

ATTACHMENT 3

Public hearing feedback summary Speed Limits Amendment Bylaw 2022 (No. 2)

Submitter	Overall sentiment	Feedback summary
<p>Whaea Kowhai Olsen</p> <p>Makaurau Marae Maori Trust – Te Ahiwaru</p>	Supportive	<p>Advocate for safety on and around marae. Appreciative of the improved engagement process with Mana Whenua via monthly hui.</p> <p>Historically infrastructure as been done 'to' Maori, not 'with' Maori which reduces the mana, or ability to provide, of Marae.</p> <p>The majority who reside at Ihumatao are family. It is not uncommon for people to be visiting and moving about, crossing roads, between the hours of 1am-5am. Or for funeral procession where a loved one is carried on their final journey. Yet many cars travel over 30kmh. We are the enemy to truck drivers, who just want to make their delivery.</p> <p>There is more work to do with the AT team on the plans, so they understand our ways and the broader impact. Engagement has been meaningful. It is about transparency and honesty.</p>
<p>Hishaam Mirza and delegation</p> <p>Parnell District School, Gladstone Road, Parnell</p>	Supportive	<p>We have met several times with the AT team and are also actively engaged with MP David Seymour.</p> <p>The school is very supportive of safer speed limits, but the proposed area only covers 10% of our school zone. Gladstone Road is the main route to the school yet as an arterial it cannot have a speed reduction. The 2 speed bumps effectively reduce speeds, but we want a reduction between the bumps also. Student safety should be more important than the road classification.</p> <p>Showed a map of the school zone and where students come from each day, most must cross Gladstone Road. AT knows this is an issue but is not making the improvements to fix it. The flyer delivered to the area about the changes was not clear Gladstone Road was not included.</p> <p>Enforcement of the illegal truck movements on Gladstone Rd is still an issue. We have spoken to Ports of Auckland, but we feel enforcement is being left to us, the school. We want truck movements banned and the main roads leading to the school to be 30kmh. Students need a safe passage.</p>

<p>Whaea Seletute Vaiongo Patterson</p> <p>Mangere East Community</p>	<p>Supportive</p>	<p>Would like to work together to create healthy safe communities.</p> <p>Lives opposite Mangere East School and the early childhood centre, near the shopping centre and elderly housing. Works with these members of the community to connect them and keep them safe.</p> <p>Vehicles speed up and down in these streets 24/7 and our people are scared. The vehicles are noisy, some are unregistered and motorbikes can travel in big groups. I would like to see more speed bumps in the area to stop the speeding. This would make it safer for our elderly crossing the road to get to Countdown. There are no speed bumps near our church, more are needed here too. Plus the noise makes our houses vibrate.</p> <p>People are scared of taking a walk because of the cars. We need to support our community to be active.</p> <p>Would like to see more measures so that people slow down and follow the rules and educates people to think about the community and to improve behaviour. The new speed bumps, plants and seating in Royton Ave are lovely. People slow down and enjoy the environment. We need more like that.</p>
<p>Mr Matt Fordham</p> <p>Bike Point Chev</p>	<p>Supportive</p>	<p>Appreciative of the speed reduction work being done in Pt Chev area, but this work is also needed in the 'Bird Streets'.</p> <p>Pt Chev is a very active suburb with many people of all ages cycling. There is lots of bike training with kids to teach them safety. Kids cycle through the Bird Streets to get to Pasadena Intermediate and the area near the school needs to be a lower speed environment. People 'rat run' through these streets in the mornings when kids go to school. Google Maps directs drivers through these streets to avoid the clogged arterials.</p> <p>We have asked for safe speed measures to be introduced since the new cycleway in the area was first proposed. We think the cycle way will put kids on the way to school at risk, as it will incentivise drivers to use the Bird Streets.</p> <p>Our local survey conducted last week had 120 responses. People are worried about rat running and the number of crashes in the neighbourhood increasing, and the safety of children.</p> <p>The cycleway project and the safe speeds project need to talk to each other. And the community wants to be engaged in the planning, design, and delivery of the projects. We want a holistic approach to community-wide, safe active and local travel. The Bird Streets would probably also need engineering measures to reduce speed to 30kmh.</p>

<p>Mr Michael Hale ADHB</p>	<p>Supportive</p>	<p>Auckland Regional Public Health Services takes an active role in improving population health and one area is transport. Road trauma is a public health problem and speed reduction is important, as part of the Vision Zero approach.</p> <p>Statistics shows reduced speed reduces injuries, increased speeds increase trauma.</p> <p>Speed management is part of an holistic approach. It is a good step but reducing road trauma needs to be a system wide approach. For example, why does Waiheke Island still have roads without footpaths? We want to see the entire city covered, with no gaps.</p>
<p>Phil Fraser Sancta Maria College Botany</p>	<p>Supportive</p>	<p>Sancta Maria has 1500 students at the college and 400 students at the primary school. We are in an industrial area. Parents are not comfortable letting their kids walk to school as it is so busy.</p> <p>Two feeder roads serving the school are dangerous. Chapel Rd is 60kmh and has no footpath where students are dropped off. Te Irirangi Dr is 80kmh changing to 60kmh. the pickup area is very congested, and kids overflow the footpaths and traffic islands on this road. A child has been hit by a car and needed an ambulance.</p> <p>Requests a speed reduction or a variable speed limit on these roads for the start and end of the school day.</p> <p>We all need to look out for one another, and we worry if the speed limit is not reduced a child will get killed or seriously injured.</p>
<p>Mr Graham Alder</p>	<p>Not supportive</p>	<p>Opposes the changes in Devonport, especially Victoria Road.</p> <p>The proposed changes are not community requests, they do not want lower speeds, they want Lake Road fixed. Accident statistics do not support the need for change and most people already are responsible and slow down at pedestrian crossings, except for cyclists. The majority are being penalised for the minority. We want better roads for cars, not speed reductions.</p> <p>AT is telling us how to behave when there is no risk, and the changes will introduce delays.</p>
<p>Mr Mark Graham Pt Chevalier</p>	<p>Supportive</p>	<p>Created and presented a digital petition for traffic calming measures in the “Bird Streets”.</p> <p>Described the traffic pattern through the Bird Streets. People rat run through these streets to avoid congestion on the main roads. This happens when there are many children getting to school via these streets. The street contours also encourage higher speeds. Believes many of the accidents in the area are not reported into the Waka Kotahi CAS system, especially cycle accidents.</p>

		<p>There is a need to reduce noise and air pollution and lower speeds will help this. Cars accelerate through these streets and measures should be introduced to slow them down.</p> <p>Changes proposed at the intersection of Meola and Pt Chev roads will impact flow of traffic through the Bird Streets, but it is not included on the plans shown to the public.</p> <p>The Local Board of this area chose not to support the speed reductions, citing (in)consistency across suburbs. AT needs to do a lot more to explain why these changes are needed.</p>
Ms Rojina Baisyet	Supportive	<p>At 20 I would have ignored this as irrelevant to me.</p> <p>Now, as a parent, this will help make my community safer.</p> <p>Lower speeds will help make it easier for drivers to avoid a crash. As my child grows, she will be playing and getting around on roads. Kids don't think of road safety.</p> <p>Aging parents will slow down and find it more difficult to access services.</p> <p>Lower speeds will help improve safety and access for people in my community. I commend AT for moving forward with this initiative.</p>
Mr Barron Braden	Mixed support	<p>Appreciates the speed reduction in the residential zones at Piha as there are no footpaths.</p> <p>The reduction on the rest of the road is not necessary. Slow traffic frustrates the local drivers as there is nowhere to pass safely. 60-70 is suitable for windy parts, but not on the straights.</p> <p>Road is not well maintained, there are lots of slips and the different types of road surface. The smooth surface is not suitable for the road.</p> <p>Lack of maintenance is causing accidents, not speed.</p>
Caroline Perry Brake Road Safety Charity	Supportive	<p>Strong supporters of Vision Zero.</p> <p>Described Brakes' support of people impacted by road trauma and desire for streets to be safe for everyone.</p> <p>Speed determines the outcome of a crash and lower speeds also have environmental benefits.</p> <p>Wants to see more children able to travel more actively with more areas near schools and town centres with a 30kmh limit.</p>

		Gave a case study, describing the ongoing impact and trauma of a death or injury crash on families, communities, colleagues. For families it lasts a lifetime.
Geoff Upson	Not supportive	<p>Keep it 100km/h and maintain our roads. Roads in very poor conditions.</p> <p>Crash statistics do not support speed reductions, maintenance is more important, along with driver education. Slower speeds cause driver frustration, distraction, and accidents.</p> <p>Need better advertising – billboards on roadside for rural people.</p> <p>Supports some changes around schools but speed bumps on main roads should be removed. Chicanes are better for the wellbeing of stock in trucks.</p>
Stephen Moore	Not supportive	<p>Conservative driver who is critical of the chaos on road and fining of road users. Auckland roads are becoming dysfunctional.</p> <p>80kmh is too slow. AT have destroyed inner city and removed 40 carparks in St Heliers.</p> <p>This programme is alienating people and not achieving anything.</p> <p>The proposed changes will increase death. Targeting wrong people and making people miserable.</p>
Paora Puru Ngāti Te Ata, Āwhitu Peninsula	Supportive	<p>Supports changes based on the safety of people.</p> <p>Cultural guardians of Āwhitu Peninsula and over 1000 years of past, present and future of iwi. Proposed reduced speed limits can help create wellbeing for hapu and iwi.</p> <p>Peninsula home to three marae and protecting the wellbeing of the people is paramount, residents, and visitors alike.</p> <p>Roads imposed on stolen land, driven through pa, burial and other cultural sites, creating intergenerational trauma. Reduced speed limits can be seen as caring for future generations and for spirits still roaming the roads.</p> <p>AT has been very willing to listen to our views – they asked, ‘How can we help?’ and we appreciate the engagement.</p>