There is a school entrance on the road and the street is pretty narrow, with cars always parked reducing visibility of children and other cars - should be 30kph at all times to keep everyone safe.
Other suggestions for reduced vehicle speeds <i>Mentions: 1</i>	<ul style="list-style-type: none">40kph seems reasonable - 30kph seems a bit overkill.

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



Road name	Pine Ridge Terrace
Part of road	Full length

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
Reduced speed limit is not good as it will increase journey times <i>Mentions: 1</i>	<ul style="list-style-type: none">• Will make people late to drop off/pick up their children.

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



Road name	Sequoia Place
Part of road	Full length

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	2
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> I think that this road is not close enough to the school, and such a large area with a 30kph limit will not have as much impact in reducing speeds. Ultimately making it less safe in the areas immediately next to the school.
The reduced speed limit is unnecessary <i>Mentions: 3</i>	<ul style="list-style-type: none"> No need to change the speed limit. Street is wide enough to safely walk, and not many children walk down here. It also leads to physical traffic calming on Jupiter. I think that this road is not close enough to the school and such a large area with a 30kph limit will not have as much impact in reducing speeds. Ultimately making it less safe in the areas immediately next to the school.

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



Road name	Sydney Street
Part of road	Full length

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

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

Road name	Tonkin Drive
Part of road	Full length

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	7
I think the current speed limit on this road should be kept the same	2
I think the speed limit should be lower than what is proposed	1
Other	1

Why do you feel this way?	
Feedback Theme	Main points
Reduced speed limit will be safer <i>Mentions: 8</i>	<ul style="list-style-type: none"> All roads near schools need a lower than 50kph speed limit for children pedestrians. Lots of children using the park, and very limited visibility. The road should be 30kph due to school, three preschools, shops, and access to Sunnynook Park. Road is narrow and often have cars parked on it. High traffic and high-speed areas during school time. There are shops, childcare centres, and parks where there is a lot of traffic and children. The speed limit should be low here. This can be a hazardous road with people reversing from parking spaces, crossing, turning.
The reduced speed limit is unnecessary <i>Mentions: 2</i>	<ul style="list-style-type: none"> The main gate/access to Sunnynook Primary (and their car park) is down a non-exit/enclosed 300m road - NOT located on a main thoroughfare, as with other schools. Existing traffic calming already slows down traffic on this street.
Only support the reduced speed limit for a certain period of the day <i>Mentions: 1</i>	<ul style="list-style-type: none"> Support the proposed reduced speed limit during school hours.
Other physical improvements suggested <i>Mentions: 2</i>	<ul style="list-style-type: none"> Better pedestrian crossing and school signage on Tonkin of school nearby (Lyford Cres) would help. Suggest stopping Tonkin Dr being a thoroughfare - the steep section to Juniper Rd could be split at 27.

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



Road name	Trinidad Road
Part of road	Full length

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
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"> • 50kph speed limit as current is too fast on this road. • High traffic and high-speed areas during school time.
Reduced speed limit will create, or not reduce, safety issues <i>Mentions: 1</i>	<ul style="list-style-type: none"> • I think that this road is not close enough to the school and such a large area with a 30kph limit will not have as much impact in reducing speeds. Ultimately making it less safe in the areas immediately next to the school.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> • I think that this road is not close enough to the school and such a large area with a 30kph limit will not have as much impact in reducing speeds.

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



Road name	Waitemata Road
Part of road	Full length

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: 2</i>	<ul style="list-style-type: none">• It is a more appropriate speed limit for a street with a school and a zebra crossing.• The proposed speed limit seems sensible, the number of children that use the area and general pedestrian activity warrant a new lower speed limit. The current speed limit is unattainable in a safe manner at most times of the day in this area

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

Road name	Walter Street
Part of road	Full length

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
I think the current speed limit on this road should be kept the same	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"> People travel too fast on suburban roads, so reducing the speed limit, especially near schools, makes absolute sense.
The reduced speed limit is unnecessary <i>Mentions: 1</i>	<ul style="list-style-type: none"> When children attend Hauraki School (Jutland Rd) travel to/from school, the usual 40kph limit is adhered to - the area is so busy as children and parents come and go cars usually crawl through at 20kph - there is absolutely no reason for further rules and regulations.
The reduced speed limit is unsuitable for this road <i>Mentions: 1</i>	<ul style="list-style-type: none"> This is a main route for those using the area - 30kph 24/7 seems crazy.

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



Road name	Wylie Avenue
Part of road	Full length

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

AT recommended way forward
Implement safe and appropriate road 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.

Suburb

Belmont

Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 7</i>	<ul style="list-style-type: none"> • Eversleigh Rd - Lower vehicle speeds: Lots of foot traffic and parked cars visiting the cafe, as well as being a bus and walking school bus route. • Bardia St - Lower speed limit. • Seacliffe Ave - Lower speed limit. • Northboro Rd - Lower speed limit: Cars drive very fast, and it is dangerous for pedestrians. • Montgomery Ave - Lower vehicle speeds: This is a residential street, but, as with all the roads around here, people use it as a cut through to avoid Lake Road traffic. • Alamein Ave - Lower speed limit: Current 50kph limit is too fast - parked vehicles (even on just one side) narrows the road to one lane, and at the Eastern end is a blind corner which, at the best of times, is dangerous. • Westwell Rd - Lower speed limit: Road surrounded by three schools, with young people crossing, walking, and parent pick-ups/drop-offs, and speeding traffic rat-running to avoid Lake Rd, have been near misses.

Suburb	Castor Bay
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Feedback Theme	Main points
<p>Other roads/suggestions for reduced vehicle speeds</p> <p><i>Mentions: 5</i></p>	<ul style="list-style-type: none"> The Esplanade - Lower speed limit to 20kph: This area is effectively in a park. The Speed management Guide recommends 20kph limits here to accommodate high levels of active road use by children. The Esplanade - Lower speed limit from 50kph to 40kph: 50kph is way too fast on this road, but 30kph is too slow and will congest traffic, as this road can be quite busy in the mornings. Beach Rd - Lower speed limit or change parking: Too dangerous for a 50kph limit, due to the ability of cars to park on Beach Rd, making it very narrow at a blind corner which is incredibly dangerous. Peter Tce - Lower speed limit: Not safe to drive at 50kph, even when it is not busy. It is also a school area used to access Campbells Bay School. Braemar Rd - Lower speed limit (to 30kph) and install traffic calming: Narrow, twisty road with many blind corners and parked cars - 50kph is inappropriate. Please add traffic calming measures and lower the speed limit.
<p>Other physical improvements suggested</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> Beach Rd - Lower speed limit or change parking: Too dangerous for a 50kph limit, due to the ability of cars to park on Beach Rd, making it very narrow at a blind corner which is incredibly dangerous.

Suburb	Devonport
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Feedback Theme	Main points
<p>Other roads/suggestions for reduced vehicle speeds</p> <p><i>Mentions: 17</i></p>	<ul style="list-style-type: none"> • Coronation St - Lower vehicle speeds: Used as a cut through to Lake Road, with lots of parked cars and sun strike at certain times of the day it is becoming very dangerous. Many young families live on this street, as well as elderly people in the hospital. • Albert Rd - Lower speed limit: Busy road, regardless of being a residential area with many children walking/biking to/from school, but no pedestrian crossings so children cross everywhere. Road is too narrow even for 50kph limit, but vehicles exceed limit anyway, visibility is low due to the curves. • Vauxhall Rd - Lower vehicle speeds: Devonport kindergarten has a pedestrian crossing right outside it but cars ignore it, exceeding 50kph limit to get from Devonport up to Narrow Neck. • Tainui Rd/Vauxhall Rd - Lower vehicle speeds: Dangerous intersection with cars speeding from Vauxhall Rd, while others are trying to turn out of Tainui, and a pedestrian crossing largely ignored by both, as well as a cycle lane frequented by school children. Multiple near misses. • Flagstaff Tce - Lower speed limit: High volumes of pedestrians - lower limit will make the high street more pleasant. • Victoria Rd - Suggest roundabout: This is a dangerous intersection that needs a roundabout. • Vauxhall Rd - Lower vehicle speeds: Currently cars are travel at unsafe speeds. • Vauxhall Rd - Lower speed limit and suggest traffic calming: Current limit is rarely followed, and the gradient of the hill means limited visibility for both pedestrians and drivers. There is a kindergarten and frequently children cross the road with cars approaching at high speeds. • Victoria Rd - Lower speed limit: High number of people cross the street to the waterfront, many elderly and young people. • Vauxhall Rd - Lower vehicle speeds: Have been pedestrian-vehicle accidents, and some drive right through pedestrian crossing. Particularly dangerous with parked cars limiting visibility and on game days. • King Edward Pde - Suggest pedestrian crossing: Really difficult to get from one side to the other with speeding cars, and visibility obscured by parked cars - need pedestrian crossing here as disabled people and pram-pushers struggle. • Kawerau Ave - Lower speed limit to 40kph: Busy road with rat running to and from Regent, Aramoana and Ngataranga. Vehicles frequently drive at excessive speeds. ECE centre at number 7. • Vauxhall Rd - Do not reduce speed limit: Vast majority of people drive at sensible speeds on this road, and the speed bump near Narrow Neck beach already slows traffic at the most dangerous point in the road. • Calliope Rd/Victoria Rd - Suggest roundabout and lower speed limit to 40kph: Cycling up from the village is particularly dangerous - to continue up Victoria Rd you must ride in the middle lane, which motorists do not appreciate - a roundabout at this junction would make it safer and provide a suitable point to lower speed to 40kph through the village. • Lake Rd/Esmonde Rd - Improve intersection: A nightmare spot for cyclists - needs improvement - lowering speed limit is not the solution here. • Kerr Rd - Lower speed limit: Should be included in proposal due to preschool/play centre and Devonport Primary on this narrow street, and speeding vehicles (cars with trailers, trucks), no school crossing, minimal signage, and lots of on-street parking.



Feedback Theme	Main points
	<ul style="list-style-type: none">• Speed limits should be reduced in many more urban centres (from 50 to 30). Large areas of Devonport would be appropriate for this change. It will encourage more active modes of transport.

Suburb	Forrest Hill
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Feedback Theme	Main points
<p>Other roads/suggestions for reduced vehicle speeds</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • Forrest Hill Rd - Suggest pedestrian crossing (or at least a traffic island) near the Richards Ave bus stops. Easy to exceed 50kph in a car on downhill stretch after Greville Reserve, and feels unsafe as a pedestrian, cyclist, bus user to cross this wide, busy and fast road. Suggest traffic calming, and pedestrian crossing for safe crossing close to bus stops and walkway. • Meadowvale Ave - Lower speed limit to 30kph. • Forrest Hill Rd - Suggest raised pedestrian crossing. • Becroft Dr - Lower speed limit: Limit should be reduced due to the school and the number of people (especially school children) in this area heading to the bus station.
<p>Other physical improvements suggested</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Forrest Hill Rd - Suggest pedestrian crossing (or at least a traffic island) near the Richards Ave bus stops. Easy to exceed 50kph in a car on downhill stretch after Greville Reserve, and feels unsafe as a pedestrian, cyclist, bus user to cross this wide, busy and fast road. Suggest traffic calming, and pedestrian crossing for safe crossing close to bus stops and walkway. • Forrest Hill Rd - Suggest raised pedestrian crossing.

Suburb	Hauraki
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Feedback Theme	Main points
<p>Other roads/suggestions for reduced vehicle speeds</p> <p><i>Mentions: 19</i></p>	<ul style="list-style-type: none"> • Suggest 30kph limit throughout the peninsula, particularly Devonport Rd, Lake Rd, Narrow Neck Rd. • Francis St and Norman Ave - Lower speed limit: should be included in proposal. • Hart Rd - Lower vehicle speeds: is a corridor for road travel as well as primary school walking traffic - people speed up between the speed bumps and don't obey the stop sign at Frances St. • Francis St - Lower speed limit: to protect children, elderly people, cyclists, and pets. Francis has cars parked on both sides limiting visibility, and buses travel down, sometimes at speed, while children use the road to walk to all the schools in the area. • Stone St - Lower vehicle speeds: high volumes of traffic in a small street due to rat-running in peak times, with vehicles speeding up this street to make up time. Countless close calls with cars and this a major safety issue for everybody who lives on the street. • Norman Rd (Takapuna) - Lower speed limit to 30kph: used as a rat-run from Lake Rd, with cars speeding well over the speed limit in this narrow road, where cars are parked on both sides. Dangerous entering or exiting driveways and negotiating speeding oncoming cars when visibility is restricted/poor and there have been several near misses. Lots of children in this street, and people drive 60-80kph. • Purchas Rd - Lower vehicle speeds: used as a rat-run to avoid Lake Rd, with cars driving very fast, often crossing the centreline around the corner. • Hauraki Rd - Lower speed limit to 30kph: Used as a rat-run to avoid congestion on Lake Rd, speeding down from the top after the free turn, before turning into Clifton. • Northboro Rd - Lower vehicle speeds: after school this road is incredibly busy, and difficult for children from Hauraki to find a safe time to cross. There are also young inexperienced drivers, and with the new Eversleigh Rd development and no crossing on this road, it is an accident waiting to happen. • Intersection between Northboro and Jutland - Lower vehicle speeds: is extremely dangerous and a bad accident waiting to happen. Cars speed down entire length of Jutland Rd often in excess of 70-80kph at night/evening - enforcement an issue. Regularly feel unsafe. • Harley Rd - Lower speed limit to 30kph: is a narrow road only 4.5m wide. People drive too fast and almost collide, especially turning from Eldon St into Harley Rd (do not obey Stop controls). They are steep roads and people can't see what is coming and there should be safety for the residents. • Around Hauraki School should be 40kph, not 30kph as proposed, as the roads are quite wide (wider than Harley Rd). • Francis St - Lower speed limit: it is on the walking school bus route, and on-street parked cars make the street narrow and difficult for buses to navigate down. Cars travelling at speed put the bus, bikes and walkers in danger.
<p>Other physical improvements suggested</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> • Suggest lower speed limit (30kph), speed calming, enforcement, dedicated bus lanes, separated bike lanes, particularly around schools and all throughout peninsula wherever there are footpaths (specifically Devonport Rd, Lake Rd, Narrow Neck Rd).



Feedback Theme	Main points
<p data-bbox="125 201 439 260"><u>Don't</u> reduce speed limits on these roads in future</p> <p data-bbox="125 272 232 293"><i>Mentions: 4</i></p>	<ul data-bbox="483 201 2101 293" style="list-style-type: none"><li data-bbox="483 201 2101 293">• Francis St, Northboro St, Norman Rd, Hart Rd: current speed limit is appropriate and haven't seen or heard of any accidents on this street. Good footpaths on this road that are well separated from the road by a wide berm. Keeping the city moving is also important and adding 40% to journey times will be an impediment to productivity in the area.

**Suburb**

Milford

Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none">• Pierce Rd - Lower speed limit to 30kph: Many pedestrians and cyclists from Kitchener.• Reduce vehicle speeds around Milford, particularly Prospect Tce, Rangitoto Tce, Penning Rd, Bevyn St, Heathcote Rd - Lower speed limit from 50kph to 30kph: Narrow roads, walking children - 50kph is too fast.• East Coast Rd, Kitchener Rd, Shakespere Rd, Taharoto Rd - Lower speed limit: Children cycling to many schools in the area do not have protected cycle paths here, so limit should be lowered.

Suburb

Narrow Neck

Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Hamana St - Lower speed limit to 30kph: Narrow road that forces cyclists (including many students) and drivers into conflict - should be 30kph or protected cycling facilities. • Seacliff Ave - Lower speed limit to 30kph: Narrow road that forces cyclists (including many students) and drivers into conflict - should be 30kph or protected cycling facilities. • Winscombe St - Lower speed limit to 30kph: Narrow road that forces cyclists (including many students) and drivers into conflict - should be 30kph or protected cycling facilities. • Vauxhall Road - Lower speed limit to 30kph: Between here and Hamana St - many people crossing the road with kids, gear, kayaks, boats.
Other physical improvements suggested <i>Mentions: 1</i>	<ul style="list-style-type: none"> • Seacliff Ave - Lower speed limit to 30kph: Narrow road that forces cyclists (including many students) and drivers into conflict - should be 30kph or protected cycling facilities.



Suburb	Stanley Point
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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">• Patuone PI - Suggest traffic calming: cars and cyclists often use this as a circuit back to Lake Rd off Calliope. Traffic speeds in evenings/on weekends is high, and often dangerous for local families to cross the road - suggest speed bumps all the way along the road.• Calliope Rd - Lower speed limit: The speed limit should be lowered somewhere before Russell and ending after the Stanley Bay Bowling Club.

Suburb

Sunnynook

Feedback Theme	Main points
Other roads/suggestions for reduced vehicle speeds <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Sycamore Dr - lower speed limit: It's important to reduce speed limits around schools. • Tobago Pl - lower speed limit: this road is a main feeder road into Sunnynook School, and the new pedestrian crossing on Sunnynook Rd was installed to access Tobago Pl school entrance - this secondary entrance is jammed packed mornings and particularly afternoons from 2pm for pick up/drop off, with parked vehicles reducing it to a one-way street. Tobago Pl recently had yellow lines marked on one side to prevent people parking on both sides at the entrance, but this is still a main access road to the school: View Tobago Pl from 2:45pm-3:15pm weekdays and you will see dozens and dozens of cars and footpaths full of children and parents using this road and crossing this road and trying to negotiate it being one way because of so many parked cars. • Sunnynook Rd, Tobago Pl - lower speed limit: Sunnynook and Tobago aren't even included but are high traffic and high speed areas during school time. Because of this school traffic specifically a pedestrian crossing was recently installed on Sunnynook Rd. • Sunset Rd - lower speed limit to 30kph: Bad interactions with angry motorists on Sunset Rd while cycling to work, it is very unsafe. Need lower limit to be safe for users of other modes of transport.

Suburb	Takapuna
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Feedback Theme	Main points
<p>Other roads/suggestions for reduced vehicle speeds</p> <p><i>Mentions: 9</i></p>	<ul style="list-style-type: none"> Tennyson Ave - Lower speed limit to 30kph: Three-day cares/kindergarten on this street and is used to bypass the main road (Esmonde to Lake Rd). Sanders Ave - Lower speed limit from 50kph to 30kph: There is a school in this street as well as many children living here - Current 50kph is too fast for a road like this. Sanders Ave - Lower speed limit to 30kph and redesign road: From Esmonde Rd all through Takapuna should be 30kph, also the road should be redesigned to improve safety - parked cars obstruct visibility for merging, and it is too wide to safely cross and there aren't enough pedestrian crossings. Is used as a through road and should not be. Braken Ave - Lower vehicle speeds: To make it safer for local children and pets and this quiet street. Eldon St - Lower speed limit: The speed limit should be lower than what's proposed. Burns Ave - Lower speed limit to 30kph: Many primary school children walking here to/from school, and people drive quickly around the numerous roundabouts, exceeding current speed limit. East Coast Rd - Do not change the speed limit: The speed limit on this road is suitable for a main road. Hurstmere Rd - Lower speed limit to 30kph: So many cyclists and no cycleway. The Strand - Lower speed limit to 30kph: Lots of cyclists and pedestrians and not enough crossings or cycleways. With all the parked cars and buses the situation can get dangerous. These roads in Takapuna should be reduced to 30 kph. Lots of cyclists and pedestrians and not enough crossings or cycle ways. With all the parked cars and buses the situation can get dangerous.
<p>Other suggested physical improvements</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> Sanders Ave - Lower speed limit to 30kph and redesign road: From Esmonde Rd all through Takapuna should be 30kph, also the road should be redesigned to improve safety - parked cars obstruct visibility for merging, and it is too wide to safely cross and there aren't enough pedestrian crossings. Is used as a through road and should not be. East Coast Rd - fix intersection: Dangerous intersection with a number of accidents, and many children using it to cross the road. Killarney St - layout improvement required: Look at the layout of Killarney Street - traffic must cross the centreline to go around parked vehicles. These roads in Takapuna should be reduced to 30 kph. Lots of cyclists and pedestrians and not enough crossings or cycle ways. With all the parked cars and buses the situation can get dangerous.



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

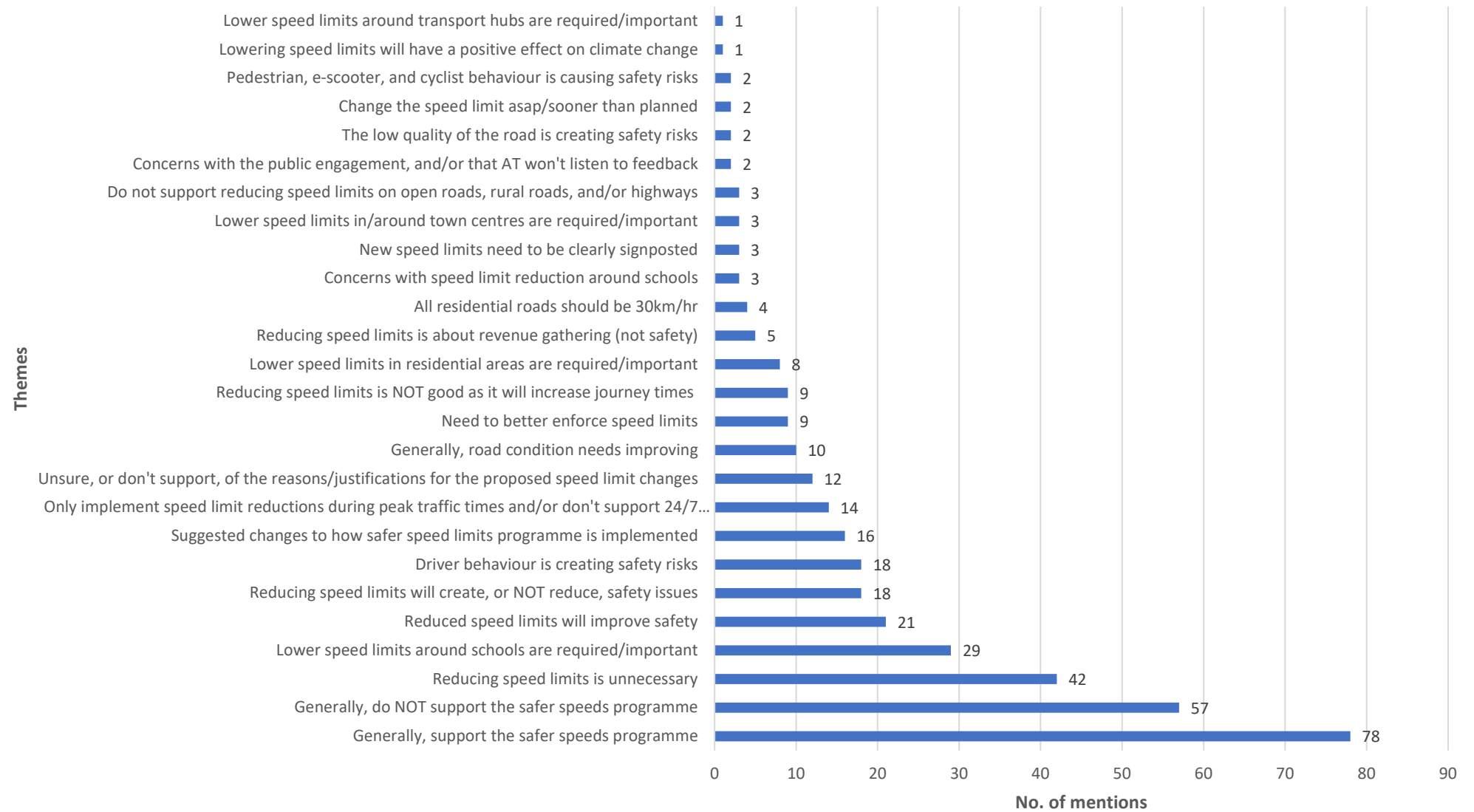
The feedback form also provided the opportunity for respondents to provide general comments on the Safe Speed Programme. Most this feedback was general in nature and could not be attributed to a particular road.

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.

All Themes: Devonport-Takapuna Local Board Residents



Overall sentiment towards the Safer Speeds Programme

Feedback Theme	Main points
<p>Generally, support the safer speeds programme</p> <p><i>Mentions: 78</i></p>	<ul style="list-style-type: none"> • Support reduced speed limits as they will reduce crashes. • Making streets safer for pedestrians and cyclists can only be a good thing. • Support changes in high incident areas. • Support for speed limit changes around schools. • Support for speed limit changes around schools but only during school hours not 24/7. • Support for changes in inner city suburbs. • Believe other roads should also have a speed reduction. • Support speed reductions but don't agree with proposed speeds: <ul style="list-style-type: none"> ○ There should be less speed levels e.g. 30km/h residential, 60km/h rural and 80km/h motorway. ○ Support speed limit reduction to 40km/h not 30km/h. ○ 100km/h to 40km/h is too large of a change. • Support speed limit changes but they should be targeted to the road and researched.
<p>Generally, do NOT support the safer speeds programme</p> <p><i>Mentions: 57</i></p>	<ul style="list-style-type: none"> • Don't think speed is the issue, road maintenance is. • Don't think speed is the issue, poor driving is. • Don't think speed is the issue, poor enforcement is. • Drivers who decide to speed now will speed anyway. • Will make traffic congestion worse. • Previous programme to lower speed has not had an effect on accidents or deaths. • Current 30km/h hour speed limits are not working and will not work. • Speed limits below 40km/h are unrealistic. • Think speed limits should be raised. • Cars cannot travel faster than the speed limit in Metro Auckland anyway. • Do not support speed reductions on entire roads, rather just the stretch affected by accidents. • Do not support speed limit reductions, except around schools.

Feedback Theme	Main points
	<ul style="list-style-type: none">• Don't support reducing speed on rural roads.• Programme with various speeds will cause confusion and people will be fined.• Put roads already lowered back to 100km/h, it causes dangerous driving with passing.• Franklin community said don't change it.• Thinks programme is pointless.• Thinks programme is a guise to force people out of using private cars.

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

Feedback Theme	Main points
<p>Unsure, or don't support, of the reasons/justifications for the proposed speed limit changes</p> <p><i>Mentions: 12</i></p>	<ul style="list-style-type: none"> • Need to show why they justify the speed limit reductions. • AT need to show how many fatal crashes on the roads proposed justify the speed limit changes. • AT need to show the number of fatal crashes on Queen Street, Quay Street, Tangihua Street, and Anzac Avenue. • Show how many crashes were caused by speed and not due to other factors. • Franklin roads do not have the accident statistics that are being claimed, would like to see the actual statistics. • Using reports of accidents to make decisions is flawed as not all accidents are reported. • Accidents caused by texting and alcohol should not impact speed decisions. • Using speed around school to justify these changes is wrong as there are already speed limits around schools and most of the proposed changes are not near schools. • Seems driven by ideology not practicality. <ul style="list-style-type: none"> ○ Proposed changes are unrealistic. ○ Model is flawed/decision is based on incomplete or incorrect data. • People are capable of driving to the conditions. • Congestions means speed self-limits where necessary. • Speed limit reductions are a guise to force people out of using private cars. • The increase in injuries is probably in correlation to Auckland's growth. • Reducing rural roads to 80km/h is an attempt to ensure roads last longer, not for safety. • Proposal is based not on reducing speed reducing harm, but on cost being a limiting factor in providing safe roads. • These changes are being made to hide how bad AT has made Auckland's traffic congestion. • What are the reasons for these changes? • The roads mentioned for speed changes are inconsistent. • Too many roads have been selected.
<p>Reducing speed limits is unnecessary</p> <p><i>Mentions: 42</i></p>	<ul style="list-style-type: none"> • There is no need to lower speed limits/existing speed limits are safe. <ul style="list-style-type: none"> ○ Roads are safe for the current speed limits (flat, straight, visibility is good, very few hazards on the side of the road, no side roads).

Feedback Theme	Main points
	<ul style="list-style-type: none"> ○ Suggested roads already have speed calming measures (speed bumps, chicanes). ● Proposed speed limits are slower than necessary. <ul style="list-style-type: none"> ○ 50km/h is a safe speed limit, no need to reduce below that. ○ 30km/h speed limits are ridiculous / too slow / unnecessary. ● Speed limit reviews are a waste of time and money. ● Many roads require maintenance/upgrading to improve safety, not speed limit reductions. ● Due to congestion people already travel around the city at less than 50km/h. ● Auckland speed limits are much lower than other parts of New Zealand. ● Many of the proposed speed limit reductions don't make sense. ● Enough roads have had speed lowered already. ● Vehicles do not speed on this road(s). ● There have been no, or very few, crashes on this road(s). ● Cars are safer than ever. ● Vehicles are of better quality now and can travel at faster speeds safely. ● Of the 206 rural roads in Franklin only 33 are high risk (serious injury or death), it unnecessary to reduce speeds on many of these roads. ● There are no proposed developments in this area that would make this road significantly busier. ● The justification that this limit should be reduced to be in keeping with surrounding roads isn't a satisfactory justification. ● There is already a variable speed limit for the dangerous part of the road. ● Road will still be unsafe for walking at the reduced speed limit. ● The changes are being made to slow journeys to get people to ride bikes. ● Just use LSZ signs.
<p>Reducing speed limits will create, or NOT reduce, safety issues</p> <p><i>Mentions: 18</i></p>	<ul style="list-style-type: none"> ● AT's speed limit reductions have so far caused increased crashes and deaths. ● Reduced speed limits have increased incidences of dangerous driving. ● Reduced speed limits have increased accidents. ● There is no evidence that reducing speeds will reduce deaths, in fact, the opposite has occurred. Following a non-relevant Scottish example is senseless. ● Reinstate the speed limits that were recently reduced by AT.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Driver behaviour is the problem, not the speed limits. • People who speed will still speed. • Lower speed limits (and slow drivers) create driver frustration and dangerous behaviour, such as risky overtaking. • Any motorist obeying a 50kmph limit who crashes and causes a fatality or serious injury is either elderly, pathetic, or on drugs/intoxicated. 30kmph speed limit won't change the cause of the accident. • Reduced speed limits will not reduce crashes in South Auckland, most people do not obey the current speed limits. • Reduced speed limit (to 30) will cause constant watching of speedometer instead of watching the road. • Slow traffic encourages phones use. • Variable speeds along same stretch of road causes driver distraction. • Need to also change the design speed of the road, or changes will be ineffective. • Proposal is about politicians being seen to do something, rather than actually improving safety. • AT need to research and focus on changes that will actually improve safety. • Why is AT not doing cost benefit analysis to justify these proposals? • AT need to do a full economic analysis of the impacts of reducing speed limits, such as time wasted, increased travel times for buses/delivery vehicles/taxis etc. • I work for insurance and monitor claims. 98% of our crash report claims are due to poor driver behaviour. 85% of faults causing death and serious injury are elderly. What is your strategy doing about the real cause for these areas?
<p>Reduced speed limits will improve safety</p> <p><i>Mentions: 21</i></p>	<ul style="list-style-type: none"> • Lower speed limits will make people less likely to crash. • Lower speed limits improve pedestrian safety. • Lower speed limits will make our streets safer for children, elderly, and those with mobility issues. • Limiting speed will make cycling safer. • Lower speed limits in areas with speed related incidents. • Lowering speed limit is the only option on some roads that cannot be improved in other ways. • Road conditions are not suitable for the current speed limits, lowering them will improve safety.
<p>Reducing speed limits is NOT good as it will increase journey times</p> <p><i>Mentions: 9</i></p>	<ul style="list-style-type: none"> • Reducing speed limits will increase journey times. • Reduced speed limits increases pollution. • Reduced speed will impact traffic flow.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Reduced speed will increase congestion. • Reduced speed limits will increase journey times for emergency services - they cannot exceed 30km/h over the limit. • Reduced driving speeds is increasing journey times from Pukekohe to Auckland. • Driving around rural roads in Franklin will take too long at lower speeds. • Slower speeds, slows the economy. • Longer journey times mean increased risk of accidents. • Increased journey times will create risky, impatient drivers. • Reduced speed limits will negatively affect the public transport network. • Want to be compensated for wasted time. • Want to be compensated for wasted fuel.
<p>Reducing speed limits is about revenue gathering (not safety) <i>Mentions: 5</i></p>	<ul style="list-style-type: none"> • Reducing speed limits is about revenue gathering. • Manurewa is being unfairly targeted to be fined and generate income. • South Auckland, and therefore Māori and Pacific communities, are being unfairly targeted. • Reduced speeds will lead to more petrol consumption and therefore are purely profit generation.
<p>New speed limits need to be clearly signposted <i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • New speed limits need to be clearly signposted. • New speed limits should be painted on the road as well as signposted.
<p>Need to better enforce speed limits <i>Mentions: 9</i></p>	<ul style="list-style-type: none"> • Proposed changes will have minimal impact if not enforced. • General concerns about how speed limits will be enforced. • Better police roads with 50km/h speed limits. • Need more traffic cops. • Install speed cameras around schools. • Need more speed cameras can increase safety. • Need more random license and WOF checks. • Ensure courts enforce the law. • Need stronger penalties for breaking the road rules (one submitter suggested vehicles seized and if a repeat offender, crushed). • Need harsher penalties for those that speed past schools.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Make those caught speeding attend a course. • Need to police those driving too slow. • Great South Road between Drury and Papakura is never policed.
<p>Driver behaviour is creating safety risks <i>Mentions: 18</i></p>	<ul style="list-style-type: none"> • Improve driver education to reduce crashes. • Drivers that should not have been given licenses is the issue. • Driver education should focus on more than speed, e.g. how to identify when it is safe to pull out, how to accelerate up to speed of other traffic. • Drivers should have to do a practical test every 10 years when they renew their licenses. • Better driver training/refresher courses. Use a hydraulic synaptic feedback chair to learn better risk assessment and understanding of poor driving decisions. • Require driver refresher courses that provide driver trainer in a hydraulic synaptic feedback chair. • Dangerous drivers are ruining it for the majority who drive within the current limits. • Driver education for teenagers in rural areas is required. • Bus drivers need more training as they create a risk. • Good driving should be rewarded to encourage better drivers. • Not fair to reduce speed limits and punish the vast majority of drivers who drive safely, for the minority that drive dangerously (who will drive dangerously anyway). • Drivers using mobile phones is causing crashes. • Cars that are poorly maintained or in poor condition are the cause of crashes, more than speed. • People are regularly running red lights which is dangerous. Install more red-light cameras. • Slow speed limits (and slow drivers) cause driver frustration and dangerous driving, such as risky overtaking. • Reduced speed limits have increased incidences of dangerous driving. • Removing passing lanes is resulting in risky overtaking. • Unless there is frequent signage drivers won't know what speed to go and will be distracted looking for signs. • Any motorist obeying a 50kmph limit who crashes and causes a fatality or serious injury is either elderly, pathic, or on drugs/intoxicated. 30kmph won't change the cause. • I work for insurance and monitor claims. 98% of our crash report claims are due to poor driver behaviour. 85% of faults causing death and serious injury are elderly. What is your strategy doing about the real cause for these areas?

Feedback Theme	Main points
<p>Pedestrian, e-scooter, and cyclist behaviour is causing safety risks</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Improve pedestrian education/road safety. • Children need to be taught road safety. • Pedestrians are distracted on their phones. • Pedestrians should be made responsible for their own actions. • Speed limits are fine; money would be better spent on teaching pedestrians/children to cross the road safely. • Children around schools running out on the road are unsafe. • Speed limits are fine, cyclists making risky decisions is the safety issue. • Cyclists should have registration numbers, some are dangerous. • Cyclists should be legally required to use cycle lanes where available and ride single file. • E-scooters on the road are a safety issue.
<p>The low quality of the road is creating safety risks</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> • Roads are dangerous due to lack of road maintenance. • Improve road quality with more crossings, stop signs, give ways etc. • Improve road signage and markings. • Various maintenance issues of concern, such as potholes, uneven surfaces, road slope, road surface, narrow roads, and subsidence. • Poor repairs and maintenance work that don't last or are in poor/uneven condition from the time of the repair are a problem. • More and more development is being permitted without improving road quality • Lack of passing zones encourages dangerous overtaking. • On street parking is causing safety issues - obscures vision on residential streets, and on major roads parked cars reduce lane widths leading to congestion.
<p>Generally, road condition needs improving</p> <p><i>Mentions: 10</i></p>	<ul style="list-style-type: none"> • Need to improve road maintenance and design. • Improving road condition/maintenance is more important than reducing speed limits. • Proposed speed limit reductions are to avoid necessary road maintenance. • Infrastructure suggestions to make the roads safer. <ul style="list-style-type: none"> ○ Speed tables. ○ Better quality maintenance. ○ Improve road signage, road markings, and lighting. ○ Speed limits should be painted on roads at regular intervals.

Feedback Theme	Main points
	<ul style="list-style-type: none"> ○ Need to make roads flow better. ○ Road calming suggestions. ○ More pedestrian crossings. ● Improve road signage, road markings and lighting. ● Need to make roads flow better. ● Poor repairs and maintenance work that don't last or are in poor/uneven condition from the time of the repair are a problem. ● Poor road condition is causing regular damage to vehicles. ● Need to improve motorways and invest more time in them. ● More and more development is being permitted without improving road quality.
<p>Change the speed limit asap/sooner than planned</p> <p><i>Mentions: 2</i></p>	<ul style="list-style-type: none"> ● Implement speed limit reductions sooner. ● Trial temporary speed limit reductions until new limits come into effect. ● AT should take a bolder approach, introduce wider speed zones at a faster pace.
<p>Lowering speed limits will have a positive effect on climate change</p> <p><i>Mentions: 1</i></p>	<ul style="list-style-type: none"> ● Reducing speed limits will reduce emissions. ● Reducing speed limits will help to meet climate change goals. ● Reducing speed limits encourages non-vehicle travel and therefore reduces emissions. ● Reducing speed limits will reduce pollution.
<p>Suggested changes to how safer speed limits programme is implemented</p> <p><i>Mentions: 16</i></p>	<ul style="list-style-type: none"> ● Define a low-speed limit across the area (e.g. 30 km/h in urban areas and 60 km/h in rural areas and 80 km/h on motorways) and only allow roads to be faster by exception. ● Consider 10km/h speed reduction rather than 20km/h. ● Rural roads should be 80km/h maximum. ● 30km/h is too slow, should only consider implementing 40km/h limits. ● Having 10km/hr speed increments is confusing. Stick with just odd numbers (i.e. 10, 30, 50, 70, 90, 110km/h). ● Straight, long stretches of road should be 60km/h. ● All South Auckland roads should be 50km/h. ● In areas that have various speeds, stick with just 30km/h and 50km/h. ● Reduce speed limits on all urban roads to reduce confusion.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • The idea that speed limits should follow from design speeds is completely backwards. Lower the limit now and then design the street around that whenever it next comes to be rebuilt. • Ensure roads are designed/changed to reflect the speed limit for the road, so that people naturally travel the speed limit and feel uncomfortable travelling faster e.g. narrower roads, trees on alternating sides of the road, plant trees between the road and the footpath. • Low-cost, tactical changes need to be rolled out to support the reduced speed limits. • In urban/residential areas reduced speed areas ought to take the form of low traffic neighbourhoods. • Do not create traffic calming that is unsuitable for small vehicles. • Speed limits should be implemented with road calming measures. • Speed limits should be implemented with extra driver education. • Do not support speed reductions on entire roads, rather just the stretch affected by crashes. • AT should be proactively monitoring and reviewing all roads for speed limit changes. • On dangerous stretches of road, yellow speed warning signs (like on state highways, where a suggested speed for hazardous corners is used) is a better measure to take. Encourage drivers to adjust to the conditions rather than set a speed target.

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

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: 14</i></p>	<ul style="list-style-type: none"> • Do not support 24/7 implementation of speed limits. • Only implement during peak traffic times. • Only implement during school hours, school pick-up and drop-off times, and/or during school terms. • Speed reductions should only be between 8am and 7pm. • Speed reductions should only be between 8am and 4pm. • Reducing speeds all day for a problem that only exists for a short period of time each day doesn't make sense. • Reducing speeds for 24 hours is impractical and impossible to police. • Speed limit signage around schools should be electronic so limits can be changed when necessary (increased in evenings and weekends).
<p>Do not support reducing speed limits on open roads, rural roads, and/or highways</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • Do not support reducing speed limits on open roads and/or highways. • Rural roads should have an open road speed limit so people can decide how fast they travel.
<p>Concerns with speed limit reduction around schools</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> • Schools are already speed limit zones, why add extra. • Limit should be 40km/h. • Should not be 24/7, and should be notified by illuminated, variable signs. • Different schools have different start times, so speed limits should be tailored to those times. • School zones should have more monitoring at peak times, not speed limit reductions. • Too many side roads around schools are included in low-speed limit. • Should only be 30km/h for a distance of 400m from each school. • Speed limits should be around primary schools only. • Only apply 30km/h speed limits to on schools that are not on main arterial roads. • It is not speed around schools that is the problem, it is parents dropping off and picking up dangerously, and buses. • People ignore low speed zones around schools anyway. • Is there a strategy to address school related traffic volume?

General locations where speed limit reductions are supported

Feedback Theme	Main points
<p>Lower speed limits around schools are required/important</p> <p><i>Mentions: 29</i></p>	<ul style="list-style-type: none"> • All schools should be included. • Makes it safer for children going to/from school. • Change speed limit around schools 40km/h. • Speed limits around schools need to be standard, not 40kph at some and 30kph at others. • Reduced speed limits should be restricted to school zones. Leave other roads 50km. • Don't support the speed reductions, except around schools. • There should be traffic calming measures and safety improvements (pedestrian islands) as well as lower speed limits. • All schools should have flashing 30kmh signs at their boundary.
<p>Lower speed limits in residential areas are required/important</p> <p><i>Mentions: 8</i></p>	<ul style="list-style-type: none"> • All residential roads should be 30km/h. • Lower speed limit is important, but it should be 35km/h or 40km/h. • High density town roads should be 40km/h maximum. • In a cul-de-sac or tight, narrow residential road, the limit should be lower than 30km/h. • All minor side streets should be 30km/h. • Need lower speed limits around parks, where children play. • Residential roads have more potential for conflict (people turning out of driveways, pedestrians crossing the road, parked cars) and often have worse visibility. • Modern cars are large and dangerous, lower speed limits in suburban roads would be safer for pedestrians.
<p>All residential roads should be 30km/hr</p> <p><i>Mentions: 4</i></p>	<ul style="list-style-type: none"> • All residential roads should be 30km/h. • Will enable vehicles and bikes to share the road. • Should be supported by physical measures to reduce speeds.
<p>Lower speed limits around transport hubs are required/important</p>	<ul style="list-style-type: none"> • Transport hubs are high pedestrian areas so should have lower speed limits.

Feedback Theme	Main points
<i>Mentions: 1</i>	
Lower speed limits in/around town centres are required/important <i>Mentions: 3</i>	<ul style="list-style-type: none"> • Town centres are high pedestrian areas so should have lower speed limits. • Agree with speed reductions but speed limits should be 40km/h. • The city should be 30km/h everywhere, with wider footpaths and narrower streets to encourage slow speeds.

Other comments and concerns

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"> • AT will not listen to public feedback. • AT did not listen to feedback regarding last speed limit review in Franklin, it is now more dangerous. • AT needs to communicate their responses to feedback better. • There is very limited opportunity to provide feedback. • The outcomes have already been decided as you state, "no change is not an option". • AT only listens to vocal minority groups. • Sick of the government deciding things without consulting the ratepayers. • AT never propose increased speed limits. • AT need to release statistics to show proof of speed limit reduction requirements on each road. • Consultation website was poorly designed and difficult to navigate, meaning that an informed assessment cannot be made. • Concerns the map in the brochure drop is deceptive - the dots are incorrectly placed. • Had technical issues with the online survey and/or interactive map tool. • Concerns the leaflet is propaganda and doesn't contain accurate statistics. • Concern that there is a discrepancy between the online information when giving feedback and the leaflet drop:- D'Oyly Drive included in the leaflet but not the online 'Have your say'. • Stop using Facebook groups for feedback. • Need an option for people to be added to the mailing list once feedback is gathered that doesn't require giving feedback. • Future proposals should be posted on local community boards. • AT should communicate directly with locals and drive the roads to better understand the problems.
<p>Other comments</p>	<ul style="list-style-type: none"> • People parking in unsuitable places causes congestion and is unsafe. • Slows down emergency response vehicles who are only allowed to travel 20km/h above limit. • Rules around the use of E-scooters and bikes need to be formalised. e.g. giving way, signalling, where to ride, interactions with pedestrians. • Speed reductions of 50% or more will not be tolerated by the community. • Bicycles and buses now have more road than cars.

Feedback Theme	Main points
	<ul style="list-style-type: none"> • Once implemented, will there be a grace period to allow motorists to adjust to new limits? • Road and street section selection is confusing - some cul de sacs around Great North Road (Avondale) are 30km/h but not all. • Accidents around Mt Eden, Truro Road, caused not by speed but by poor traffic management on game days. • Bus drivers need bus monitors to assist with managing order on school buses as the drivers are distracted and this is a safety issue. • Speed limits around Marae should be reduced. • Stop people parking their cars on Galaxy Drive. • Should be using digital speed signs. • Too many speed bumps are bad for the environment (braking and acceleration around speed bumps consume more fuel). • Road 'calming' measures are not fair/appropriate. • Proposed changes seem to unfairly target South Auckland • Need to better synchronise traffic lights through Auckland. • Need strict legislation around liability for cyclists and motorists causing accidents. • Consider introducing parking restrictions in busy / bottleneck areas to ease congestion and safety issues. • Ensure there is space for Loading Zones and School Drop Off Zones in busy areas, such as school zones. • Doesn't agree with the use of Te Reo Māori in the brochure. • Speed bumps in some suburbs have pushed the speeding problem into other suburbs (like Manurewa). • Electric vehicles need to make more noise so pedestrians can hear them. • Bus parking is an issue in the city. They do not indicate when they're pulling out. • Install more traffic lights at intersection of main roads/side streets to make it safer to turn right.