

## **DRAFT Proposed 3-year Implementation programme**

The roads included in the proposed 3-year implementation programme have been received and compiled from the relevant RCA's within Auckland being Auckland Transport and Auckland Council. All relevant RCA's have been invited to submit any requests for change to roads under their authority.

All proposals below are draft and subject to consultation feedback. There is no confirmed funding for the proposals below. Should there not be sufficient funding to cover these proposals, some work may need to be delayed to a later year in the three-year programme or to after 2027.

## AUCKLAND COUNCIL CONTROLLED ROADS

Road/area <i>(Includes the start and end locations)</i>	Existing speed limit (km/h)	Proposed Speed limit speed limit type (km/h)	Implementati on on timeframe	Is proposed speed limit different from the Waka Kotahi confirmed assessment of safe and appropriate speed (SAAS) limit?	Further information <i>(Include review of roads with 70km/h and 90km/h speed limits, consideration of speed limits on adjoining roads, explanation for speed limits that do not match the Waka Kotahi confirmed assessment of the safe and appropriate speed, and note any confirmed assessments)</i>	Dates and times <i>(If seasonal type, provide start and finish dates. If variable type, provide operational times.)</i>	
<b>Karioitahi Beach, between Karioitahi Road and Waikato District Boundary (approx. 1km southward)</b>	NA	20	Permanent	Year 1	Not available	<p>Beach front recreation area with high use by people outside of vehicles.</p> <p>Notes,</p> <ul style="list-style-type: none"> <li>i. Includes the carpark area and the beach.</li> <li>ii. Section northward from Karioitahi Road is under AT control (proposed as matching 20 but in the AT list)</li> <li>iii. Section beyond the Waikato boundary is existing 40, however speed change is appropriate as this is approximately 1km from the carpark and the number of pedestrians/beach users decreases.</li> <li>iv. Separate from the speed limit proposal Auckland Council also prohibits vehicles from the beach between the Karioitahi Road (north access to the beach) and the southern access at the south end of the car park. Vehicles transiting between the north and south beach areas are required to use the carpark and avoid the beachfront area immediately in front of the car park where pedestrians/beach users most concentrated.</li> </ul>	NA

## AUCKLAND TRANSPORT CONTROLLED ROADS

### Albert-Eden Local Board

Albert-Eden Local Board requested 30km/h speed limits be consulted on for five areas in Pt Chevalier, Western Springs, Sandringham, Ōwairaka and Mt Albert which are the basis for this proposal. Speed limit review for the Bird Streets in Pt Chevalier was also requested in consultation feedback from Phase 3 of the safe speeds programme with results from a community survey presented at the bylaw hearing.

Road/area <i>(Includes the start and end locations)</i>	Existing speed limit (km/h)	Proposed Speed limit speed limit type (km/h)	Implementati on on timeframe	Is proposed speed limit different from the Waka Kotahi confirmed assessment of safe and appropriate speed (SAAS) limit?	Further information <i>(Include review of roads with 70km/h and 90km/h speed limits, consideration of speed limits on adjoining roads, explanation for speed limits that do not match the Waka Kotahi confirmed assessment of the safe and appropriate speed, and note any confirmed assessments)</i>	Dates and times <i>(If seasonal type, provide start and finish dates. If variable type, provide operational times.)</i>
<b>Mountain Road between Khyber Pass Road and Clive Road</b>	50	30/50 Variable	Year 2	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Gillies Avenue between Alpers Avenue and Owens Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.

<b>Owens Road between Gillies Avenue and Manukau Road</b>	50	30/50 Variable	Year 2	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Manukau road between Alpers Avenue and Owens Road</b>	50	30/50 Variable	Year 2	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Market Road between Campbell Crescent and Ranfurly road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.

<b>Campbell Crescent between Market Road and the southern end of Campbell Crescent</b>	50	30/50 Variable	Year 2	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Wapiti Avenue between Market Road and 150m south east of Market Road</b>	50	30/50 Variable	Year 2	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>

<b>Green Lane West between 149m east of Wheturangi Road and 59m east of Puriri Drive</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Wheturangi Road between Momona Road and Green Lane West</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Sandringham Road between 46m north of Grove Road and 46m south of Oxton Road</b>	50	30/50 Variable	Year 2	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>The Drive between King George Avenue and Wilding Avenue</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.

<b>Carrington Road between 75m north of Fifth Avenue and 61m north of Benfield Avenue</b>	50	30/50 Variable	Year 2	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Seaview Terrace between Lloyd Avenue and Carrington Road</b>	50	30/50 Variable	Year 2	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Onslow Road between Kowhai Street and Bond Street</b>	50	30/50 Variable	Year 2	Same	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.</p>	<p>Variable speed limit applies at school start and finish times.</p>

<b>Sandringham Road between 200m east of Walters Road and New North Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Kowhai Street full length</b>	50	30/50 Variable	Year 2	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>New North Road between Burch Street and Selcourt Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Richardson Road between Hendon Avenue and La Veta Avenue</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Gillies Avenue between Epsom Avenue and 40m south of Kimberly Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.



<b>Kohia Terrace full length</b>	50	30/50 Variable	Year 2	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Ranfurlly Road full length</b>	50	30/50 Variable	Year 2	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>

<p><b>ABE 1-Edendale School and Te Kura Kaupapa Maori o Nga Maungarongo safe school zone, west of Sandringham Rd, south of Saint Lukes Rd, Sandringham</b></p>	50	30 Permanent	Year 2	Mostly aligns except as noted	<p>Local residential area. Bounded by higher function roads to the north, east and south, no road connections to the west. Fowlds Avenue assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30. Kitchener Road (Sandringham) assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30. Euston Road assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30.</p>	NA
<p><b>ABE 2-northwest of New North rd, southwest of Carrington Road, Mount Albert</b></p>	50	30 Permanent	Year 2	Partly aligns except as noted	<p>Local residential area. Bounded by Carrington Road (urban connector) to northeast, railway line to southeast, and adjacent proposed 30 area (ABE 5) to the west. Woodward road is assessed as 40 based on urban connector road function. Has been proposed as 30km/h based on local board feedback. The existing level crossing does somewhat constrain the function of Woodward Road, however it may be challenging to achieve a 30km/h operating speed without further engineering measures to suppress the function of the road.</p>	NA

<b>ABE 3- north of Western Springs Rd, west of Mountain View Rd, Morningside</b>	50	30 Permanent	Year 2	Mostly aligns except as noted	<p>Local residential area. Bounded by motorway to the north and by higher function roads on the west, south and east sides. Northern most section of Western Springs Road (north of Duncan Mclean Link) has been assessed as 40 however this fails to recognise the difference in road function between the northern and southern sections of the road. 30 is appropriate for the northern section.</p>	NA
<b>ABE 4- east of Point Chevalier Rd, Point Chevalier (bird streets area)</b>	50	30 Permanent	Year 1	Same	<p>Local residential area. Bounded on three sides by existing urban connector roads with 50km/h speed limits and on one side by an existing school neighbourhood 30km/h area.</p>	NA
<b>ABE 5-south of Unitec Development Area, and west of Woodward Rd, Mount Albert</b>	50	30 Permanent	Year 2	Same	<p>Local residential area. No road connections on three sides as bounded by Unitec, Oakley Creek and a railway line. Bounded on eastern side adjacent proposed change (ABE 2)</p>	NA

<b>ABE 6-Owairaka District School safe school zone, north of State Highway 20, east fo New North Rd, and west of Richardson Rd., Mount Albert</b>	50	30 Permanent	Year 2	Mostly aligns except as noted	<p>Local school neighbourhood area. Also a Kainga Ora redevelopment area. Bounded by urban connector roads to the north and east. No road connections to the southwest. Hendon Avenue is assessed as 40 based on urban connector road function. Has been proposed as 30 based on local NA board feedback. Road function should be reassessed as recent redevelopment work has included raised intersections/tables on Hendon Avenue which likely supress operating speed and discourage through traffic.</p>
<b>ABE 7-Unitec Development Area, Point Chevalier/Mount Albert</b>	NA	30 Permanent	Year 2 (or when required to align with development)	Not assessed (no existing public roads)	<p>Provision for future development area where new public roads may be built but would likely be NA engineered for low operating speeds</p>

## Aotea Local Board

Aotea/Great Barrier Local Board asked for an island-wide review of speed limits during engagement on previous phases of the safe speeds programme. Given this prior request, a draft proposal was workshopped with the local board in March 2023. In formal feedback, the local board supported 30km/h near schools and 40km/h in settlements. Community feedback on the boundaries of settlement areas is welcomed. The local board preferred a standard 60km/h for other parts of the island, rather than a mixture of 60km/h and 40km/h speed limits, which is reflected in this updated proposal.

Road/area <i>(Includes the start and end locations)</i>	Existing speed limit (km/h)	Proposed Speed limit speed limit type (km/h)	Implementation timeframe	Is proposed speed limit different from the Waka Kotahi confirmed assessment of safe and appropriate speed (SAAS) limit?	Further information <i>(Include review of roads with 70km/h and 90km/h speed limits, consideration of speed limits on adjoining roads, explanation for speed limits that do not match the Waka Kotahi confirmed assessment of the safe and appropriate speed, and note any confirmed assessments)</i>	Dates and times <i>(If seasonal type, provide start and finish dates. If variable type, provide operational times.)</i>
<b>Shoal Bay rd, Between Garden Rd and Tryphena Wharf</b>	100	40 Permanent	Year 2	Lower than SAAS	ONF Street Category should be Stopping Place instead of Rural Roads, therefore the SAAS should be 40 km/h	NA
<b>Garden Rd, Full length</b>	100	40 Permanent	Year 2	Lower than SAAS	ONF Street Category should be Stopping Place instead of Rural Roads, therefore the SAAS should be 40 km/h	NA
<b>Mullberry Grove Rd, Full length</b>	100	40 Permanent	Year 2	Lower than SAAS	ONF Street Category should be Stopping Place instead of Rural Roads, therefore the SAAS should be 40 km/h	NA
<b>Rosalie Bay Rd, Between pohutukawa Pl and 260 m east of pohutukawa Pl</b>	100	40 Permanent	Year 2	Lower than SAAS	ONF Street Category should be Stopping Place instead of Rural Roads, therefore the SAAS should be 40 km/h	NA
<b>Blackwell Dr, Full length</b>	100	40 Permanent	Year 2	Lower than SAAS	ONF Street Category should be Stopping Place instead of Rural Roads, therefore the SAAS should be 40 km/h	NA
<b>Omanawa Lane, Full length</b>	100	40 Permanent	Year 2	Lower than SAAS	ONF Street Category should be Stopping Place instead of Rural Roads, therefore the SAAS should be 40 km/h	NA

<b>Sandhills Rd, Full length</b>	100	40 Permanent	Year 2	Lower then SAAS	ONF Street Category should be Stopping Place instead of Rural Roads, therefore the SAAS should be 40 km/h	NA
<b>Oruawharo Lane, Full length</b>	100	40 Permanent	Year 2	Lower then SAAS	ONF Street Category should be Stopping Place instead of Rural Roads, therefore the SAAS should be 40 km/h	NA
<b>The Lane and Thomas Rd, Full length</b>	100	40 Permanent	Year 2	Lower then SAAS	ONF Street Category should be Stopping Place instead of Rural Roads, therefore the SAAS should be 40 km/h	NA
<b>Ocean View Road, Full length</b>	100	40 Permanent	Year 2	Lower then SAAS	ONF Street Category should be Stopping Place instead of Rural Roads, therefore the SAAS should be 40 km/h	NA
<b>Hector Sanderson Rd, Claris, Between 350 m north of Ocean View Rd and 1 km north of Ocean View Rd</b>	100	40 Permanent	Year 2	Lower then SAAS	ONF Street Category should be Stopping Place instead of Rural Roads, therefore the SAAS should be 40 km/h	NA
<b>Macmillan Rd, Full length</b>	100	40 Permanent	Year 2	Lower then SAAS	ONF Street Category should be Stopping Place instead of Rural Roads, therefore the SAAS should be 40 km/h	NA
<b>Camerton Rd, Full length</b>	100	40 Permanent	Year 2	Lower then SAAS	ONF Street Category should be Stopping Place instead of Rural Roads, therefore the SAAS should be 40 km/h	NA
<b>Workington Rd, Full length</b>	100	40 Permanent	Year 2	Lower then SAAS	ONF Street Category should be Stopping Place instead of Rural Roads, therefore the SAAS should be 40 km/h	NA
<b>Moana View Rd, Full length</b>	100	40 Permanent	Year 2	Lower then SAAS	ONF Street Category should be Stopping Place instead of Rural Roads, therefore the SAAS should be 40 km/h	NA
<b>Iona Rd, Full length</b>	100	40 Permanent	Year 2	Lower then SAAS	ONF Street Category should be Stopping Place instead of Rural Roads, therefore the SAAS should be 40 km/h	NA

<b>Blind Bay Rd, Between 50 m south of Te Ahumata Trk and 200 m south of Camerton Rd</b>	100	40 Permanent	Year 2	Lower then SAAS	ONF Street Category should be Stopping Place instead of Rural Roads, therefore the SAAS should be 40 km/h	NA
<b>Aotea Rd, Between 150 m south of Glenferd Rd and 600 m south of Glenferd Rd</b>	100	40 Permanent	Year 2	Lower then SAAS	ONF Street Category should be Stopping Place instead of Rural Roads, therefore the SAAS should be 40 km/h	NA
<b>Medland Rd, Between Puriri Bay Rd and 300 m north of Puriri Bay Rd</b>	100	40 Permanent	Year 2	Lower then SAAS	ONF Street Category should be Stopping Place instead of Rural Roads, therefore the SAAS should be 40 km/h	NA
<b>Shoal Bay rd, Between 90 m north of Rosalie Bay Rd and Puriri Bay Rd</b>	100	40 Permanent	Year 2	Lower then SAAS	ONF Street Category should be Stopping Place instead of Rural Roads, therefore the SAAS should be 40 km/h	NA
<b>Whangaparapara Rd, Between Whangaparapara Ferry Terminal and 900 m north of Whangaparapara Ferry Terminal</b>	100	40 Permanent	Year 2	Lower then SAAS	ONF Street Category should be Stopping Place instead of Rural Roads, therefore the SAAS should be 40 km/h	NA
<b>Kaitoke Lane, Full length</b>	100	30 Permanent	Year 2	Lower then SAAS	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds of 30 km/h outside all schools by December 2027. .	NA

<b>Aotea Rd, Between 60 m east of Mabey Rd and 300 m west of Mabey Rd</b>	100	30 Permanent	Year 2	Lower than SAAS	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds of 30 km/h outside all schools by December 2027. .	NA
<b>Mabey Rd, Between Aotea Rd and 150 m north of Aotea Rd</b>	100	30 Permanent	Year 2	Lower than SAAS	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds of 30 km/h outside all schools by December 2027. .	NA
<b>Rosalie Bay Rd, Between 30 m east of Pohutukawa PI and Shoal Bay Rd</b>	100	30 Permanent	Year 2	Lower than SAAS	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds of 30 km/h outside all schools by December 2027. .	NA
<b>Pohutukawa PI, Full length</b>	100	30 Permanent	Year 2	Lower than SAAS	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds of 30 km/h outside all schools by December 2027. .	NA
<b>Shoal Bay rd, Between Garden Rd and 65 m south of Mulberry Grove Rd</b>	100	30 Permanent	Year 2	Lower than SAAS	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds of 30 km/h outside all schools by December 2027. .	NA
<b>AGB 1- Rural parts of Aotea/Great Barrier Island.</b>	100	60 Permanent	Year 2	Same	Covers the entire island except for settlements and schools where 40 or 30 limits have been proposed separately, and the roads near the marae that were previously lowered to 40 or 30 in December 2022.	NA



## Devonport-Takapuna Local Board

Devonport-Takapuna Local Board supported 30km/h in town centres and around schools at pick up and drop off times only. This proposal includes 30km/h variable speed limits near all schools not included in previous phases.

Road/area <i>(Includes the start and end locations)</i>	Existing speed limit (km/h)	Proposed Speed limit speed limit type (km/h)	Implementati on on timeframe	Is proposed speed limit different from the Waka Kotahi confirmed assessment of safe and appropriate speed (SAAS) limit?	Further information <i>(Include review of roads with 70km/h and 90km/h speed limits, consideration of speed limits on adjoining roads, explanation for speed limits that do not match the Waka Kotahi confirmed assessment of the safe and appropriate speed, and note any confirmed assessments)</i>	Dates and times <i>(If seasonal type, provide start and finish dates. If variable type, provide operational times.)</i>
<b>Shakespeare Road between 110m northeast of Stratford Avenue and the western end of Shakespeare Road</b>	50	30/50 Variable	Year 3	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Lake Road between 150m north of St Leonards Road and Montgomery Avenue</b>	50	30/50 Variable	Year 3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.

<b>Forrest Hill Road between 180m north of Wairau Road and Quebec Road</b>	50	30/50 Variable	Year 3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Taharoto Road between Shakespeare Road and 195m southeast of Shakespeare Road</b>	50	30/50 Variable	Year 3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Wairau Road between Forrest Hill Road and Shakespeare Road</b>	50	30/50 Variable	Year 3	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.

<b>Fred Thomas Drive between 150m south of Anzac Street and 70m north of Des Swann Drive</b>	50	30/50 Variable	Year 3	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Taharoto Drive between 75m north of Dominion Street and Fred Thomas Drive</b>	50	30/50 Variable	Year 3	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>

<b>Killarney Street between Taharoto Road and 100m east of Taharoto Road</b>	50	30/50 Variable	Year 3	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Anzac Street Street between Taharoto Road and 100m east of Taharoto Road</b>	50	30/50 Variable	Year 3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Dominion Street between Taharoto Road and 400m west of Taharoto Road</b>	50	30/50 Variable	Year 3	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.

<b>Aberdeen Road between 367m northeast of East Coast Road and 83m west of Beach Road</b>	50	30/50 Variable	Year 3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Northcote Road between Taharoto Road and 350m west of Taharoto Road</b>	50	30/50 Variable	Year 3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Vauxhall Road between 160m south of Morrison Avenue and 135m north of Morrison Avenue</b>	50	30/50 Variable	Year 3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Sunnynook Road between 200m north of Sycamore Drive and 100m south of Becroft Drive</b>	50	30/50 Variable	Year 3	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.

<b>Becroft Drive between 75m east of Kennedy Avenue and Sunnynook Road</b>	50	30/50 Variable	Year 3	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Morrison Avenue full length</b>	50	30/50 Variable	Year 3	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>

<p><b>North Avenue between Morrison Avenue and 75 metres north of Morrison Avenue</b></p>	50	30/50 Variable	Year 3	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<p><b>Bayswater Avenue between Lake Road and 150m west of Preston Avenue</b></p>	50	30/50 Variable	Year 3	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>

**Roberts Avenue  
between Lake Road  
and 20m west of  
Portsmouth Street**

50

30/50 Variable

Year 3

Different

Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.

Variable speed limit applies at school start and finish times.



## Franklin Local Board

Franklin Local Board supported children who attend rural schools getting a fair and consistent treatment alongside children who attend urban schools. This proposal includes 30km/h variable speed limits for many rural schools in Franklin. Permanent 30km/h areas for new housing developments that look and feel like slower streets have been included as this is consistent with the easy to understand mapping approach supported by local boards.

Ngaati Te Ata Waiohua requested speed limit review for Karioitahi Beach as part of a wider safe zone proposal for this beach. This road is partly controlled by Auckland Council so was workshopped with Franklin Local Board, who supported this, and then taken to the Auckland Council Transport and Infrastructure Committee who unanimously carried a decision to recommend this proposal for inclusion in this draft plan. This Auckland Council controlled road has been submitted into this draft plan by Auckland Council and consultation feedback will be considered by Auckland Council.

During engagement with Ngāti Kohua, whose marae is on the Clevedon-Kawakawa Road, in previous phases of the safe speed programme a safety risk was identified that during tangihanga people in the funeral procession need to walk from the marae to the urupa along the road. A variable speed limit sign that a marae can activate during tangihanga is one way to address this risk, and as this has been enabled by the 2022 legislation on speed limits this has been included in this proposal.

The local board recommended the re-engineering can and should be considered alongside speed limit changes. This proposal includes draft locations for intersection speed zones which reduce speeds when vehicles are waiting to turn. These are all under investigation only and unconfirmed. Following investigation, not all sites may be deemed suitable.

Road/area <i>(Includes the start and end locations)</i>	Existing speed limit (km/h)	Proposed Speed limit speed limit type (km/h)	Implementati on on timeframe	Is proposed speed limit different from the Waka Kotahi confirmed assessment of safe and appropriate speed (SAAS) limit?	Further information <i>(Include review of roads with 70km/h and 90km/h speed limits, consideration of speed limits on adjoining roads, explanation for speed limits that do not match the Waka Kotahi confirmed assessment of the safe and appropriate speed, and note any confirmed assessments)</i>	Dates and times <i>(If seasonal type, provide start and finish dates. If variable type, provide operational times.)</i>
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<b>Harris Street between Manukau Road and 150m west of Queen Street</b>	50	30/50 Variable	Year 1	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Constable Road between 88m north of Leonard Street and 51m southwest of O'Sullivan Place</b>	50	30/50 Variable	Year 1	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>

<b>O'sullivan Place full length</b>	50	30/50 Variable	Year 1	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Leonard Street between 44m east of Constable Road and Constable Road</b>	50	30/50 Variable	Year 1	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>

<b>Yates Road between 75m west of Logan Road and 450m west of Logan Road</b>	60	30/60 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Blake Road between 50m east of Foy road and 275m west of Foy Road</b>	60	30/60 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Foy Road between Blake Road and 200m northwest of Blake Road</b>	60	30/60 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Burt Road 175 meters from St Ignatius of Loyola Catholic College in both directions</b>	80	30/60 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Permanent speed limit reduction to 60km/h also proposed along this section.	Variable speed limit applies at school start and finish times.
<b>Alfriston Road between 100m west of Mill Road and 315m east of Mill Road</b>	80	30/60 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Permanent speed limit reduction to 60km/h also proposed along this section.	Variable speed limit applies at school start and finish times.

<b>Mill road between 220m south of Alfriston Road and 120m north of Alfriston Road</b>	80	30/60 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Permanent speed limit reduction to 60km/h also proposed along this section.	Variable speed limit applies at school start and finish times.
<b>Steel Road between Ararimu Road and 280m west of Ararimu Road</b>	80	30/60 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Permanent speed limit reduction to 60km/h also proposed along this section.	Variable speed limit applies at school start and finish times.
<b>Ararimu Road between 70m south of Steel Road and 300m north of Steel Road</b>	80	30/60 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Permanent speed limit reduction to 60km/h also proposed along this section.	Variable speed limit applies at school start and finish times.
<b>Papakura-Clevedon Road between Burnside Road and Church Road</b>	80	30/60 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Permanent speed limit reduction to 60km/h also proposed along this section.	Variable speed limit applies at school start and finish times.
<b>Burnside Road between Papakura Clevedon Road and 110m north of Papakura Clevedon Road</b>	80	30/60 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Permanent speed limit reduction to 60km/h also proposed along this section.	Variable speed limit applies at school start and finish times.

<b>Awhitu Road between 275m west of Matakawau Road and 100m east of Matakawau Road</b>	60	30/60 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Paparata Road between 50m east of Jayar Heights and 50m west of Cranleigh Way</b>	50	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Barber Road between 100m north of Paparata Road and 20m south of Paparata Road</b>	50	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Brookby Road between 275m west of West Road and 125m north of West Road</b>	50	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>West Road between Brookby Road and 250m south of Brookby Road</b>	50	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Buckland Road between 175m south of George Crescent and 175m north of George crescent</b>	50	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.

<b>George Crescent between Buckland Road and 250m west of Buckland Road</b>	50	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>North Road between Papakura- Clevedon Road and 350m north of Papakura-Clevedon Road</b>	50	30/50 Variable	Year 1	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Clevedon-Kawakawa Road between North Road and 275m east of North Road</b>	50	30/50 Variable	Year 1	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.

<b>Twilight Road between North Road and 100m west of North Road</b>	50	30/50 Variable	Year 1	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that Peri-Urban Road is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Glenbrook-Waiuku Road between 1010 metres north east of Mission Bush Road and Brookside Road</b>	60	30/60 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Lockwood Road between 70m north of Hunua Road and 370m north of Hunua Road</b>	50	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Blackbridge Road between Karaka Road and 350m north of Karaka Road</b>	60	30/60 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.



<b>Maraetai Drive between 50m east of Maraetai School Road and 50m east Albacore Way</b>	50	30/50 Variable	Year 1	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Te Pene Road between Alexander Avenue and Maraetai Drive</b>	50	30/50 Variable	Year 1	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Union road between 125m west of Titi Road and 325m east of Titi Road</b>	60	30/60 Variable	Year 1	Same	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.</p>	<p>Variable speed limit applies at school start and finish times.</p>

<b>Titi Road between Union Road and 175m south of Union Road</b>	60	30/60 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Orere Point Road between Kawakawa-Orere road and 300m north of Kawakawa-Orere Road</b>	60	30/60 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Orere-Matingarahi Road between Orere Point Road and 50m south of Orere Point Road</b>	60	30/60 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Kawakawa-Orere Road between Orere Point Road and 50m west of Orere Point Road</b>	60	30/60 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Paparimu Road between 125m south of Matheson Road and 250m north of Matheson Road</b>	80	30/60 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Permanent speed limit reduction to 60km/h also proposed along this section.	Variable speed limit applies at school start and finish times.
<b>Matheson Road between Paparimu Road and 155m east of Paparimu Road</b>	80	30/60 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Permanent speed limit reduction to 60km/h also proposed along this section.	Variable speed limit applies at school start and finish times.

<b>Patumahoe Road between 44m west of Mareretu Avenue and 81m east of Clive Howe Road</b>	50	30/50 Variable	Year 1	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that Rural Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Clive Howe Road between 150m north of Patumahoe Road and Patumahoe Road</b>	50	30/50 Variable	Year 1	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Carter Road between Patumahoe Road and 50m south of Patumahoe Road</b>	50	30/50 Variable	Year 1	Same	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.</p>	<p>Variable speed limit applies at school start and finish times.</p>

<b>Runciman Road between 230m north of Rutherford Road and 680m north of Rutherford Road</b>	60	30/60 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Ward Street between 85m east of Ranchod Terrace and 30m west of Green Lane</b>	50	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Harris Street between Manukau Road and 150m west of Queen Street</b>	50	30/50 Variable	Year 1	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.

<b>Queen Street between Wesley Street and 50m south of Harris Street</b>	50	30/50 Variable	Year 1	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Waiuku Road between 240m east of Aka Aka Road and 150m west of Aka Aka Road</b>	60	30/60 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Aka Aka Road between Waiuku Road and 165m south of Waiuku Road</b>	80	30/60 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Permanent speed limit reduction to 60km/h also proposed along this section.	Variable speed limit applies at school start and finish times.
<b>Ararimu Road between 50m west of Mceldownie Road and 325m east of Mceldownie Road</b>	60	30/60 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.

<b>Mceldownie Road between Ararimu Road and 50m north of Ararimu Road</b>	60	30/60 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Hillview Road between Ararimu Road and 50m south of Ararimu Road</b>	80	30/60 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Permanent speed limit reduction to 60km/h also proposed along this section.	Variable speed limit applies at school start and finish times.
<b>Seddon Street between 80m north of Albert Street and 50m south of Dublin Street</b>	50	30/50 Variable	Year 1	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.

<b>Dublin Street between 175m south of Princes Street and 20m northeast of Childs Avenue</b>	50	30/50 Variable	Year 1	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Kidd Road between Linwood Road and 75m north of Linwood Road</b>	60	30/60 Variable	Year 1	Same	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Batty Road between Linwood Road and 250m south of Linwood Road</b>	60	30/60 Variable	Year 1	Same	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Linwood Road between 250m west of Batty Road and 125m east of Linwood Road</b>	60	30/60 Variable	Year 1	Same	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>East Street between 50m east of Prospect Terrace and 75m west of Len Brown Place</b>	50	30/50 Variable	Year 1	Same	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.</p>	<p>Variable speed limit applies at school start and finish times.</p>

<b>The Glade full length</b>	50	30/50 Variable	Year 1	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Clarks Beach Road between 125m north of Mckenzie Road and 275m south of Mckenzie Road</b>	50	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Mckenzie Road between Clarks Beach Road and 100m east of Mckenzie Road</b>	50	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Creamery Road between 375m east of Creamery Road and Kotare Road</b>	60	30/60 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Karioitahi Beach, Full length</b>	60	20 Permanent	Year 1	N/A		NA



<b>Burt Road, 275 meters from St Ignatius of Loyola Catholic College in both directions</b>	80	60 Permanent	Year 1	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	NA
<b>Ararimu Road, between 120m south of Markham Road and 220m south of Steel Road</b>	80	60 Permanent	Year 1	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	NA
<b>Steel Road, Between 490m west of Ararimu Road and Ararimu Road</b>	80	60 Permanent	Year 1	Same		NA
<b>Papakura-Clevedon Road, between 175m east of Burnside Road and 175m west of Church Road</b>	80	60 Permanent	Year 1	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	NA
<b>Burnside Road, between Papakura Clevedon Road and 210m north of Papakura Clevedon Road</b>	80	60 Permanent	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	NA

<b>Paparimu Road, between 275m south of Matheson Road and 400m north of Matheson Road</b>	80	60 Permanent	Year 1	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	NA
<b>Matheson Road, between Paparimu Road and 325m east of Paparimu Road</b>	80	60 Permanent	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	NA
<b>Hillview Road, between Ararimu Road and 200m south of Ararimu Road</b>	80	60 Permanent	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	NA
<b>Aka Aka Road, Aka Aka Road between Waiuku Road and 300m south of Waiuku Road</b>	80	60 Permanent	Year 1	Same		NA
<b>Alfriston Road, Alfriston Road between 280m west of Mill Road and 500m east of Mill Road</b>	80	60 Permanent	Year 1	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	NA
<b>Mill Road, Mill Road between 120m north of Alfriston Road and 400m south of Alfriston Road</b>	80	60 Permanent	Year 1	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	NA

<b>Matakawau Road, between Awhitu Road and 400m southeast of Awhitu Road</b>	40	30 Permanent	Year 1	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds of 30 km/h outside all schools by December 2027.	NA
<b>Whitford-Maraetai Road, between 200 m south of Henson Road and 200m northeast of Henson Road</b>	80 60/80	Variable	Year 1	Same	The underlying 80 zone aligns with assessment. Variable speed limit is proposed to manage localised crash risk at intersection.	Rural intersection variable speed zone, activated when turning traffic is detected.
<b>Alfriston Road/Brookby Road, between 200m northeast of Alfriston Ardmore Road and 200 southwest of Alfriston Ardmore Road</b>	80 60/80	Variable	Year 1	Same	The underlying 80 zone aligns with assessment. Variable speed limit is proposed to manage localised crash risk at intersection.	Rural intersection variable speed zone, activated when turning traffic is detected.
<b>Paparata Road, between 200m west of Pinnacle Hill Road and 200m eastnorth of Pinnacle Hill Road</b>	80 60/80	Variable	Year 1	Same	The underlying 80 zone aligns with assessment. Variable speed limit is proposed to manage localised crash risk at intersection.	Rural intersection variable speed zone, activated when turning traffic is detected.

<p><b>Woodhouse Road, between 200m south of Cuff Road and 200m north of Cuff Road</b></p>	<p>80 60/80</p>	<p>Variable</p>	<p>Year 1</p>	<p>Different</p>	<p>Woodhouse Road southwest of Cuff Road is assessed as 60 while Woodhouse Road northeast of Cuff Road is assessed as 80. However IRR is right at the margins for 60 or 80 and the alignment of the road makes it unlikely that compliance with 60 will be achieved. Using a variable speed limit at the intersection is likely to be a more practical</p>	<p>Rural intersection variable speed zone, activated when turning traffic is detected.</p>
<p><b>Awhitu Road, between 200m south of Tahuna Pa Road and 200m north of Tahuna Pa Road</b></p>	<p>80 60/80</p>	<p>Variable</p>	<p>Year 1</p>	<p>Same</p>	<p>The underlying 80 zone aligns with assessment. Variable speed limit is proposed to manage localised crash risk at intersection.</p>	<p>Rural intersection variable speed zone, activated when turning traffic is detected.</p>
<p><b>Awhitu Road, between 200m south of Gordon Road and 200m north of Gordon Road</b></p>	<p>80 60/80</p>	<p>Variable</p>	<p>Year 1</p>	<p>Same</p>	<p>The underlying 80 zone aligns with assessment. Variable speed limit is proposed to manage localised crash risk at intersection.</p>	<p>Rural intersection variable speed zone, activated when turning traffic is detected.</p>
<p><b>Clevedon-Kawakawa Road, between 1820m west of Townson Road and 2420m west of Townson Road</b></p>	<p>80 30/80</p>	<p>Variable</p>	<p>Year 1</p>	<p>Same</p>	<p>The underlying 80 zone aligns with assessment. Variable speed limit is proposed to manage localised crash risk at intersection.</p>	<p>Marae variable speed limit activated when activity is occurring on the roadside/roadway.</p>

<b>Papakura-Clevedon Road, between 200m northeast of Heard Road and 200 southwest of Heard Road</b>	80 60/80	Variable	Year 1	Different	<p>The underlying 80 zone is assessed as 40, this is based on the road being incorrectly identified as urban connector. However while there land to the north of the road does contain residential development, there is no access between the urban development and the road (limited access controls on the development). Consequently the road is more appropriately assessed as a rural connector</p>	<p>Rural intersection variable speed zone, activated when turning traffic is detected.</p>
<b>FRK 1- Auranga development, north and south of Bremner Rd, Karaka</b>	50	30 Permanent	<p>Year 1 (or when required to align with development)</p>	Same	<p>Development area where new roads are currently being built, engineered for low operating speeds. Bounded by waterways to the north and east. Bounded by rural area to the southwest. Bremner Road has been excluded from the proposal as this is the major road running through the area and is considered likely to function as a urban connector in future</p>	NA
<b>FRK 2- Paerata development,north of Te Rata Blvd, Karaka</b>	50	30 Permanent	<p>Year 1 (or when required to align with development)</p>	Same	<p>Development area where new roads are currently being built, engineered for low operating speeds. Bounded by State Highway to the north, Te Rata Blvd to the south, and rural area to the east.</p>	NA
<b>FRK 3-Paerata development, east of Paerata Rd, Paerata</b>	50	30 Permanent	<p>Year 1 (or when required to align with development)</p>	Same	<p>Development area where new roads are currently being built, engineered for low operating speeds. Bounded by State Highwat 22 to the west and rural areas to the east.</p>	NA

<b>FRK 4-Clarks Beach development, north of Clarks Beach Rd, east of Stevenson Rd, Clarks Beach</b>	50	30 Permanent	Year 1 (or when required to align with development)	Same	Development area where new roads are currently being built, engineered for low operating speeds. Bounded by Manukau Harbour to the north, main roads to the west and south, rural area to the east.
<b>FRK 5-Glenbrook Beach development, north of Mclarin Rd, Glenbrook</b>	50	30 Permanent	Year 1 (or when required to align with development)	Same	Development area where new roads are currently being built, engineered for low operating speeds. Bounded by Manukau Harbour to the north, main road to the southwest, rural area to the southeast.
<b>FRK 6- west of Pukekohe Hill School safe school zone, east of Puni Rd, north of Rowles Rd, Pukekohe</b>	50	30 Permanent	Year 1	Same	Local residential area. Partly made up of recent development areas. Bounded by higher function roads to the north, west and south. Adjacent area to the east is an existing school neighbourhood 30km/h area.

## Henderson-Massey Local Board

Henderson-Massey Local Board supported all schools having a safe speed zone in their local neighbourhood catchment, recognised that schools within Henderson-Massey strongly supported 30km/h permanent speed limits for local roads and considered a high total percentage cover should be consulted on. This proposal is based on this feedback and includes all schools in Henderson-Massey and several safe school zones.

Road/area <i>(Includes the start and end locations)</i>	Existing speed limit (km/h)	Proposed Speed limit speed limit type (km/h)	Implementati on on timeframe	Is proposed speed limit different from the Waka Kotahi confirmed assessment of safe and appropriate speed (SAAS) limit?	Further information <i>(Include review of roads with 70km/h and 90km/h speed limits, consideration of speed limits on adjoining roads, explanation for speed limits that do not match the Waka Kotahi confirmed assessment of the safe and appropriate speed, and note any confirmed assessments)</i>	Dates and times <i>(If seasonal type, provide start and finish dates. If variable type, provide operational times.)</i>
<b>Don Buck Road between 50m north of Red Hills Road and 30m east of Mantra Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Red Hills Road between Don Buck Road and 120m east of Birdwood Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.

<b>Swanson Road between 350m southeast of Brick Street and Frank Evans Place</b>	50	30/50 Variable	Year 2	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Henderson Valley Road between 140m north of Hickory Street and 90m north of Keeling Road</b>	50	30/50 Variable	Year 2	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>



<b>Lincoln Road between 100m north of Daytona Road and Paramount Drive</b>	50	30/50 Variable	Year 2	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Bruce McLaren Road between 75m north of Corban Avenue and 75m south of Silverstone Place</b>	50	30/50 Variable	Year 2	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>

<p><b>Corban Avenue between 300m east of Henderson Valley Road and Bruce McLaren Road</b></p>	50	30/50 Variable	Year 2	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<p><b>Silverstone Place full length</b></p>	50	30/50 Variable	Year 2	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>

<b>Hulme Place full length</b>	50	30/50 Variable	Year 2	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Don Buck Road between 30m south of Zita Maria Drive and 100m south of Aldern Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Edmonton Road between Bosnyak Drive and 150m south of Annette Avenue</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.

<b>Lincoln Road between 65m north of Te Kanawa Crescent and 40m north of Faidene Avenue</b>	50	30/50 Variable	Year 2	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Great North Road between Edsel Street and 50m east of Newington Road</b>	50	30/50 Variable	Year 2	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>View Road between Newington Road and 100m east of Lavelle Road</b>	50	30/50 Variable	Year 2	Same	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.</p>	<p>Variable speed limit applies at school start and finish times.</p>

<b>Red Hills Road between 30m west of Birdwood Road and Don Buck Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Te Atatu Road between 15m north of Coniston Avenue and 85m north of Strid Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Swanson Road between 65m east of Glenarden Way and 30m west of Arney Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Royal Road between 115m west of Vadam Road and 125m east of Makora Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.

<b>Westgate Drive between 20m north of the northern end of Bonny Crescent and Royal Road</b>	50	30/50 Variable	Year 2	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Bonny Crescent full length</b>	50	30/50 Variable	Year 2	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Millbrook Road between 298m north of Awaroa Road and Awaroa Road</b>	50	30/50 Variable	Year 2	Same	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.</p>	<p>Variable speed limit applies at school start and finish times.</p>

<b>View Road between 92m north of Choice Avenue and 69m north of Wattle Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Harbour View Road between Te Atatu Road and Beach Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Te Atatu Road between 80m north of Gunner Drive and 62m north of Kervil Avenue</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Taikata Road between Te Atatu Road and 35m east of Peachgrove Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Hereford Street between Te Atatu Road and 100m west of Roby Street</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Moire Road between 80m south of West Harbour Drive and 110m north of West Harbour Drive</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.

<b>Sturges Road between 130m south of Burgundy Park Avenue and 90m southwest of Palomino Drive</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Palomino Drive between Sturges Road and 150m south of Sturges Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Chablis Place full length</b>	50	30/50 Variable	Year 2	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.



<b>Muscat Place full length</b>	50	30/50 Variable	Year 2	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Summerland Drive between Sturges Road and Midhurst Avenue</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Don Buck Road between Rush Creek Drive and 50m south of Beauchamp Drive</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Simpson Road between 75m north of Metcalfe Road and 250m south of Metcalfe Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Metcalfe Road between Simpson Road and 175m east of Simpson Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.

<b>Silverstone Place full length</b>	50	30/50 Variable	Year 2	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Summerland Drive between Parkcrest Drive and 240m north of Harvest Drive</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Harvest Drive between Summerland Drive and 120m east of Summerland Drive</b>	50	30/50 Variable	Year 2	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.

<b>Fred Taylor Drive, Between Don Buck Road and Northside Drive</b>	80	50 Permanent	Year 2	Different	ONF Street Category should be Peri-Urban Roads instead of Rural Roads, therefore the SAAS should be 50 km/h	NA
<b>HDM 1-Holy Cross Catholic School and Henderson (primary) school safe school zone, north of View Rd, west of Great North Rd, Henderson</b>	50	30 Permanent	Year 2	Mostly aligns except as noted	Local school neighbourhood area. Bounded by major roads, Great North Road, Vitasovich Avenue, and View Road. James Laurie Street has been assessed as 40 based on an incorrect classification as an urban connector, so should be reassessed as 30.	NA
<b>HDM 2-Sunnyvale Primary School safe school zone, west of View Rd, east of Millbrook Rd, Henderson</b>	50	30 Permanent	Year 2	Same	Local school neighbourhood area. Bounded by major roads, View Road, Millbrook Road and Awaroa Road.	NA
<b>HDM 3 - Henderson south school and He Wero school safe school zone, south of Sturges Rd, Henderson</b>	50	30 Permanent	Year 2	Mostly aligns except as noted	Local school neighbourhood area. Bounded by Great North Road, Sturges Road, Palamino Drive, and Henderson Valley Road, but excluding Keeling Road industrial area. Northern end of Spence Road has been assessed as 40, however this is the result of this section being incorrectly classified as urban connector and it should be reassessed as 30	NA

<b>HDM 4 - south of Edmonton Primary School, south of Edmonton Rd, Rangeview Intermediate safe school zone, Te Atatu South</b>	50	30 Permanent	Year 2	Mostly aligns except as noted	<p>Local school neighbourhood area. Bounded by Te Atatu Road to the east, Edmonton Road to the north and west. No road connections to the south. Ozich Avenue has been assessed as 40, based on an incorrect classification as an urban connector, however it is a residential cul-de-sac so should be assessed as 30. Strid Road has been assessed as 40, based on classification as an urban connector, however the road contains engineering measures intended to reduce speed and discourage through traffic so should be assessed as 30.</p>	NA
<b>HDM 5 - Rānui School safe school zone, north of Metcalfe Rd, Ranui</b>	50	30 Permanent	Year 2	Mostly aligns except as noted	<p>Local school neighbourhood area. Bounded by Swanson Road to the north, Metcalfe Road to the southeast and industrial area to the northwest, and a rural area to the southwest. Ranui Station Road has been assessed as 40, based on an incorrect classification as an urban connector. So should be reassessed as 30.</p>	NA
<b>HDM 6- Don Buck Primary School safe school zone-west of Don Buck Rd, Massey</b>	50	30 Permanent	Year 2	Same	<p>Local school neighbourhood area. Bounded to the east by Don Buck Road. No road connections to the west.</p>	NA

<b>HDM 7 - east of Don Buck Rd and Don Buck Primary School, south of Waimumu RD, Massey</b>	50	30 Permanent	Year 2	Mostly aligns except as noted	<p>Local residential area. Bounded by Don Buck Road to the west, Waimumu Road to the north, Triangle Road to the east, and stream/estuary to the south. Zita Maria Drive has been assessed as 40 based on incorrect assessment as urban connector function. However has existing engineering measures to slow and discourage through traffic so should be reassessed as 30..</p>	NA
<b>HDM 8 - Matipo Road School safe school zone, west of Te Atatu Rd, Te Atatu Peninsula</b>	50	30 Permanent	Year 2	Mostly aligns except as noted	<p>Local school neighbourhood area. Bounded by Te Atatu Road to the east, Taikata Road to the south, and Waitemata Harbour to the northwest. Middle section of Matipo Road has been assessed as 40 based on urban connector function however this is inconsistent with the rest of Matipo Road and should be reassessed as 30. Te Atatu Road has been assessed as 40 based on urban connector function. However the north end of Te Atatu Road (north of Totara Road) has a lower road function and the proposed 30 is therefore appropriate for this section.</p>	NA

<b>HDM 9 - Peninsula Primary School safe school zone, east of Te Atatu Rd, Te Atatu Peninsula</b>	50	30 Permanent	Year 2	Mostly aligns except as noted	<p>Local school neighbourhood area. Bounded by Te Atatu Road to the west, Harbour View Road to the south, and the Waitemata Harbour to the north and east. Eastern part of Harbour View Road has been assessed as 40, however eastern part of Harbour View Road has a lower traffic function than western part and should be assessed at 30. Beach Road has been assessed as 40, based on urban connector function however this road already has engineering measures to reduce speeds so 30 is more appropriate.</p>	NA
<b>HDM 10 - West Harbour School safe school zone, west of Luckens Rd, West Harbour</b>	50	30 Permanent	Year 2	Same	<p>Local school neighbourhood area. Bounded by State Highway 16 to the west, Hobsonville Road to the north, Luckens/Moire Roads to the east and a stream to the south.</p>	NA
<b>HDM 11- east of Northwestern Mtwy, west of Moire Rd, northeast of Royal Road School, Masse</b>	50	30 Permanent	Year 2	Same	<p>Local residential area. Bounded by Moire Road to the east, Royal Road to the south, State Highway 16 to the west, and no road connections across stream to the north.</p>	NA
<b>HDM 12- north of Royal Rd, west of Westgate Dr, east of Don Buck Rd, northwest of Royal Road School, Massey/Westgate</b>	50	30 Permanent	Year 2	Mostly aligns except as noted	<p>Local residential area. Bounded by Royal Road to the south, Don Buck Road to the west, and Westgate Drive to the north and east. Tihema Lane has been assessed as 40, based on an incorrect classification as an urban connector. So should be reassessed as 30.</p>	NA

<b>HDM 13- north of Triangle Rd, south of Royal Rd, southwest of Royal Road School, Massey</b>	50	30 Permanent	Year 2	Same	Local residential area. Bounded by Don Buck Road to the west, Royal Road to the north, Makora Road to the east, and Triangle Road to the south.	NA
<b>HDM 14 - Redhills development, west of Don Buck Rd, Massey/Westgate</b>	Most 50 some 80	30 Permanent	Year 2	Mixture as noted	Development area where new roads are being built. Bounded by Fred Taylor Drive and Don Buck Road to the east and by rural areas to the west. Area contains a mixture of rural roads with assessed 80 & 60 safe speeds and new urban roads with assessed 30 safe speeds. The rural roads will need to be reassessed as development progresses within the area.	NA
<b>HDM 15 - Colwill School Massey safe school zone, east of Northwestern Mtwy, south of Royal Rd, Massey East</b>	50	30 Permanent	Year 2	Mostly aligns except as noted	Local school neighbourhood area. Bounded by State Highway 16 to the west, Royal Road to the north, and Waitemata Harbour to the east and south. Mescal Street has been assessed as 40, based on an incorrect classification as an urban connector. So should be reassessed as 30. Eastern end of Colwill Road has been assessed as 40, based on an incorrect classification as an urban connector. So should be reassessed as 30.	NA

**HDM 16 -  
Rutherford Primary  
and Rutherford  
college safe school  
zone, west of Te  
Atatu Rd, Te Atatu  
Peninsula**

50

30 Permanent

Year 2

Mostly aligns except as  
noted

Local school neighbourhood area. Bounded by  
Taikata Road to the north, Te Atatu Road to the  
east, State Highway 16 to the south, and  
Waitemata Harbour to the west. Old Te Atatu  
Road has been assessed as 40, based on an  
incorrect classification as an urban connector. So  
should be reassessed as 30. NA



## Hibiscus and Bays Local Board

Hibiscus and Bays requested variable speed limits near schools, with further notes and support for how these could become fixed or permanent later and how early childhood centres could be included in future. They also requested roads immediately adjacent to beach reserves have fixed speed reductions. This proposal includes Browns Bay town centre which is adjacent to the beach, Silverdale town centre, some variable speed limits near schools and a new housing development area.

Road/area <i>(Includes the start and end locations)</i>	Existing speed limit (km/h)	Proposed Speed limit speed limit type (km/h)	Implementati on on timeframe	Is proposed speed limit different from the Waka Kotahi confirmed assessment of safe and appropriate speed (SAAS) limit?	Further information <i>(Include review of roads with 70km/h and 90km/h speed limits, consideration of speed limits on adjoining roads, explanation for speed limits that do not match the Waka Kotahi confirmed assessment of the safe and appropriate speed, and note any confirmed assessments)</i>	Dates and times <i>(If seasonal type, provide start and finish dates. If variable type, provide operational times.)</i>
<b>Browns Bay Road between 50m north of Hyde Road and 130m southwest of Masterton Road</b>	50	30/50 Variable	Year 3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Masterton Road between Browns Bay Road and Miri Road</b>	50	30/50 Variable	Year 3	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.

<b>Glamorgan Drive between 40m southwest of Thelma Crescent and Lingham Crescent</b>	50	30/50 Variable	Year 3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Weatherly Road between Glamorgan Drive and 100m east of Glamorgan Drive</b>	50	30/50 Variable	Year 3	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Sunrise Avenue between 50m west of Beach Road and 30m west of Gull Lane</b>	50	30/50 Variable	Year 3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>East Coast Road between 25m north of Andersons Road and 150m north of Sartors Avenue</b>	50	30/50 Variable	Year 3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.

<b>Sartors Avenue between East Coast Road and 30m west of Robin Lane</b>	50	30/50 Variable	Year 3	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Woodridge Avenue between Sartors Avenue and 75m north of Sartors Avenue</b>	50	30/50 Variable	Year 3	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Millwater Parkway between The Settlement and 75m south of Stella Maris Lane</b>	50	30/50 Variable	Year 3	Same	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.</p>	<p>Variable speed limit applies at school start and finish times.</p>

<b>Longmore Lane full length</b>	50	30/50 Variable	Year 3	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Deep Creek Road between 110m south of Bethel Road and 280m northeast of Alexander Avenue</b>	50	30/50 Variable	Year 3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.

<b>Alexander Avenue between Deep Creek Road and 282m west of Deep Creek Road</b>	50	30/50 Variable	Year 3	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Whangaparaoa Road, between 80m northeast of Gulf Harbour Drive and Mariner Dr</b>	60	50 Permanent	Year 1	Different	<p>This is a short section of Whangaparaoa Road, the majority length of Whangaparaoa Road is 50km/h, the proposed 50 km/h will make the speed limit on this section consistent with the whole length of road</p>	NA
<b>East Coast Road, between 200m north of Spur Road and 200 south of Spur Road</b>	80 60/80	Variable	Year 3	Different	<p>East Coast Road north of Spur Road is assessed as 60 while East Coast Road south of Spur Road is assessed as 80. This area was only recently lowered from 100 to 80 and it is considered that a variable intersection speed limit is more likely to achieve compliance than further lowering of the permanent speed limit at this stage.</p>	<p>Rural intersection variable speed zone, activated when turning traffic is detected.</p>

<p><b>East Coast Road, between 200m north of Wilks Road and 200 south of Wilks Road</b></p>	<p>80 60/80</p>	<p>Variable</p>	<p>Year 3</p>	<p>Same</p>	<p>The underlying 80 zone aligns with assessment. Variable speed limit is proposed to manage localised crash risk at intersection.</p>	<p>Rural intersection variable speed zone, activated when turning traffic is detected.</p>
<p><b>HBB 1- Nukumea Primary School Te Kura Tuatahi O Nukumea safe school zone, east of Auckland Northern Mtwy, Orewa</b></p>	<p>50</p>	<p>30 Permanent</p>	<p>Year 3 (or when required to align with development and school opening)</p>	<p>Same</p>	<p>Local school neighbourhood area. New school and residential development area, engineered as a low speed environment. Bounded by Grand Drive to the south, State Highway 1 to the west and the extent of the new development area to the north and east.</p>	<p>NA</p>
<p><b>HBB 2-Silverdale, Stella Maris Catholic Primary safe school zone, south of Millwater Pway, Silverdale</b></p>	<p>50</p>	<p>30 Permanent</p>	<p>Year 2 (or when required to align with engineering works in town centre)</p>	<p>Mostly aligns except as noted</p>	<p>Town centre retail area. Bounded by Millwater Parkway to the north, Hibiscus Coast Highway to the southeast, and edge of the town centre area to the west. Some minor lanes assessed as 10 but would likely need additional engineering treatments to be credible as shared zones.</p>	<p>NA</p>
<p><b>HBB 3 - Browns Bay Town Centre, Harbour Montessori College and Puawai Montessori School safe school zone, east of Beach Rd, Browns Bay</b></p>	<p>50</p>	<p>30 Permanent</p>	<p>Year 2 (or when required to align with engineering works in town centre)</p>	<p>Mostly aligns except as noted</p>	<p>Town centre retail area. Bounded by Beach Road to the west, Valley Road to the north, coastline to the east and Browns Bay Road/Argyle Road to the south. Bayview Road assessed as 40 based on incorrect classification as an urban connector. Narrow residential street with traffic calming and no entry from Beach Road, should be reassessed as 30.</p>	<p>NA</p>



## Howick Local Board

Howick Local Board supported a targeted approach to speed limit review and specifically requested a number of roads and schools during workshop and follow up communications which are the basis for this proposal. The new housing areas in Flat Bush that already look and feel like slower streets have been included under the easy to understand mapping approach supported by local boards. The board requested a low percentage cover and later implementation.

Road/area <i>(Includes the start and end locations)</i>	Existing speed limit (km/h)	Proposed Speed limit speed limit type (km/h)	Implementati on on timeframe	Is proposed speed limit different from the Waka Kotahi confirmed assessment of safe and appropriate speed (SAAS) limit?	Further information <i>(Include review of roads with 70km/h and 90km/h speed limits, consideration of speed limits on adjoining roads, explanation for speed limits that do not match the Waka Kotahi confirmed assessment of the safe and appropriate speed, and note any confirmed assessments)</i>	Dates and times <i>(If seasonal type, provide start and finish dates. If variable type, provide operational times.)</i>
<b>Bucklands Beach Road between Macleans Road and 50m south of Loloma Drive</b>	50	30/50 Variable	Year 3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Macleans Road between Bucklands Beach Road and 60m west of Murvale Drive</b>	50	30/50 Variable	Year 3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Pigeon Mountain Road between Pakuranga Road and 100m south of Casuarina Drive</b>	50	30/50 Variable	Year 3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.



<b>Sandspit Road between Reydon Place and Litten Road</b>	50	30/50 Variable	Year 3	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Litten Road between Sandspit Road and 100m north of Sandspit Road</b>	50	30/50 Variable	Year 3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Paparoa Road between Sandspit Road and Four Trees</b>	50	30/50 Variable	Year 3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.

<b>Jeffs Road between 50m west of Norwood Drive and 50m east of Valderama Drive</b>	50	30/50 Variable	Year 3	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Valderama Drive between Terrasini Drive and Jeffs Road</b>	50	30/50 Variable	Year 3	Same	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Ormiston Road between 160m west of Te Ara Kahikatea and 135m east of Helianthus Avenue</b>	50	30/50 Variable	Year 3	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>

<b>Flat Bush School Road between Murphys Road and Rashni Road</b>	50	30/50 Variable	Year 3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Botany Road between 100m south of Pinewood Grove and 60m south of Headcorn Place</b>	50	30/50 Variable	Year 3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Headcorn Place full length</b>	50	30/50 Variable	Year 3	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.

<b>Mirrabooka Avenue between Yarra Place and Kookaburra Place</b>	50	30/50 Variable	Year 3	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Loloma Drive between 40m west of Marina Heights and Bucklands Beach Road</b>	50	30/50 Variable	Year 3	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Gossamer Drive between Ussher Place and Leewood Place</b>	50	30/50 Variable	Year 3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.

<b>Butley Drive between 75m east of Glenmore Road and 50m west of Driscoll Place</b>	50	30/50 Variable	Year 3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Prince Regent Drive between 43m south of Raddock Place and 29m south of Skilling Place</b>	50	30/50 Variable	Year 3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Galloway Crescent between southern end of Galloway Crescent and 34m west of Askew Place</b>	50	30/50 Variable	Year 3	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.

<b>Skilling Place full length</b>	50	30/50 Variable	Year 3	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Pakuranga Road between 50 west of The Link and Ridge Road</b>	50	30/50 Variable	Year 3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Botany Road between Pakuranga Road and Bradbury Road</b>	50	30/50 Variable	Year 3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Ridge Road between Vincent Street and Botany Road</b>	50	30/50 Variable	Year 3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Bradbury Road between Botany Road and 100m west of Botany Road</b>	50	30/50 Variable	Year 3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.

<b>Wellington Street between Howe Street and Elliot Street</b>	50	30/50 Variable	Year 3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Reeves Road between 175m east of William Roberts Road and 40m east of Grassways Avenue</b>	50	30/50 Variable	Year 3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Lewis Road between Ayr Road and Reeves Road</b>	50	30/50 Variable	Year 3	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Chapel Road between Dawson Road and 325m north of Dawson Road</b>	50	30/50 Variable	Year 3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.

<b>Dawson Road between Chapel Road and Dissmeyer Drive</b>	50	30/50 Variable	Year 3	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Somerville Road between Haven Crest and 125m east of Ramoana Mews</b>	50	30/50 Variable	Year 3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Meadowland Drive between Bronte Place and 50m east of Woodgers Way</b>	50	30/50 Variable	Year 3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Kilkenny Drive between Chapel Road and 40m south of Westerham Drive</b>	50	30/50 Variable	Year 3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.



<b>Chapel Road between 50m north of Armoy Drive and 410m north of Armoy Drive</b>	50	30/50 Variable	Year 3	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Kilkenny Drive between 28m south of Westerham Drive and 19m north of Maghera Drive</b>	50	30/50 Variable	Year 3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Middlefield Drive between Dunloy Place and Gracechurch Drive</b>	50	30/50 Variable	Year 3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Gracechurch Drive between Browns Lane and Middlefield Drive</b>	50	30/50 Variable	Year 3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.

<b>Golfland Drive between Pebble Beach Place and 80m north of Bard Place</b>	50	30/50 Variable	Year 3	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>HWK 1- east of Murphys Rd, south of Te Uho o Te Nikau Primary School, south of Flat Bush School Rd, Flat Bush/Totara Park</b>	50	30 Permanent	Year 3	<p>Mostly aligns except as noted</p>	<p>Local school neighbourhood area. New school and residential development area, engineered as a low speed environment. Bush View Place assessed as 40 based on incorrect classification as an urban connector. Minor local road in a new residential area should be reassessed as 30.</p>	NA
<b>HWK 2 - west of Te Irirangi Dr, south of Ti Rakau Dr, north of Smales Rd, Huntington Park/East Tamaki</b>	50	30 Permanent	Year 3	<p>Mostly aligns except as noted</p>	<p>Local residential area. Bounded by Smales Road to the south, Greenmount Land Fill and industrial areas to the west, Ti Rakau Drive and Botany Town Centre to the north, and Te Irirangi Drive to the east. Haven Drive assessed as 40 based on incorrect classification as an urban connector. Local residential road with engineering measures to encourage lower speeds, should be reassessed as 30.</p>	NA

<b>HWK 3 - east of Wellington St, north of Union Rd, west of Cook St, Howick</b>	50	30 Permanent	Year 3	Partly aligns except as noted	Local residential area. Vincent Street has been assessed as 40. Rodney Street has been assessed as 40. Moore Street has been assessed as 40.	NA
<b>HWK 4- east of Ridge Rd, west of Wellington Street, Owairoa Primary School safe school zone, Howick</b>	50	30 Permanent	Year 3	Mostly aligns except as noted	Local school neighbourhood area. Bounded by Union Road to the south, Ridge Road to the west and north, and Wellington Street to the east. Vincent Street has been assessed as 40 based on incorrect classification as an urban connector, should be reassessed as a 30.	NA

**HWK 5 - Bucklands  
Beach Primary  
School safe school  
zone, west of  
Clovelly Rd,  
Bucklands Beach**

50

30 Permanent

Year 3

Partly aligns except as  
noted

Local school neighbourhood area. Bounded by Whitcombe Road and Clovelly Drive to the south and east, and by the Waitemata Harbour to the north and west. The Parade assessed as 40 based on incorrect classification as an urban connector. Local road serving residential area and beachfront parking, should be reassessed as 30. Hattaway Avenue assessed as 40 based on incorrect classification as an urban connector. Local road serving residential, should be reassessed as 30. Musick Point Road assessed as 40 based on incorrect classification as an urban connector. Local road serving residential, should be reassessed as 30. Clovelly Road assessed as 40 based on incorrect classification as an urban connector. Local road serving residential, should be reassessed as 30. Buckland Beach Road (north end beyond Clovelly Rd) assessed as 40 based on incorrect classification as an urban connector. Has lower traffic function than the main section of Buckland Beach Road, should be reassessed as 30.

NA

<b>HWK 6 - west of Bucklands Beach Rd, east of Half Moon Bay, Bucklands Beach</b>	50	30 Permanent	Year 3	Mostly aligns except as noted	<p>Local residential area. Bounded by Half Moon Bay Beach to the west, Whitcombe Road (part of area HWK-5) to the north, Bucklands Beach Road to the east and no road connections beyond Laings Road to the south. The Parade assessed as NA 40 based on incorrect classification as an urban connector. Local road serving residential area and beachfront parking, should be reassessed as 30.</p>
<b>HWK 7 - north of Flat Bush School Rd, north of Te Uho o Te Nikau Primary School, east of Murphys Rd, Flat Bush</b>	50	30 Permanent	Year 3	Same	<p>Local residential area, recent development designed as a low speed environment. Bounded by Flat Bush School Road to the south, Murphys Road to the west, and a stream to the north and east.</p>

## Kaipātiki Local Board

Kaipātiki Local Board supported variable speed limits outside schools, reduced speed limits within town centres and reduced speed limits where residents have requested a speed reduction and this has been formally supported by the local board. This map includes variable speed limits for some schools, particularly on busier roads, Birkenhead town centre and Beach Haven town centre.

Road/area <i>(Includes the start and end locations)</i>	Existing speed limit (km/h)	Proposed Speed limit speed limit type (km/h)	Implementati on timeframe	Is proposed speed limit different from the Waka Kotahi confirmed assessment of safe and appropriate speed (SAAS) limit?	Further information <i>(Include review of roads with 70km/h and 90km/h speed limits, consideration of speed limits on adjoining roads, explanation for speed limits that do not match the Waka Kotahi confirmed assessment of the safe and appropriate speed, and note any confirmed assessments)</i>	Dates and times <i>(If seasonal type, provide start and finish dates. If variable type, provide operational times.)</i>
<b>Birkdale Road between 117m south of Stott Avenue and 216m south of Beach Haven Road</b>	50	30/50 Variable	Year 1	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Salisbury Road between Birkdale Road and 184m north of Bishopgate Street</b>	50	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.

<b>Bayview Road between 21m east of Spinella Drive and the western end of Bayview Road</b>	50	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Lynn Road between Bayview Road and 75m west of Bayview Road</b>	50	30/50 Variable	Year 1	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Chivalry Road between 88m north of Colin Wild Place and 38m southeast of Edgeworth Road</b>	50	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Diana Drive between Chivalry Road and 23m southwest of Rosalind Road</b>	50	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.

<b>Chartwell Avenue between 137m south of Chivalry Road and Chivalry Road</b>	50	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Rangatira Road between 39m north of Island Bay Road and 119m west of Kia Ora Road</b>	50	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Kia Ora Road between Rangatira Road and 28m north of Mcglashen Place</b>	50	30/50 Variable	Year 1	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.



<b>Mcglashen Place full length</b>	50	30/50 Variable	Year 1	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Manuka Road between 124m west of Glenfield Road and 176m west of Easton Park Parade</b>	50	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Easton Park Parade between Gladys Avenue and Manukau Road</b>	50	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Chartwell Avenue between Archers Road and 100m north of Lingfield Street</b>	50	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.

<b>Lingfield Street between Chartwell Avenue and 80m southwest of Wykeham Place</b>	50	30/50 Variable	Year 1	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Wykeham Place full length</b>	50	30/50 Variable	Year 1	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>

<b>Lake Road between 14m north of Fraser Avenue and 446m south of Fraser Avenue</b>	50	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Sunnybrae Road between 38m southeast of Everlyn Place and 53m northwest of Tulward Glade</b>	50	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Target Road between 100m south of Sunnynook Road and 400m north of Sunnynook Road</b>	50	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Sunnynook Road between Target Road and 310m east of Target Road</b>	50	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.

<b>Hillside Road between 342m southwest of Poland Road and 47m southeast of Diana Drive</b>	50	30/50 Variable	Year 1	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Moore Street between 100m west of Compton Street and Eban Avenue</b>	50	30/50 Variable	Year 1	Same	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Eban Avenue between 40m north of Compton Street and 100m east of Moore Street</b>	50	30/50 Variable	Year 1	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>

<b>Compton Street full length</b>	50	30/50 Variable	Year 1	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Sylvia Road between Eban Avenue and 135m east of Eban Avenue</b>	50	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Seaview Road between Valley View Road and 50m north of Tamahere Drive</b>	50	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>KPT 1-Birkenhead School safe school zone, highbury town centre, Birkenhead</b>	50	30 Permanent	Year 1	Same	Birkenhead Town Centre	NA

<b>KPT 2-Beach Haven town centre, Beach Haven</b>	50	30 Permanent	Year 1	Partly aligns except as noted	Beach Haven Town Centre. Rangatira Road and Beach Haven Road assessed as 40 based on incorrect classification as urabn connectors. Sections of road within the Beach Haven shops area should be reassessed as activity Streets. The NA part of Beach Haven Road beyond the town centre extending down to the wharf is used for local access and parking and should be reassessed as local road.
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## Māngere-Ōtāhuhu Local Board

Māngere-Ōtāhuhu Local Board requested all local school zones be considered and investigated in the speed management plan as well as the local boards formal feedback as part of Phase 3 of the safe speeds programme. As supported, safe school zones for all schools in this local board that have not be included in previous phases of the programme have been included. Several schools from this local board responded to the school survey in support of permanent 30km/h speed limits on local roads near their school.

Road/area <i>(Includes the start and end locations)</i>	Existing speed limit (km/h)	Proposed Speed limit speed limit type (km/h)	Implementati on on timeframe	Is proposed speed limit different from the Waka Kotahi confirmed assessment of safe and appropriate speed (SAAS) limit?	Further information <i>(Include review of roads with 70km/h and 90km/h speed limits, consideration of speed limits on adjoining roads, explanation for speed limits that do not match the Waka Kotahi confirmed assessment of the safe and appropriate speed, and note any confirmed assessments)</i>	Dates and times <i>(If seasonal type, provide start and finish dates. If variable type, provide operational times.)</i>
<b>Mangere Road between 100m west of Golf Avenue and 100m west of Piki Thompson Way</b>	50	30/50 Variable	Year 2-3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Walmsley road between Mangere Road and 125m north of Mangere Road</b>	50	30/50 Variable	Year 2-3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.

<b>Hospital Road between 100m south of Mangere Road and 700m south of Mangere Road</b>	50	30/50 Variable	Year 2-3	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Bader Drive between 150m south of McKenzie Road and 100m south of the southern end of Comet Crescent</b>	50	30/50 Variable	Year 2-3	Same	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Buckland Road between Royton Avenue and Lyncroft Street</b>	50	30/50 Variable	Year 2-3	Same	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Westney Road between Kirkbride Road and 450m south of Kirkbride Road</b>	50	30/50 Variable	Year 2-3	Same	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.</p>	<p>Variable speed limit applies at school start and finish times.</p>



<b>Atkinson Avenue between Princes Street and High Street</b>	50	30/50 Variable	Year 2-3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Coronation Road between 100m north of Taylor Road and 50m south of Hastie Avenue</b>	50	30/50 Variable	Year 2-3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Kirkbride Road between 325m east of Ascot road and Westney Road</b>	50	30/50 Variable	Year 2-3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.

<b>Miller Road between 100m west of Mountain Road and 275m east of Mountain Road</b>	50	30/50 Variable	Year 2-3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Mountain Road between 50m south of Lili Chen Way and 50m north of Putini Road</b>	50	30/50 Variable	Year 2-3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Robertson Road between Buckland Road and Ashley Avenue</b>	50	30/50 Variable	Year 2-3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Coptic Place full length</b>	50	30/50 Variable	Year 2-3	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.

<b>Bader Drive between 150m south of McKenzie Road and 100m south of the southern end of Comet Crescent</b>	50	30/50 Variable	Year 2-3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>MNO 1 - east of Zayed College for Girls and Al- Madinah School, south of Massey Rd, Mangere</b>	50	30 Permanent	Year 2-3	Mostly aligns except as noted	Local residential area. Bounded by Non-residential land use with no road connections west of Naylor Drive, Massey Road to the north, Pukaki Road to the east, and an estuary to the south. Northern part of Naylor Drive assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30.	NA
<b>MNO 2 - south of Te Kura Maori o Nga Tapuwae, south of Buckland Rd, north of Robertson Road School, Mangere East</b>	50	30 Permanent	Year 2-3	Mostly aligns except as noted	Local residential area. Bari Lane assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30.	NA
<b>MNO 3 - east of Massey Rd, west of Kingsford School, Mangere East</b>	50	30 Permanent	Year 2-3	Same	Local school neighbourhood area.	NA

<b>MNO 4 - King's College and Otahuhu College safe school zone, northeast of Hospital Rd, Otahuhu</b>	50	30 Permanent	Year 2-3	Same	Local school neighbourhood area. Bounded by Hospital Road to the west, Mangere Road to the north, Great South Road to the east, and a golf course to the south.	NA
<b>MNO 5 - St Mary MacKillop Catholic School and Favona School safe school zone, south of Favona Rd, east of Robertson Rd, Favona</b>	50	30 Permanent	Year 2-3	Mostly aligns except as noted	Local school neighbourhood area. Bounded by Buckland Road to the south, Robertson Road to the west, Favona Road to the north, and existing residential 30 area to the east. McKinstry Avenue assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30. Garus Avenue (southern section) assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30. Lenore Road assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30. Wakefield Road assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30. Harania Avenue assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30.	NA

<b>MNO 6- TKKM o Mangere safe school zone, east of Bader Dr, west of Southwestern Mtwy, Mangere</b>	50	30 Permanent	Year 2-3	Mostly aligns except as noted	<p>Local school neighbourhood area. Bounded by Bader Drive to the west, Walmsley Road to the north, and State Highway 20 to the south and east. Hall Avenue (north) assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30. Elmdon Street assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30.</p>	NA
<b>MNO 7 - south of Miller Rd, east of Kirkbride Rd, west of McKenzie rd, Mangere Bridge</b>	50	30 Permanent	Year 2-3	Same	<p>Local school neighbourhood area. Bounded by Kirkbride Road to the west, Mountian Road to the northwest, Miller Road to the north, and Mckenzie Road to the south and east.</p>	NA
<b>MNO 8 - Mountain View School safe school zone, east of Mountain Rd, north of Miller Rd, Mangere Bridge</b>	50	30 Permanent	Year 2-3	Same	<p>Local school neighbourhood area.</p>	NA
<b>MNO 9 - Mangere Bridge School safe school zone, south of Church Rd, west of Coronation Rd, Mangere Bridge</b>	50	30 Permanent	Year 2-3	Same	<p>Local school neighbourhood area. Bounded by Coronation Road to the east, Mountain Road to the southeast, Miller Road to the south, Wallace Road to the west, and Church Road to the north.</p>	NA

<b>MNO 10 - Ambury Park Centre, west of Wallace Rd, Mangere Bridge</b>	50	30 Permanent	Year 2-3	Same	Local school neighbourhood area. Bounded by Manukau Harbour to the west, existing residential 30 zone to the north, Wallace Road to the east, and Creamery Road/Mangere Wastewater Treatment Plant to the south.	NA
<b>MNO 11 - Viscount School safe school zone, west of Bader Dr, north of George Bolt Memorial Dr, Mangere</b>	50	30 Permanent	Year 2-3	Mostly aligns except as noted	Local school neighbourhood area. Idlewild Avenue assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30.	NA
<b>MNO 12 - Mangere East development, Papatoetoe North School safe school zone, Mangere East</b>	50	30 Permanent	Year 2-3	Mostly aligns except as noted	Local school neighbourhood area. Bounded by Portage Road to the south, Buckland Road to the southwest, Massey Road to the northwest and Gray Avenue to the east. Hain Avenue assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30. Graeme Avenue assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30. Earlworth Road assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30.	NA

## Manurewa Local Board

Manurewa Local Board requested a safe school neighbourhoods or permanent 30km/h areas approach in several locations in formal feedback which have all been included in this proposal. These include schools that have not been included in previous phases of the programme, Manurewa town centre, and further residential areas. In addition, the local board asked if changes near school gates on arterial roads be individually assessed and made permanent where possible to provide consistency for drivers. Schools on higher movement roads have been individually considered and some 40km/h permanent proposals are included here.

Road/area <i>(Includes the start and end locations)</i>	Existing speed limit (km/h)	Proposed Speed limit speed limit type (km/h)	Implementation timeframe	Is proposed speed limit different from the Waka Kotahi confirmed assessment of safe and appropriate speed (SAAS) limit?	Further information <i>(Include review of roads with 70km/h and 90km/h speed limits, consideration of speed limits on adjoining roads, explanation for speed limits that do not match the Waka Kotahi confirmed assessment of the safe and appropriate speed, and note any confirmed assessments)</i>	Dates and times <i>(If seasonal type, provide start and finish dates. If variable type, provide operational times.)</i>
<b>Browns Road between 100m west of Russell Road and 65m east of Sturdee Street</b>	50	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.

<p><b>Dalgetty Drive between Browns Road and 150m north of Browns Road</b></p>	50	30/50 Variable	Year 1	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<p><b>Mahia Road between 207m east of Southview Place and 37m west of Sykes Road</b></p>	50	30/50 Variable	Year 1	Same	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.</p>	<p>Variable speed limit applies at school start and finish times.</p>



<b>Everglade Drive between southern end of Ransom Smyth Drive and Aronia Way</b>	50	30/50 Variable	Year 1	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Coxhead Road between Hobart Crescent and Tington Avenue</b>	50	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Tington Avenue between Coxhead Road and Glenross Drive</b>	50	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Wattle Farm Road between Coxhead Road and 200m west of Ranger Place</b>	50	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Grand Vue Road between Scenic Drive and Kahurangi Place</b>	50	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.

<b>Russell Road between Swallow Drive and Jutland Road</b>	50	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Great South Road between 60m northwest of Northcrest Way and 47m southeast of Station Road</b>	50	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Hill Road between Great South Road and 215m east of Newhook Lane</b>	50	30/50 Variable	Year 1	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.

<b>Kerrs Road between 100m west of Inverell Avenue and 125 east of Great South Road</b>	50	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Porchester Road between 50m south of Alfriston Road and 100m south of Hyperion Drive</b>	60	30/60 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Alfriston Road between Saralee Drive and 25m east of Ricardo Court</b>	50	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Alfriston Road between Porchester Road and 100m east of Porchester Road</b>	50	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Grande Vue Road, Full-length</b>	50	40 Permanent	Year 1	Same		NA
<b>Russell Road, Full-length</b>	50	40 Permanent	Year 1	Same		NA
<b>Wattle Farm Road, Between Turnberry Drive and Coxhead Road</b>	50	40 Permanent	Year 1	Same		NA
<b>Tington Avenue, Between Coxhead Road and Glenross Drive</b>	50	40 Permanent	Year 1	Same		NA

<b>Coxhead Road, Between Mahia Road and Wattle Farm Road</b>	50	40 Permanent	Year 1	Same		NA
<b>MNR 1 - Randwick Park School and Alfriston College safe school zone, west of Porchester Rd, south of Alfriston Rd, Randwick Park</b>	50	30 Permanent	Year 1	Partly aligns except as noted	Local school neighbourhood area. Part of Riverton Drive assessed as 40 based on incorrect classification as an urban connector. Should be reassessed as 30 to match other sections of Riverton Drive Magic Way assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30. Hyperion Drive assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30. Skelton Avenue assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30. Shifnal Drive assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30.	NA
<b>MNR 2-north of Alfriston Rd, south of Hill Rd, west of Stratford Rd, Manurewa</b>	50	30 Permanent	Year 1	Same	Local residential area.	NA
<b>MNR 3-Southeast of Hillpark, south of Hill Rd, east of Claude Rd, Hillpark</b>	50	30 Permanent	Year 1	Same	Local residential area.	NA

<b>MNR 4- west of Claude Rd, Southwest of Hillpark, south of Hill Rd, Hillpark</b>	50	30 Permanent	Year 1	Mostly aligns except as noted	Local residential area. Halver Road assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30.	NA
<b>MNR 5- south of Browns Rd, north of Russell Road, west of Great South Road, Manurewa</b>	50	30 Permanent	Year 1	Partly aligns except as noted	Local school neighbourhood area. Jutland Road (Manurewa) assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30. Jellicoe Road (Manurewa) assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30. Maich Road assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30. Beatty Avenue assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30.	NA
<b>MNR 6-Manurewa Central School safe school zone, south of Grande Vue Rd, Hillpark</b>	50	30 Permanent	Year 1	Mostly aligns except as noted	Local school neighbourhood area. Most of Dennis Avenue assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30.	NA
<b>MNR 7 - south of Orams Rd, North of Hillpark School, Hillpark</b>	50	30 Permanent	Year 1	Mostly aligns except as noted	Local school neighbourhood area. David Avenue assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30.	NA

<b>MNR 8 - The Gardens School safe school zone, west of Mill Rd, south of Redoubt Rd, The Gardens</b>	50	30 Permanent	Year 1	Mostly aligns except as noted	<p>Local school neighbourhood area. Charles Prevost Drive assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30. Hill Road (section east of stratford Road) assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30. Everglade Drive (section south of Eugenia Rise) assessed as 40 based on incorrect classification as an urban connector. Section south of Eugenia Rise is a cul-de-sac with low traffic function, should be reassessed as 30.</p>	NA
<b>MNR 9 - Wiri Central school safe school zone, north of Kerrs Rd, east of Druces Rd, Wiri</b>	50	30 Permanent	Year 1	Same	Local school neighbourhood area.	NA
<b>MNR 10- Everglade School safe school zone, west of Goodwood Dr, east of Everglade Dr, Goodwood Heights</b>	50	30 Permanent	Year 1	Same	Local school neighbourhood area	NA
<b>MNR 11- west of Everglade Dr, south of Redoubt rd, Goodwood Heights</b>	50	30 Permanent	Year 1	Same	Local residential area	NA

<b>MNR 12- east of Coxhead Road, south east of Tington Avenue, Wattle Downs</b>	50	30 Permanent	Year 1	Same	Local residential area	NA
<b>MNR 13- Clayton Park School safe school zone, south of Wattle farm Rd, west of Tington Avenue, Wattle Downs</b>	50	30 Permanent	Year 1	Same	Local school neighbourhood area	NA
<b>MNR 14- South Auckland Middle School safe school zone, north of Wattle farm Rd, west of Coxhead Rd, south of Mahia Road, Wattle Downs</b>	50	30 Permanent	Year 1	Same	Local school neighbourhood area	NA
<b>MNR 15- Manurewa town centre</b>	50	30 Permanent	Year 1	Mostly aligns except as noted	Manurewa Town Centre. Northcrest Way and Maich Road assessed as 40 based on incorrect classification as urban connectors. Should be reassessed as activity streets and therefore part of the town centre 30 zone.	NA

## Maungakiekie-Tāmaki Local Board

Maungakiekie-Tāmaki Local Board supported the draft working principles of the draft plan together with the proposed easy-to-understand, high benefit-cost ratio and responsive to community and partner feedback mapping approaches. The proposal is based on those principles and mapping approaches and includes all schools not in previous phases of the programme with a number of 30km/h safe school zones to deliver on the safe children and tiakitanga principles in together with being easy to understand and value for money. Tripoli Road is proposed as 40km/h as it is a high-risk road with schools on it that also has an urban collector or secondary arterial function.

Road/area <i>(Includes the start and end locations)</i>	Existing speed limit (km/h)	Proposed Speed limit speed limit type (km/h)	Implementati on timeframe	Is proposed speed limit different from the Waka Kotahi confirmed assessment of safe and appropriate speed (SAAS) limit?	Further information <i>(Include review of roads with 70km/h and 90km/h speed limits, consideration of speed limits on adjoining roads, explanation for speed limits that do not match the Waka Kotahi confirmed assessment of the safe and appropriate speed, and note any confirmed assessments)</i>	Dates and times <i>(If seasonal type, provide start and finish dates. If variable type, provide operational times.)</i>
<b>Elstree Avenue between 50m south of Taniwha Street and 100m north of the southern end of Chiltern Crescent</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.



<b>Taniwha Street between 50m west of Elstreet Avenue and 150m east of Concord Place</b>	50	30/50 Variable	Year 2	Same	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Great South Road between Marel Road and 250m north of Greenpark Road</b>	50	30/50 Variable	Year 2	Same	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Rockfield Road between Mare Road and Greenpark Road</b>	50	30/50 Variable	Year 2	Same	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.</p>	<p>Variable speed limit applies at school start and finish times.</p>

<b>Ellerslie Panmure Highway between Great South Road and 100m south east of Great South Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Greenpark Road between Rockfield Road and 270m east of Rockfield Road</b>	50	30/50 Variable	Year 2	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.

<b>Mare Road full length</b>	50	30/50 Variable	Year 2	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Selwyn Street between 100m north of Grey Street and 160m north of Church Street</b>	50	30/50 Variable	Year 2	Same	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.</p>	<p>Variable speed limit applies at school start and finish times.</p>

<b>Line Road between 200m north of Eastview Road and 230m north of Taniwha Street</b>	50	30/50 Variable	Year 2	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Trafalgar Street between Pleasant Street and Forbes Street</b>	50	30/50 Variable	Year 2	Same	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Mount Wellington Highway between 50m north of William Harvey Place and Te Horeta Road</b>	50	30/50 Variable	Year 2	Same	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.</p>	<p>Variable speed limit applies at school start and finish times.</p>

<b>Te Horeta Road between Mount Wellington Highway and 100m east of Mount Wellington Highway</b>	50	30/50 Variable	Year 2	Same	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Tripoli Road between Bardia Road and Tobruk Road</b>	50	30/50 Variable	Year 2	Same	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Galway Street between Church Street and Princes Street</b>	50	30/50 Variable	Year 2	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>

<b>Church Street between Galway Street and 75m west of Victoria Street</b>	50	30/50 Variable	Year 2	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Main Highway between 90m east of Great South Road and 75m west of Kalmia Street</b>	50	30/50 Variable	Year 2	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Walpole Street between Newhaven Street and Main Highway</b>	50	30/50 Variable	Year 2	Same	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.</p>	<p>Variable speed limit applies at school start and finish times.</p>

<p><b>Ellerslie Panmure Highway between 88m west of Stanhope Street and 140m east of Harris Road</b></p>	50	30/50 Variable	Year 2	Same	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<p><b>Mount Wellington Highway between 100m north of Hamlin Road and 303m south of Hamlin Road</b></p>	50	30/50 Variable	Year 2	Same	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<p><b>Alamein Road between Tripoli Road and 70m west of Benghazi Road</b></p>	50	30/50 Variable	Year 2	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>

<p><b>Mount Smart Road between 50m east of Curzon Street and 140m east of Waitangi Road</b></p>	50	30/50 Variable	Year 2	Same	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<p><b>Captain Springs Road between Mt Smart Road and 65m north of Mays Road</b></p>	50	30/50 Variable	Year 2	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<p><b>Tripoli Road, between Te Koa Road and the northern end of Tripoli Road</b></p>	50	40 Permanent	Year 2	Same		NA



<b>MKT 1 - Glen Innes School and St Pius X Catholic School (Glen Innes) safe school zone, south of West Tamaki Rd, west of Line Rd, Glen Innes</b>	50	30 Permanent	Year 2	Same	Local school neighbourhood area.	NA
<b>MKT 2-Sommerville school safe school zone, south of Point England Rd, Point England</b>	50	30 Permanent	Year 2	Mostly aligns except as noted	Local school neighbourhood area. Erima Avenue Road assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30. Part of Pilkington Road assessed as 40 based on incorrect classification as an urban connector. Section north of Tripoli Road is a local residential road, should be reassessed as 30.	NA
<b>MKT 3 - St Patrick's School and Panmure Bridge School safe school zone, east of Tripoli Rd, Panmure</b>	50	30 Permanent	Year 2	Mostly aligns except as noted	Local school neighbourhood area. Part of Queens Road assessed as 40 based on incorrect classification as an urban connector. Section east of Church Crescent is a local residential road, should be reassessed as 30.	NA

<b>MKT 4 - Stanhope Road School safe school zone, north of Ellerslie Panmure HWY, Mount Wellington</b>	50	30 Permanent	Year 2	Partly aligns except as noted	<p>Local school neighbourhood area. Stanhope Road assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30. Harris Road (Mt Wellington) assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30. Burt Road assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30.</p>	NA
<b>MKT 5 - Panmure District School safe school zone, south of Ellerslie Panmure HWY, Mount Wellington</b>	50	30 Permanent	Year 2	Mostly aligns except as noted	<p>Local school neighbourhood area. Barrack Road assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30. Banks Road assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30. Ferndale Road assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30. Part of Leonard Road assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30.</p>	NA

<b>MKT 6 - Sylvia Park School and Bailey Road School safe school zone, south of Penrose Rd, Mount Wellington</b>	50	30 Permanent	Year 2	Mostly aligns except as noted	<p>Local school neighbourhood area. Ruawai Road assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30. Portman Road assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30. Aranui Road assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30.</p>	NA
<b>MKT 7 - Oranga School safe school zone, west of Rockfield Rd, south of Campbell Rd, north of Mount Smart Rd, Greenlane/One Tree Hill/Onehunga</b>	50	30 Permanent	Year 2	Mostly aligns except as noted	<p>Local school neighbourhood area. Oranga Avenue assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30. Waitangi Road assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30. Rawhiti Road (Onehunga) assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30. Part of Tawa Road (Onehunga) assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30.</p>	NA
<b>MKT 8 - Royal Oak Intermediate School safe school zone, west of Manukau Rd, Royal Oak</b>	50	30 Permanent	Year 2	Same	Local school neighbourhood area.	NA

<b>MKT 9 - Onehunga High School safe school zone, West of Selwyn St, west of Queenstown Rd, Onehunga</b>	50	30 Permanent	Year 2	Mostly aligns except as noted	Local school neighbourhood area. Part of Quadrant Road assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30.	NA
<b>MKT 10-Onehunga Town Centre, east of Selwyn St, Onehunga</b>	50	30 Permanent	Year 2	Mostly aligns except as noted	Town centre retail area and adjacent school neighbourhood to the north. A couple of minor rear service lanes behind shops assessed as 10 however not proposed to signpost separate limits from the main town centre 30 limit.	NA
<b>MKT 11 - ATEA College safe school zone, west of Tripoli Rd, east of Pilkington Rd, Panmure</b>	50	30 Permanent	Year 2	Same	Panmure Town Centre and local school neighbourhood area north of the town centre.	NA
<b>MKT 12-Ruapotaka School safe school zone, west of Tripoli Rd, east of Pilkington Rd, Panmure</b>	50	30 Permanent	Year 2	Same	Local school neighbourhood area.	NA

## Orākei Local Board

Orākei Local Board supported variable speed limits near schools and a low percentage cover of roads being consulted on in this phase. This proposal includes variable school gate proposals, particularly on busier roads. A permanent speed limit has been proposed for Churchill Park School as the school strongly supported this and it is on a quiet cul-de-sac.

Ngāti Whātua Ōrākei requested the roads near their marae and papakāinga be included and a first draft is shown in the proposal. We welcome further local knowledge and insights on this draft area.

Road/area <i>(Includes the start and end locations)</i>	Existing speed limit (km/h)	Proposed Speed limit speed limit type (km/h)	Implementati on timeframe	Is proposed speed limit different from the Waka Kotahi confirmed assessment of safe and appropriate speed (SAAS) limit?	Further information <i>(Include review of roads with 70km/h and 90km/h speed limits, consideration of speed limits on adjoining roads, explanation for speed limits that do not match the Waka Kotahi confirmed assessment of the safe and appropriate speed, and note any confirmed assessments)</i>	Dates and times <i>(If seasonal type, provide start and finish dates. If variable type, provide operational times.)</i>
<b>Kohimarama Road between 100m south of Allum Street and 50m south of Kepa Road</b>	50	30/50 Variable	Year 3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.

<b>Allum Street between Hopkins Crescent and Kohimarama Road</b>	50	30/50 Variable	Year 3	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>West Tamaki Road between 58m west of Navarre Road and 90m east of Courtland Avenue</b>	50	30/50 Variable	Year 3	Same	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>

<p><b>Crossfield Road between 100m south of Washington Avenue and West Tamaki Road</b></p>	50	30/50 Variable	Year 3	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<p><b>Shore Road between 28m west of Victoria Avenue and 225m west of Orakei Road</b></p>	50	30/50 Variable	Year 3	Same	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>

<b>Victoria Avenue between 40m south of Manawa Road and 30m north of Shore Road</b>	50	30/50 Variable	Year 3	Same	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Navarre Road between West Tamaki Road and 160m north of West Tamaki Road</b>	50	30/50 Variable	Year 3	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Kohimarama Road between 185m north of Rawhitiroa Road and 107m south of Selwyn Avenue</b>	50	30/50 Variable	Year 3	Same	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.</p>	<p>Variable speed limit applies at school start and finish times.</p>



<b>Rawhitiroa Road between Kohimarama Road and 30m east of Piccadilly Place</b>	50	30/50 Variable	Year 3	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Selwyn Avenue between 100m west of Kohimarama Road and Kohimarama Road</b>	50	30/50 Variable	Year 3	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>

<b>Piccadilly Place full length</b>	50	30/50 Variable	Year 3	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Coates Avenue between Sudeley Street and 50m north of Puna Street</b>	50	30/50 Variable	Year 3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Grace Street between 50m south of Rautara Street and Coates Avenue</b>	50	30/50 Variable	Year 3	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.

<b>Ascot Avenue between Cotter Avenue and Green Lane East</b>	50	30/50 Variable	Year 3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>St Vincent Avenue between Risk Road and Green Lane East</b>	50	30/50 Variable	Year 3	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>St Heliers Bay Road between 30m south of Gifford Road and 188m south of Parkside Street</b>	50	30/50 Variable	Year 3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.

<b>Maskell Street between St Heliers Bay Road and 15m west of Berwick Street</b>	50	30/50 Variable	Year 3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Riddell Road between St Heliers Bay Road and 82m west of Kesteven Avenue</b>	50	30/50 Variable	Year 3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Walmsley Road between Maskell Street and 305m north of Maskell Street</b>	50	30/50 Variable	Year 3	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Kepa Road between 38m west of Nehu Street and 41m west of Kupe Street</b>	50	30/50 Variable	Year 3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.

<b>Coates Avenue between 39m south of Reihana Street and Kepa Road</b>	50	30/50 Variable	Year 3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Nehu Street between Kepa Road and 10m south of Rautara Street</b>	50	30/50 Variable	Year 3	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Brenton Place full length</b>	50	30/50 Variable	Year 3	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.

**ORK 1-Orākei  
Marae, Orākei**

50

30 Permanent

Year 3

Same

Marae area, Okahu Bay and northern end of  
Kupe Street.

NA

## Ōtara-Papatoetoe Local Board

Ōtara-Papatoetoe Local Board noted their board has as high rate of deaths and serious injury in Auckland and supported reducing speed around schools. They noted support from schools who responded to the schools survey for permanent 30km/h on local roads near schools and permanent 40km/h on arterial roads near schools. This proposal shows a mixture of permanent 30km/h safe school zones and school gate variables for all schools not included in previous phases of the programme.

Road/area <i>(Includes the start and end locations)</i>	Existing speed limit (km/h)	Proposed Speed limit speed limit type (km/h)	Implementation on timeframe	Is proposed speed limit different from the Waka Kotahi confirmed assessment of safe and appropriate speed (SAAS) limit?	Further information <i>(Include review of roads with 70km/h and 90km/h speed limits, consideration of speed limits on adjoining roads, explanation for speed limits that do not match the Waka Kotahi confirmed assessment of the safe and appropriate speed, and note any confirmed assessments)</i>	Dates and times <i>(If seasonal type, provide start and finish dates. If variable type, provide operational times.)</i>
<b>Gray Avenue between Earlsworth Road and 125 east of Orakau Road</b>	50	30/50 Variable	Year 2	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Great South Road between 67m southeast of Birdwood Avenue and 88m northwest of Allenby Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.

<b>Tui Road between 50m west of Kimpton Road and 50m east of Cornwall Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Portage Road between Selfs Road and 75m north of McDonald Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Dawson Road between 25m south of Coombe Avenue and 21m north of Othello Drive</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Flat Bush Road between 97m east of Ravenna Way and Dawson Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Serenity Place full length</b>	50	30/50 Variable	Year 2	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.



<b>Preston Road between 50m south of Geraldine Road and 46m south of Ormiston Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Portage Road between Selfs Road and 75m north of McDonald Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Great South Road between Butler Avenue and Central Avenue</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.

<b>St George Street between Landscape Road and Great South Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Tui Road between Great South Road and Wintere Road</b>	50	30/50 Variable	Year 2	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Carruth Road between St George Street and Birdwood Avenue</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.

<b>Tui Road between 50m west of Kimpton Road and 50m east of Cornwall Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Great South Road between 43m south of Laureston Avenue and 208m south of Grange Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Station Road between Wyllie Road and 120m north of Hillcrest Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.

<b>Puhinui Road between 80m east of Norman Spencer Drive and York Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Preston Road between Dawson Road and Capstick Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Otara Road between East Tamaki Road and Edward Avenue</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Puhinui Road between 144m east of Edorvale Avenue and 116m east of Brooksway Street</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>OPT 1-Redoubt North safe school zone, north of Redoubt Rd, west of Hollyford Dr, Clover Park</b>	50	30 Permanent	Year 2	Mostly aligns except as noted	Local residential area. Diorella Drive assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30.	NA

<b>OPT 2-Kia Aroha Campus safe school zone, north of Boundry Rd, south of Flat Bush Rd, east of Preston RD, Clover Park</b>	50	30 Permanent	Year 2	Mostly aligns except as noted	Local school neighbourhood area. Othello Drive assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30.	NA
<b>OPT 3-eastside of Holy Cross School (Papatoetoe), south of Great South Road, north of Carruth Rd, Papatoetoe</b>	50	30 Permanent	Year 2	Same	Local school neighbourhood area.	NA
<b>OPT 4 - Papatoetoe South School safe school zone, north of Puhinui Rd, Papatoetoe</b>	50	30 Permanent	Year 2	Mostly aligns except as noted	Local school neighbourhood area. Tutere Road assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30. Kenderdine Road assessed as 40 based on incorrect classification as an urban connector. Section north of Bridge Avenue should be reassessed as 30.	NA
<b>OPT 5-Papatoetoe Intermediate School safe school zone, north of East Tamaki Rd, east of Great South Rd, Papatoetoe</b>	50	30 Permanent	Year 2	Mostly aligns except as noted	Local school neighbourhood area. Konini Avenue assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30. Maxwell Avenue (Papatoetoe)assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30.	NA

<b>OPT 6 - North of Bairds Rd, west of Auckland Southern Mtwy, Otara</b>	50	30 Permanent	Year 2	Same	Local residential area.	NA
<b>OPT 7-Bairds Mainfreight Primary School safe school zone, west of Otara Rd, south of Bairds Rd, Otara</b>	50	30 Permanent	Year 2	Same	Local school neighbourhood area.	NA
<b>OPT 8-Sir Edmund Hillary Junior School and TKKM o Piripono Te Kura Whakahou ki Otara and Sir Edmund Hillary Collegiate Senior School safe school zone, east of Otara Rd, Otara</b>	50	30 Permanent	Year 2	Mostly aligns except as noted	Local school neighbourhood area. Northern end of Alexander Crescent assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30.	NA

**OPT 9 - Aorere  
College and  
Papatoetoe West  
School safe school  
zone, east of  
Southwestern  
Mtwy, west of  
Wyllie Rd, south of  
Station Rd,  
Papatoetoe**

50

30 Permanent

Year 1 (to  
align with  
residential  
speed  
management  
project)

Partly aligns except as  
noted

Local school neighbourhood area. Pah Road (Papatoetoe) assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30. Part of Hillside Road (Papatoetoe) assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30. Hill Road (Papatoetoe) assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30. Hillcrest Road (Papatoetoe) assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30. Ferndown Avenue assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30. Park Avenue (Papatoetoe) assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30. Claude Avenue assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30.

NA

<b>OPT 10 - Hunters Corner Papatoetoe town centre, Papatoetoe</b>	50	30 Permanent	Year 2 (or when required to align with engineering works in town centre)	Mostly aligns except as noted	<p>Hunters Corner Town Centre. Largely assessed as 30. A few short sections where proposed 30 extends 30m-70m into lengths with 40 or 50 assessed safe speeds to achieve practical sign locations. Rear service lane behind shops assessed as 10 but not proposed to be separately signposted.</p>	NA
<b>OPT 11 - east of Hunters Corner Papatoetoe town centre, west of Huia Rd, south of East Tamaki Rd, Papatoetoe</b>	50	30 Permanent	Year 2 (or when required to align with engineering works in town centre)	Mostly aligns except as noted	<p>Local Residential area adjacent to town centre. Rear service lane behind shops assessed as 10 but not proposed to be separately signposted. Hoteo Avenue assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30.</p>	NA
<b>OPT 12 - Papatoetoe East School safe school zone, east of Huia Rd, north of Tui Rd, west of Auckland Southern Mtwyand east of Pembroke St, Papatoetoe</b>	50	30 Permanent	Year 2	Mostly aligns except as noted	<p>Local school neighbourhood area. Eastern end of Tui Road assessed as 40 based on incorrect classification as an urban connector. Eastern end of Tui Road east of Pembroke Street, should be reassessed as 30.</p>	NA



<b>OPT 13 - Papatoetoe High School safe school zone, south of Tui Rd, west of Pembroke St, north of Great South Road, Papatoetoe</b>	50	30 Permanent	Year 2	Same	Local school neighbourhood area.	NA
<b>OPT 14- east of Preston Rd, west of Dawson Rd, Otara</b>	50	30 Permanent	Year 2	Same	Local residential area	NA
<b>OPT 15- Rongomai School safe school zone, east of Preston Rd, northeast of Dawson Rd, Otara</b>	50	30 Permanent	Year 2	Same	Local school neighbourhood area	NA
<b>OPT 16- south of Boundary Rd, north of Te Irirangi Dr, Clover Park</b>	50	30 Permanent	Year 2	Mostly aligns except as noted	Local residential area. Othello Drive assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30.	NA

## Papakura Local Board

This proposal is based on locations workshopped with Papakura Local Board together with formal feedback received from the local board. These included a number of areas near schools, near a playground in Smith’s reserve, Papakura town centre and requests previously made by the local board. The local board supported speed limit review near Papakura Marae and following a meeting with marae representatives, this proposal includes an extension of the Edmund Hillary School variable speed limit to include the marae. Some new housing development areas have been included as part of the easy-to-understand mapping approach supported by local boards.

Road/area <i>(Includes the start and end locations)</i>	Existing speed limit (km/h)	Proposed Speed limit speed limit type (km/h)	Implementati on on timeframe	Is proposed speed limit different from the Waka Kotahi confirmed assessment of safe and appropriate speed (SAAS) limit?	Further information <i>(Include review of roads with 70km/h and 90km/h speed limits, consideration of speed limits on adjoining roads, explanation for speed limits that do not match the Waka Kotahi confirmed assessment of the safe and appropriate speed, and note any confirmed assessments)</i>	Dates and times <i>(If seasonal type, provide start and finish dates. If variable type, provide operational times.)</i>
<b>Marne Road between Clevedon Road and Arawa Street</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Willis Road between Marne Road and Laurie Avenue</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.

<b>Sutton Road between 50m east of Great South Road and 300m east of Great South Road</b>	50	30/50 Variable	Year 2	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p> <p>Variable speed limit applies at school start and finish times.</p>
<b>York Street full length</b>	50	30/50 Variable	Year 2	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p> <p>Variable speed limit applies at school start and finish times.</p>

<b>Murray Street full length</b>	50	30/50 Variable	Year 2	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Hingaia Road between 370m east of Oakland Road and 175m east of Kuhanui Drive</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Walters Road between Cosgrave Road and Grove Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Airfield Road between Amokura Avenue and 350m east of Amokura Avenue</b>	60	30/60 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Cosgrave Road between Clevedon Road and 270m north of Clevedon Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.

<b>Clevedon Road between 190m west of Cosgrave Road and 110m east of Cosgrave Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Great South Road between 30m south of Sutton Road and 50m south of East Street</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Young Crescent full length</b>	50	30/50 Variable	Year 2	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.

<b>East Street full length</b>	50	30/50 Variable	Year 2	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Hunua Road between Settlement Road and 270m south of Settlement Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Settlement Road between 30m west of Smiths Avenue and 50m east of Hunua Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.

<b>Ray Small Drive between 66m south of Wellington Street and 45m west of Ashdown Place</b>	50	30/50 Variable	Year 2	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Settlement Road between 30m west of Smiths Avenue and 50m east of Hunua Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Porchester Road between 50m south of Glenburn Place and 120m north of Walters Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Walters Road between 41m east of Arion Road and 250m east of Porchester Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.

<b>Beach Road between 260m east of Elliot Street and 610m east of Elliot Street</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Takanini School Road between 47m north of Airfield Road and 33m north of Manuroa Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Manuroa Road between 36m east of Le Havre Place and 81m east of Takanini School Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Willis Road, Full Length</b>	50	40 Permanent	Year 2	Partially aligned with SAAS	ONF Street Category should be Urban Connector instead of Local Road, therefore the SAAS should be 40 km/h	NA
<b>Sheehan Avenue, Full Length</b>	50	40 Permanent	Year 2	Different		NA
<b>Kelvin Road, Full Length</b>	50	40 Permanent	Year 2	Partially aligned with SAAS	ONF Street Category should be Urban Connector instead of Local Road, therefore the SAAS should be 40 km/h	NA
<b>Otuwairoa Esplanade, Full Length</b>	50	40 Permanent	Year 2	Different	The road is part of a new development zone and the designed ONF Street Category should be Activity Street with off road cycling facility, therefore the SAAS should be 40 km/h	NA



<b>PPK 1-Holy Trinity Catholic Primary School safe school zone, south of Airfield Rd, west of Mill Rd, Takanini</b>	50	30 Permanent	Year 2	Same	Local school neighbourhood area.	NA
<b>PPK 2-Papakura Town centre , Papakura</b>	50	30 Permanent	Year 2	Mostly aligns except as noted	Papakura Town Centre. Several rear service lanes behind shops assessed as 10 but not proposed to be separately signposted.	NA
<b>PPK 3-Papakura Normal School safe school zone, south of Walters Rd, west of Grove Rd, north of Old Wairoa Rd, Papakura</b>	50	30 Permanent	Year 2	Same	Local school neighbourhood area and new urban development area designed for lower speeds.	NA
<b>PPK 4-Kauri Flats School safe school zone, east of Grove Rd, west of Cosgrave Rd, north of Old Wairoa Rd, south of Walters Rd, Papakura</b>	50	30 Permanent	Year 2	Same	Local school neighbourhood area and new urban development area designed for lower speeds.	NA
<b>PPK 5 - north of Willis Rd, west of Kelvin Rd, south of Clevedon Rd, Papakura</b>	50	30 Permanent	Year 2	Same	Local residential area	NA

<p><b>PPK 6 - south of Cosgrove School, south of Clevedon Rd, west of Dominion Rd, east of Kelvin Rd, north of Sheehan Ave, Papakura</b></p>	50	30 Permanent	Year 2	Same	Local residential area	NA
<p><b>PPK 7-Papakura High School safe school zone, north of Settlement Rd, east of Marne Rd, west of Kelvin Rd, south of Willis Rd, Papakura</b></p>	50	30 Permanent	Year 2	Mostly aligns except as noted	Local school neighbourhood area. Eastern end of Onslow Road assessed as 40 based on incorrect classification as an urban connector. Section of Onslow Road between Marne Road and Settlement Road, should be reassessed as 30.	NA
<p><b>PPK 8-Kelvin Road School safe school zone, south of Sheehan Ave, north of Settlement Rd, east of Kelvin Rd, Papakura</b></p>	50	30 Permanent	Year 2	Same	Local school neighbourhood area.	NA
<p><b>PPK 9 - west of Opaheke Rd, east of Great South Rd, Opaheke</b></p>	50	30 Permanent	Year 2	Mostly aligns except as noted	Local residential area including new subdivisions at southern end designed for lower operating speeds. Butterworth Avenue assessed as 40 based on incorrect classification as an urban connector. However this road has engineering measures and a heavy vehicle ban to discourage through traffic and suppress speeds so should be assessed as 30.	NA

<b>PPK 10 - east of Opaheke Rd, south of Settlement Rd, north of Short St, Papakura</b>	50	30 Permanent	Year 2	Same	Local residential area	NA
<b>PPK 11 - south of Settlement Rd, north of Parker St, southwest of Edmund Hillary School and south of Papakura Intermediate, Papakura</b>	50	30 Permanent	Year 2	Mostly aligns except as noted	Local school neighbourhood area. Part of Marne Road south of Settlement Road assessed as 40 based on incorrect classification as an urban connector. This part of Marne Road should be reassessed as 30.	NA
<b>PPK 12-Hingaia Peninsula School safe school zone, north of Hingaia Rd, west of Auckland Southern Mtwy, Karaka</b>	50	30 Permanent	Year 2	Mostly aligns except as noted	Local school neighbourhood area. Papaka Road assessed as 40 based on incorrect classification as an urban connector. Local residential road and school frontage, should be reassessed as 30.	NA
<b>PPK 13- Mangapikopiko School safe school zone, south of Hingaia Rd, Karaka</b>	50	30 Permanent	Year 2	Same	Local school neighbourhood area and new urban development area designed for lower speeds.	NA
<b>PPK 14-Conifer Grove School safe school zone, west of Auckland southern Mtwy, Takanini</b>	50	30 Permanent	Year 2	Same	Local school neighbourhood area and new urban development area designed for lower speeds.	NA

**PPK 15- south of  
Kauri Heart Ave,  
west of porchester  
Rd, north of Walters  
Rd, Takanini**

50

30 Permanent

Year 2

Same

Local residential area. designed as low speed  
environment.

NA

## Puketāpapa Local Board

Puketāpapa Local Board supported the easy to understand and high benefit-cost ratios mapping approaches and requested a high percentage of roads be consulted in this phase of the programme with early implementation. This proposal shows a high percentage of roads as requested with safe school zones that deliver on high benefit-cost ratios. The proposal focuses on schools who supported permanent 30km/h speed limits on local roads near their school in the school survey and residential areas with several schools close together. It also complements a Kainga Ora development area where streets look and feel like slower streets and more people are out and about.

Road/area (Includes the start and end locations)	Existing speed limit (km/h)	Proposed Speed limit speed limit type (km/h)	Implementation timeframe	Is proposed speed limit different from the Waka Kotahi confirmed assessment of safe and appropriate speed (SAAS) limit?	Further information (Include review of roads with 70km/h and 90km/h speed limits, consideration of speed limits on adjoining roads, explanation for speed limits that do not match the Waka Kotahi confirmed assessment of the safe and appropriate speed, and note any confirmed assessments)	Dates and times (If seasonal type, provide start and finish dates. If variable type, provide operational times.)
<b>Mount Albert Road between 110m west of Peet Avenue and 80m west of Pah Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Frost Road between 80m south of Mt Albert Road and Somerset Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.

<b>Somerset Road between Frost Road and 60m west of Frost Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Somerset Road between Bristol Road and Denbigh Avenue</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Denbigh Avenue between Dominion Road and the eastern end of Denbigh Avenue</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>White Swan Road between Gilletta Road and Hillsborough Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Boundary Road between Terry Street and 275m south of Terry Street</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Richardson Road between 46m north of Netherton Street and 84m south of Laburnum Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.

<b>Maioro Street between 48m west of Richardson Road and 100m east of Richardson Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Mount Albert Road between Dominion Road and Akarana Avenue</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Richardson Road between 100m west of Glass Road and 20m east of Whitmore Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Hillsborough Road between 16m north of Kelsey Crescent and 10m north of Olsen Avenue</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Richardson Road between 80m south of McGowan Street and 92m north of Playfair Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.

<b>May Road between 314m north of Richardson Road and Richardson Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Manukau Road between 100m north of Haydn Avenue and Turama Road</b>	50	30/50 Variable	Year 2	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Mount Albert Road between 50m east of Bremner Avenue and 50m west of McCullough Avenue</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Mt Eden Road between 150m north of Grahame Breed Drive and Mt Albert Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.



<b>Warren Avenue between Mt Albert Road and 130m south of Mt Albert Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Mt Albert Road between 40m east of Hayr Road and St Andrews Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Richardson Road between 100m west of Glass Road and 20m east of Whitmore Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Hillsborough Road between 65m east of Hillsdale Road and 50m west of Hibiscus Place</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.

<p><b>Sandringham Road Extension between 60m north of Gifford Avenue and 25m south of William Blofield Avenue</b></p>	50	30/50 Variable	Year 2	Same	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<p><b>PKT 1 - Marshall Laing Primary School safe school zone, west of Richardson Rd, south of Maioro St, east of Windsor Rd, Mount Roskill/New Windsor</b></p>	50	30 Permanent	Year 2	<p>Mostly aligns except as noted</p>	<p>Local school neighbourhood area. John Davis Road assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30. Kimber Hall Avenue assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30.</p>	<p>NA</p>
<p><b>PKT 2-Monte Cecilia Catholic School safe school zone, south of Richardson Rd, east of Dominion Rd Extn, north of Hillsborough Road, Mount Roskill</b></p>	50	30 Permanent	Year 2	<p>Mostly aligns except as noted</p>	<p>Local school neighbourhood area. Glass Road assessed as 40 based on incorrect classification as an urban connector. Local residential road with engineering measures to discourage through traffic and reduce speeds. should be reassessed as 30.</p>	<p>NA</p>

<p><b>PKT 3- Waikowhai Intermediate and Hay Park School safe school zone, west of Hillsborough Road, north of Richardson Rd, east of Dominion Rd, Mount Roskill</b></p>	50	30 Permanent	Year 2	Mostly aligns except as noted	<p>Local school neighbourhood area. Rogan Street assessed as 40 based on incorrect classification as an urban connector. Local residential road should be reassessed as 30. Melrose Road assessed as 40 based on incorrect classification as an urban connector. Local residential road should be reassessed as 30. Hayr Road assessed as 40 based on incorrect classification as an urban connector. Local residential road should be reassessed as 30 south of Carr Road.</p>	NA
<p><b>PKT 4- May Road School safe school zone, southeast of May rd, west of Dominion Rd, north of Richardson rd, Mount Roskill</b></p>	50	30 Permanent	Year 2	Same	<p>Local school neighbourhood area. Also a Kainga O NA</p>	NA
<p><b>PKT 5- west of Dominion Rd Extn, southwest of Richardson Rd, southeast of White Swan Rd, Mount Roskill</b></p>	50	30 Permanent	Year 2	Mostly aligns except as noted	<p>Local residential area. Griffen Park Road assessed as 40 based on incorrect classification as an urban connector. Local residential road should be reassessed as 30.</p>	NA

<b>PKT 6- Central Auckland Specialist School and Dominion Road School safe school zone, south of Landscape Rd, west of Mount Eden Rd, north of Mount Albert Road, Three Kings</b>	50	30 Permanent	Year 2	Mostly aligns except as noted	Local school neighbourhood area. Includes Three Kings Quarry development area. Duke Street assessed as 40 based on incorrect classification as an urban connector. Local residential road with engineering measures to discourage through traffic and reduce speeds. should be reassessed as 30.	NA
<b>PKT 7-Mt Roskill Intermediate and Mt Roskill Primary School and Mt Roskill Grammar safe school zone, south of Mount Albert Road, north of Somerset Rd, Mount Roskill</b>	50	30 Permanent	Year 2	Mostly aligns except as noted	Local school neighbourhood area. Northern end of Somerset Road assessed as 40 based on incorrect classification as an urban connector. Local residential road with engineering measures to discourage through traffic and reduce speeds. should be reassessed as 30.	NA
<b>PKT 8- south of Denbigh Ave, west of Somerset Rd, north of Southwestern Mtwy, Mount Roskill</b>	50	30 Permanent	Year 2	Mostly aligns except as noted	Local residential area. Lowery Avenue assessed as 40 based on incorrect classification as an urban connector. Local residential road should be reassessed as 30.	NA

## Rodney Local Board

Rodney Local Board supported review of speed limits near all schools, town centres, unsealed and no-exit roads, sealed roads and new development areas. The board supported the easy to understand and high benefit-cost ratio mapping approaches. The board also supported prioritising community and partner requests for speed review, a high percentage of roads being consulted in this phase and early implementation. This feedback is the basis for this proposal which includes the locations and road types requested. As requested by the local board, the proposal includes roads in Coatesville which have become more more countryside living instead of rural production in recent years. In response to feedback supporting more consistent speed limits from the local board, 60km/h areas have been included where appropriate to reduce signage and changes between 60km/h and 40km/h.

This proposal includes draft locations for intersection speed zones which reduce speeds when vehicles are waiting to turn. These are all under investigation only and unconfirmed. Following investigation, not all sites may be deemed suitable.

Road/area <i>(Includes the start and end locations)</i>	Existing speed limit (km/h)	Proposed Speed limit speed limit type (km/h)	Implementati on on timeframe	Is proposed speed limit different from the Waka Kotahi confirmed assessment of safe and appropriate speed (SAAS) limit?	Further information <i>(Include review of roads with 70km/h and 90km/h speed limits, consideration of speed limits on adjoining roads, explanation for speed limits that do not match the Waka Kotahi confirmed assessment of the safe and appropriate speed, and note any confirmed assessments)</i>	Dates and times <i>(If seasonal type, provide start and finish dates. If variable type, provide operational times.)</i>
<b>Tomas Street full length</b>	50	30/50 Variable	Year 1	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.

<b>Tobruk Road full length</b>	50	30/50 Variable	Year 1	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Woodcocks Road between SH1 and Morrison Drive</b>	50	30/50 Variable	Year 1	Same	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>

<b>Rautawhiri Road between Cabeleigh Drive and Awaroa Road</b>	50	30/50 Variable	Year 1	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p> <p>Variable speed limit applies at school start and finish times.</p>
<b>Cabeleigh Drive between Rautawhiri Road and 150m north of Rautawhiri Road</b>	50	30/50 Variable	Year 1	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p> <p>Variable speed limit applies at school start and finish times.</p>

<b>Awaroa Road between Rautawhiri Road and 150m north of Rautawhiri Road</b>	50	30/50 Variable	Year 1	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Sidwell Road between Wainui Road and 300m south of Wainui Road</b>	50	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Wainui Road between 70m east of Sidwell Road and 125m north of Sidwell Road</b>	50	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Pakiri Road between 115m west of Pakiri River Road and 110m east of Pakiri River Road</b>	60	30/60 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Pakiri River Road between Pakiri Road and 115m north of Pakiri River Road</b>	60	30/60 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.



<b>Bathgate Road full length</b>	60	30/60 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Okahukura Road between Run Road and 175m south of Run Road</b>	100	30/60 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Permanent speed limit reduction to 60km/h also proposed along this section.	Variable speed limit applies at school start and finish times.
<b>Run Road between 150m north of Okahukura Road and Okahukura Road</b>	100	30/60 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Permanent speed limit reduction to 60km/h also proposed along this section.	Variable speed limit applies at school start and finish times.
<b>Journeys End between Run Road and 150m north of Run Road</b>	100	30/60 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Permanent speed limit reduction to 60km/h also proposed along this section.	Variable speed limit applies at school start and finish times.
<b>Tauhoa Road between Kaipara Coast Highway and 300m east of Kaipara Coast Highway</b>	100	30/60 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Permanent speed limit reduction to 60km/h also proposed along this section.	Variable speed limit applies at school start and finish times.
<b>Pakiri Block Road between School Road and 220m north of School Road</b>	100	30/60 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Permanent speed limit reduction to 60km/h also proposed along this section.	Variable speed limit applies at school start and finish times.

<b>School Road between 150m west of Pakiri Block Road and 150 east of Pakiri Block Road</b>	100	30/60 Variable	Year 1	Same	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Permanent speed limit reduction to 60km/h also proposed along this section.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>School Road between 50m west of McGillvray Road and 130m east of Ahuru Street</b>	50	30/50 Variable	Year 1	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Astrid Lane full length</b>	50	30/50 Variable	Year 1	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>

<b>McGillvray Road between School Road and 150m north of School Road</b>	50	30/50 Variable	Year 1	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Ahuru Street full length</b>	50	30/50 Variable	Year 1	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Mahurangi East Road between 60m west of Amanda Lane and 85m east of Rangimaarie Crescent</b>	50	30/50 Variable	Year 1	Same	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.</p>	<p>Variable speed limit applies at school start and finish times.</p>

<b>Goodall Road between Mahurangi East Road and 250m south of Mahurangi East Road</b>	50	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Ahuroa Road between 490m south of Clifford Road to 190m south of Clifford Road</b>	80	30/60 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Permanent speed limit reduction to 60km/h also proposed along this section.	Variable speed limit applies at school start and finish times.
<b>Mahoenui Valley Road between Coastesville Riverhead Highway and 390m east of Coastesville Riverhead Highway</b>	50	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Dairy Flat Highway between 355m south of Landfill Access Road and 215m north of Landfill Access Road</b>	80	30/60 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Permanent speed limit reduction to 60km/h also proposed along this section.	Variable speed limit applies at school start and finish times.

<b>Garfield Road between 35m north of Captain Street and 50m south of Rimu Street</b>	50	30/50 Variable	Year 1	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p> <p>Variable speed limit applies at school start and finish times.</p>
<b>Rata Street full length</b>	50	30/50 Variable	Year 1	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p> <p>Variable speed limit applies at school start and finish times.</p>

<b>Rimu Street full length</b>	50	30/50 Variable	Year 1	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p> <p>Variable speed limit applies at school start and finish times.</p>
<b>Makiri Street between 100m north of Rata Street and 100m south of Rimu Street</b>	50	30/50 Variable	Year 1	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p> <p>Variable speed limit applies at school start and finish times.</p>

<b>Station Road between 250m north of Schoolside Road and 100m south of Schoolside Road</b>	50	30/50 Variable	Year 1	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p> <p>Variable speed limit applies at school start and finish times.</p>
<b>Matakana Road between 95m east of Tamahunga Drive and 25m west of Riverglade Lane</b>	50	30/50 Variable	Year 1	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p> <p>Variable speed limit applies at school start and finish times.</p>

<b>Fordyce Road between 51m west of Parkhurst Road and 16m east of Raabia Close</b>	50	30/50 Variable	Year 1	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Parkhurst Road between 107m southeast of Parakai Avenue and 24m southeast of Chic Gardens</b>	50	30/50 Variable	Year 1	Same	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Coatesville- Riverhead Highway between 56m southwest of Queen Street and 67m southwest of Elliot Street</b>	50	30/50 Variable	Year 1	Same	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Cottle Road between Waitakere Road and 380m south of Waitakere Road</b>	60	30/60 Variable	Year 1	Same	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.</p>	<p>Variable speed limit applies at school start and finish times.</p>



<b>Waitakere Road between 175m north of Cottle Road to Cottle Road</b>	60	30/60 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Muriwai Road between Twin Coast Discovery Highway and Freshfields Road</b>	50	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Waitoki Road between 420m south of Wainui Road and 900m south of Wainui Road</b>	60	30/60 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>South Head Road between 1040m east of Monk Road and 680m east of Monk Road</b>	100	30/60 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Permanent speed limit reduction to 60km/h also proposed along this section.	Variable speed limit applies at school start and finish times.
<b>Kahikatea Flat Road between 175m east of Waitoki Road and 425m west of Waitoki Road</b>	50	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.

<b>Waitoki Road between Kahikatea Flat Road and 100m north of Waitoki Road</b>	50	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Hill Street between 75m west of State Highway 1 and 40m west of Vistoria Street</b>	50	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Kasper Street full length</b>	50	30/50 Variable	Year 1	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Mangawhai Road, Full length (within Auckland Region)</b>	100	80 Permanent	Year 1	Partially aligned with SAAS	Sections of the road have a mixture of 80km/h and 60km/h assessed speeds. The is proposed to set a consistent 80km/h limit along the route to improve speed limit consistency and driver compliance along Mangawhai Road	NA

<b>Ocean View Road, Between School Road and 900 m east of Busbridge Road</b>	100	80 Permanent	Year 1	Different	ONF Street Category should be Rural Connectors instead of Rural Roads, therefore the SAAS should be 80 km/h	NA
<b>Port Albert Road, Between Wharehine Road and Kaipara Coast Highway</b>	100	80 Permanent	Year 1	Partially aligned with SAAS	ONF Street Category should be Rural Connectors instead of Rural Roads, therefore the SAAS should be 80 km/h	NA
<b>School Road, Between Mangawhai Road and 150 m west of Pakiri Block Road</b>	100	80 Permanent	Year 1	Different	ONF Street Category should be Rural Connectors instead of Rural Roads, therefore the SAAS should be 80 km/h	NA
<b>Silver Hill Road, Between 200 m east of State Highway 1 and 900 m east of Shepherd Road</b>	100	80 Permanent	Year 1	Different	The Road Stereotype for this section of Silver Hill Road should be two lan undivided instead of unseal, therefore the SAAS should be 80 km/h.	NA
<b>South Head Road, Between 1504m north of Tarawera Road and 200 m north of Crosland Road</b>	100	80 Permanent	Year 1	Same	NA	NA
<b>Tomarata Valley Road, Full length</b>	100	80 Permanent	Year 1	Different	ONF Street Category should be Rural Connectors instead of Rural Roads, therefore the SAAS should be 80 km/h	NA

<b>Wainui Road, Between Weranui Road and Argent Lane</b>	100	80 Permanent	Year 1	Different	ONF Street Category should be Rural Connectors instead of Rural Roads, therefore the SAAS should be 80 km/h	NA
<b>Waiteitei Road, full length</b>	100	80 Permanent	Year 1	Different	Sections of the road have a mixture of 80km/h and 60km/h assessed speeds. The is proposed to set a consistent 80km/h limit along the route to improve speed limit consistency and driver compliance along Waiteitei Road	NA
<b>Waitoki Road, Between 200m northeast of Kahikatea Flats Road and Pebble Road</b>	100	80 Permanent	Year 1	Same	NA	NA
<b>Wayby Valley Road, Full length</b>	100	80 Permanent	Year 1	Different	Sections of the road have a mixture of 80km/h and 60km/h assessed speeds. The is proposed to set a consistent 80km/h limit along the route to improve speed limit consistency and driver compliance along Wayby Valley Road	NA
<b>Wellsford Valley Road, Between 400 m west of School Road and Port Albert Road</b>	100	80 Permanent	Year 1	Different	The proposed speed limit is higher than the Waka Kotahi safe and appropriate speed limit but is considered appropriate when considering the nature and function of the road. A lower speed limit is unlikely to be credible or supported by the public due to the high operating speeds	NA

<b>Weranui Road, Between 760 m east of Lloyd Drive to Upper Waiwera Road</b>	100	80 Permanent	Year 1	Different	The proposed speed limit is higher than the Waka Kotahi safe and appropriate speed limit but is considered appropriate when considering the nature and function of the road. A lower speed limit is unlikely to be credible or supported by the public due to the high operating speeds	NA
<b>Whakapirau Road, Between 300m southwest of State Highway 1 and Wellsford Valley Road</b>	100	80 Permanent	Year 1	Different	The proposed speed limit is higher than the Waka Kotahi safe and appropriate speed limit but is considered appropriate when considering the nature and function of the road. A lower speed limit is unlikely to be credible or supported by the public due to the high operating speeds	NA
<b>Whangaripo Valley Road, Between 1560 m south of Millett Road and Pakiri Road</b>	100	80 Permanent	Year 1	Different	ONF Street Category should be Rural Connectors instead of Rural Roads, therefore the SAAS should be 80 km/h	NA
<b>Wharehine Road, Between Port Albert Road and Run Road</b>	100	80 Permanent	Year 1	Different	ONF Street Category should be Rural Connectors instead of Rural Roads, therefore the SAAS should be 80 km/h	NA
<b>Woodcock Road, Between Old Kiapara Road and Old Woodcocks Road</b>	100	80 Permanent	Year 1	Same	NA	NA

<b>Whangaripo Valley Road, Between 150m west of Rustybrook Road to 120m east of Tomarata Valley Road</b>	100	80 Permanent	Year 1	Different	ONF Street Category should be Rural Connectors instead of Rural Roads, therefore the SAAS should be 80 km/h	NA
<b>Ogle Road, Full length</b>	100	40 Permanent	Year 1	Different	ONF Street Category should be Stopping Place instead of Rural Roads, therefore the SAAS should be 40 km/h	NA
<b>Golf Road, Full length</b>	100	40 Permanent	Year 1	Different	ONF Street Category should be Stopping Place instead of Rural Roads, therefore the SAAS should be 40 km/h	NA
<b>Valerie Close, Full length</b>	100	40 Permanent	Year 1	Different	ONF Street Category should be Stopping Place instead of Rural Roads, therefore the SAAS should be 40 km/h	NA
<b>Waiwhiu Road, Full length</b>	100	40 Permanent	Year 1	Different	This is a self-explaining road where the road environment leads the road users to choose a slower speed based on their surroundings. This road is a windy road with limited safety mechanisms, therefore 40 km/h is a more suitable speed.	NA
<b>Conical Peak Road, Full length</b>	100	40 Permanent	Year 1	Different	This is a self-explaining road where the road environment leads the road users to choose a slower speed based on their surroundings. This road is a windy road with limited safety mechanisms, therefore 40 km/h is a more suitable speed.	NA
<b>Billing Road, Full length</b>	100	40 Permanent	Year 1	Different	ONF Street Category should be Stopping Place instead of Rural Roads, therefore the SAAS should be 40 km/h	NA

<b>Clague Road, Full length</b>	100	40 Permanent	Year 1	Different	ONF Street Category should be Stopping Place instead of Rural Roads, therefore the SAAS should be 40 km/h	NA
<b>Christine Place, Full length</b>	100	40 Permanent	Year 1	Different	ONF Street Category should be Stopping Place instead of Rural Roads, therefore the SAAS should be 40 km/h	NA
<b>Kraack Road, Full length</b>	100	40 Permanent	Year 1	Different	This is a self-explaining road where the road environment leads the road users to choose a slower speed based on their surroundings. This road is a windy road with limited safety mechanisms, therefore 40 km/h is a more suitable speed.	NA
<b>Cames Road, Between Mangawhai Road and 900m west of Mangawhai Road</b>	100	40 Permanent	Year 1	Different	Cames Road is assessed as 60, however a speed limit of 40 is proposed to align with the existing 40 speed limit on the Kaipara District part of Cames Road	NA
<b>Journeys End, Between Birds Beach Road and 100m east of Birds Beach Road</b>	100	30 Permanent	Year 1	Different	ONF Street Category should be Urban Local Streets instead of Rural Roads, therefore the SAAS should be 30 km/h	NA
<b>Birds Beach Road, Full length</b>	100	30 Permanent	Year 1	Different	ONF Street Category should be Urban Local Streets instead of Rural Roads, therefore the SAAS should be 30 km/h	NA
<b>Naumai Road, Full length</b>	100	30 Permanent	Year 1	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds of 30 km/h outside all schools by December 2027.	NA
<b>Ahuroa Road, Between 280m north of Saleyards Road and Rosa Villa Lane</b>	80/100	50 Permanent	Year 1	Different	Extension of urban zone at north end of Puhoi Village. Assessed as peri-urban should be reassessed based on urban criteria.	NA

<b>Weranui Road, Between Waiwera Road and 400m west of Waiwera Road</b>	100	50 Permanent	Year 1	Different	Extension of urban zone at west of Waiwera Road. Assessed as peri-urban should be reassessed based on urban criteria.	NA
<b>Wellsford Valley Road, between 400 m west of School Road and School Road</b>	100	50 Permanent	Year 1	Different	Road near school. Proposal to support variable 30km/h speed limit at school start and finish time	NA
<b>Pine Valley Road (Realignment), Between Dairy Flat Highway and Old Pine Valley Road</b>	60	50 Permanent	Year 1	Different	Extension of urban zone at north Dairy Flat Highway. Assessed as peri-urban should be reassessed based on urban criteria.	NA
<b>Wainui Road, Between Argent Lane and 150 m east of Kowhai Road</b>	100	60 Permanent	Year 1	Different	ONF Street Category should be Peri-Urban Roads instead of Rural Roads, therefore the SAAS should be 60 km/h	NA
<b>Dairy Flat Highway, between 200m southeast of Blackbridge Road and 1050 m north of Richards Road</b>	80	60 Permanent	Year 1	Different	Road near school. Proposal to support variable 30km/h speed limit at school start and finish time	NA
<b>Postman Road, between Dairy Flat Highway and 300m east of Dairy Flat Highway</b>	80	60 Permanent	Year 1	Different	Road near high risk intersection and school. Proposal to reduce safety risk at Postman Road/Blackbridge Road/Dairy Flat Highway intersection and support variable 30km/h speed limit at school start and finish time	NA



<b>Ridge Road, between Mahoenui Valley Road and Coatesville Riverhead Highway</b>	80	60 Permanent	Year 1	Same		NA
<b>Waka Road, Full Length</b>	80	60 Permanent	Year 1	Same		NA
<b>Mill Flat Road, Full Length</b>	80	60 Permanent	Year 1	Same		NA
<b>Berenice Lane, Full Length</b>	80	60 Permanent	Year 1	Same		NA
<b>Rangitopuni Road, Full Length</b>	80	60 Permanent	Year 1	Same		NA
<b>Glenmore Road, Full Length</b>	80	60 Permanent	Year 1	Same		NA
<b>Escott Road, Full Length</b>	80	60 Permanent	Year 1	Same		NA
<b>Three Oaks Dr, Full Length</b>	80	60 Permanent	Year 1	Same		NA
<b>Jeffs Road, Full Length</b>	80	60 Permanent	Year 1	Same		NA
<b>Lower Jeffs Road, Full Length</b>	80	60 Permanent	Year 1	Same		NA
<b>Coatesville Heights, Full Length</b>	80	60 Permanent	Year 1	Same		NA
<b>Blackbridge Road, between Dairy Flat Highway and 300m west of Dairy Flat Highway</b>	80	60 Permanent	Year 1	Different	Road near high risk intersection and school. Proposal to reduce safety risk at Postman Road/Blackbridge Road/Dairy Flat Highway intersection and support variable 30km/h speed limit at school start and finish time	NA

<b>Cherry Blossom Lane, Full Length</b>	100	60 Permanent	Year 1	Same		NA
<b>Te Pua School Road, Full Length</b>	100	60 Permanent	Year 1	Same		NA
<b>Fordyce Road, between 580m west of Parkhurst Road to the western end of Fordyce Road</b>	100	60 Permanent	Year 1	Different	Road is a rural no- exist rural road with low operating speed. The proposed 60 km/h is better aligned with the function of the road	NA
<b>Goudie Road, Full Length</b>	100	60 Permanent	Year 1	Same		NA
<b>Rimmer Road, Full Length</b>	100	60 Permanent	Year 1	Same		NA
<b>Bradly Road, Full Length</b>	100	60 Permanent	Year 1	Same		NA
<b>Hutchinson Road, Full Length</b>	100	60 Permanent	Year 1	Same		NA
<b>James Mackie Road, Full Length</b>	100	60 Permanent	Year 1	Different	Road is a rural no- exist rural road with low operating speed. The proposed 60 km/h is better aligned with the function of the road	NA
<b>Twin Spring Drive, Full Length</b>	100	60 Permanent	Year 1	Different	Road is a rural no- exist rural road with low operating speed. The proposed 60 km/h is better aligned with the function of the road	NA
<b>McPike Road, Full Length</b>	100	60 Permanent	Year 1	Same		NA
<b>Woodhill Park Road, Full Length</b>	100	60 Permanent	Year 1	Same		NA
<b>Wharepapa Road, Full Length</b>	100	60 Permanent	Year 1	Same		NA
<b>Tarrant Road, Full Length</b>	100	60 Permanent	Year 1	Same		NA

<b>Davidson Road, Full Length</b>	100	60 Permanent	Year 1	Same		NA
<b>Alf Access Road, Full Length</b>	100	60 Permanent	Year 1	Same		NA
<b>Kaipara View Road, Full Length</b>	100	60 Permanent	Year 1	Same		NA
<b>Kiwitahi Road, Full Length</b>	100	60 Permanent	Year 1	Same		NA
<b>Wishart Road, Between Inland Road and 750m west of Inland Road</b>	100	80 Permanent	Year 1	Different	This is a short section of Wishart Road, the majority length of Wishart Road is 80km/h, the proposed 80 km/h will make the speed limit on this section consistent with the whole length of road	NA
<b>Rogan Avenue, Full Length</b>	100	60 Permanent	Year 1	Same		NA
<b>Mangakura Road, Between Hand Road and south end of Mangakura Road</b>	100	60 Permanent	Year 1	Same		NA
<b>School Road, Full-length</b>	50	30 Permanent	Year 1	Different	Road near Kaipara Flats school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	NA
<b>Coatesville Riverhead Highway, Between 100m west of Sunnyside Road and 80 m east of Mahoenui Valley Road</b>	60	50 Permanent	Year 1	Different	Road pass through Coatesville town centre. ONF Street Category should be Peri-urban roads instead of Rural Connectors, therefore the SAAS should be 50 km/h	NA

<b>Riverhead Road, between Coatesville Riverhead Highway and 500m west of Coatesville Riverhead Highway</b>	80	50 Permanent	Year 1	Different	ONF Street Category should be Peri-Urban Roads instead of Rural Roads, therefore the SAAS should be 50 km/h	NA
<b>Riverhead Road, between 500m west of Coatesville- Riverhead Highway and Old North Road</b>	80	60 Permanent	Year 1	Same		NA
<b>Old North Road, between 200m north of Old Railway Road and 200m south of Old Railway Road</b>	80 60/80	Variable	Year 1	Different	Assessment of Old North Road suggests 60, however IRR is right at the margins for 60 or 80 and the alignment of the road makes it unlikely that compliance with 60 will be achieved. Using a variable speed limit at the intersection is likely to be a more practical solution to address the risk on this corridor.	Rural intersection variable speed zone, activated when turning traffic is detected.
<b>Dairy Flat Highway, between 200m northeast of Wilks Road and 200 southwest of Wilks Road</b>	80 60/80	Variable	Year 1	Same	The underlying 80 zone aligns with assessment. Variable speed limit is proposed to manage localised crash risk at intersection.	Rural intersection variable speed zone, activated when turning traffic is detected.

<b>Kahikatea Flat Road, between 200m west of Whitehills Road and 200m southeast of Pine Valley Road</b>	80 60/80	Variable	Year 1	Same	The underlying 80 zone aligns with assessment. Variable speed limit is proposed to manage localised crash risk at intersection.	Rural intersection variable speed zone, activated when turning traffic is detected.
<b>Peak Road, between 200m north of Chatham Road and 200m south of Chatham Road</b>	80 60/80	Variable	Year 1	Same	The underlying 80 zone aligns with assessment. Variable speed limit is proposed to manage localised crash risk at intersection.	Rural intersection variable speed zone, activated when turning traffic is detected.
<b>Old North Road, between 200m north of Deacon Road and 200m south of Deacon Road</b>	80 60/80	Variable	Year 1	Same	The underlying 80 zone aligns with assessment. Variable speed limit is proposed to manage localised crash risk at intersection.	Rural intersection variable speed zone, activated when turning traffic is detected.
<b>Whangaripo Valley Road, between 300 m west of Waiteitei Road and 200m east of Waiteitei Road</b>	80 60/80	Variable	Year 1	Different	Whangaripo Valley Road is assessed as 60 but proposed for change from 100 to 80. Please refer to the separate line covering the permanent speed limit on Whangaripo Road for more details	Rural intersection variable speed zone, activated when turning traffic is detected.
<b>RDN 1-Riverhead School safe school zone, northwest of Coatesville-Riverhead Hwy, Riverhead</b>	50	30 Permanent	Year 1	Same	Local school neighbourhood area.	NA

<b>RDN 2-Ahutoetoe School safe school zone, west of Auckland Northern Hwy, Wainui</b>	50	30 Permanent	Year 1	Mostly aligns except as noted	Local school neighbourhood area. New school and Milldale development area designed for low speeds. A few of the new roads are assessed as 50 or 60 based on incorrect classification as peri-urban roads. Should be reassessed as 30s.	NA
<b>RDN 3-Warkworth town centre</b>	50	30 Permanent	Year 1	Same	Town Centre area	NA
<b>RDN 4- Snells Beach School safe school zone, west of Horizon School</b>	50	30 Permanent	Year 1	Same	Local school neighbourhood area.	NA
<b>RDN 5-Riverhead Southwest</b>	NA	30 Permanent	Year 1 (or when required by development )	No assessment as no existing roads	Provision for reduced speed limits in a potential new development area (subject to outcome of EPA/consent process.)	NA
<b>RDN 6-Ara Hills Development</b>	50	30 Permanent	Year 1	Same	New development area west of Grand Drive motorway interchange. Designed for low speeds. Bounded by State Highway 1 to the east, and extent of the development to the south, west and north.	NA
<b>RDN 7- Matakana town centre</b>	50	30 Permanent	Year 1	Mostly aligns except as noted	Matakana Town Centre. Leigh Road assessed as 40 between the roundabout and the bridge, however would be better to align it to the 30 of the other town centre roads, to simplify the number of speed limits used.	NA

<b>RDN 8-South Head area between Crosland Road and Kaipara Harbour Entrance</b>	100	60 Permanent	Year 1	Mostly aligns except as noted	<p>Northern portion of South Head, including Crosland Road and South Head Road from 160m northeast of Crosland Road to northern end. Excludes School zone outside Waioneke School. Crosland Road is assessed as 80 however this is incorrect given the narrowness of the road and the high density of roadside hazards (large trees) along its length. Should be reassessed as 60.</p>	NA
<b>RTN 9- west of State Highway 16, Kaukapakapa to Taporā</b>	100	60 Permanent	Year 1	Mostly aligns except as noted	<p>West of State Highway 16 and East of Kaipara Harbour between Port Albert Road in the north and Helensville/Kaukapakapa in the south. Maddies Road, Mclennan Farm Lane and Carol Leon Lane are all assessed as 80. However each of these is a minor local road serving a peri-urban rural residential development so should be assessed as 60.</p>	NA
<b>RTN 10-Central Rodney rural area, north of Waitoki and Wainui, between State Highway 16 and State Highway 1</b>	100	60 Permanent	Year 1	Mostly aligns except as noted	<p>Bounded by State Highway 16 in the west, and State Highway 16 in the east, and by the separate speed changes proposed for Wainui and Waitoki to the south. Southern end of Old Woodcocks Road has been assessed as 80 but this is recommended to be 60 instead as it is more consistent with the rest of Old Woodcocks Road.</p>	NA
<b>RDN 11- West of Wellsford, north of State Highway 16, east of Port Albert Road, and south of Wellsford Valley Road</b>	100	60 Permanent	Year 1	Same	<p>Bounded by Port Albert Road to the west, Wellford Valley Road to the north, the urban edge of Wellsford to the east, and State Highway 16 to the south.</p>	NA

<b>RDN 12- Rural North Rodney, Port Albert to Te Hana</b>	100	60 Permanent	Year 1	Same	Bounded by Wellsford Valley Road and Port Albert Road to the south, Kaipara Harbour to the west, Kaipara District boundary to the north and State Highway 1 to the east.	NA
<b>RDN 13- North Rodney, east of Te Hana and west of Mangawhai Road</b>	100	60 Permanent	Year 1	Same	Bounded by State Highway 1 to the west, Kaipara District to the north, Mangawhai Road to the east and south.	NA
<b>RDN 14- Northeast of Wellsford, between State highway 1 and Waiteitei Road</b>	100	60 Permanent	Year 1	Same	Bounded by State Highway 1 to the west, Mangawhai Road to the north, Waiteitei Road to the east, and Whangaripo Valley Road to the south.	NA
<b>RDN 15- Southeast of Wellsford, between State highway 1 and Wayby Valley Road</b>	100	60 Permanent	Year 1	Same	Bounded by State Highway 1 to the west, Whangaripo Valley Road to the north, and Wayby Valley road to the southeast	NA
<b>RDN 16- East Wellsford, between Waiteitei Road and Tomarata Valley Road</b>	100	60 Permanent	Year 1	Same	Bounded by Waiteitei Road to the west, Mangawhai Road to the north, School Road to the northeast and Tomarata Valley Road to the southeast.	NA
<b>RDN 17- Whangaripo, Tomorata and Te Arai</b>	100	60 Permanent	Year 1	Same	Bounded to the southwest by State Highway 1, to the west by Wayby Valley Road, Tomarata Valley Road, School Road and Mangawhai Road, to the north by the Kaipara District boundary, to the northeast by Te Arai Beach and Pakiri Beach, and to the southeast by the existing lower speed limit areas of Pakiri and Matakana	NA





## Upper Harbour Local Board

Upper Harbour Local Board supported speed reductions near schools during drop off and pick up time only, permanent speed changes in some town centres but not all, supported appropriate speed limits for rapidly intensifying and dense developments and restated a few previous specific requests for speed reduction. This is the basis for this proposal, which includes some variable speed limits near schools, permanent changes in dense development areas and responses to the specific requests made while considering the easy to understand mapping approach. As workshopped with the local board, Te Kura Kaupapa Māori o Te Raki Paewhenua supported permanent 30km/h near their school in the school survey and this aligns with broader feedback from mana whenua engagement.

Road/area <i>(Includes the start and end locations)</i>	Existing speed limit (km/h)	Proposed Speed limit speed limit type (km/h)	Implementati on on timeframe	Is proposed speed limit different from the Waka Kotahi confirmed assessment of safe and appropriate speed (SAAS) limit?	Further information <i>(Include review of roads with 70km/h and 90km/h speed limits, consideration of speed limits on adjoining roads, explanation for speed limits that do not match the Waka Kotahi confirmed assessment of the safe and appropriate speed, and note any confirmed assessments)</i>	Dates and times <i>(If seasonal type, provide start and finish dates. If variable type, provide operational times.)</i>
<b>East Coast Road between Rosedale Road and 150m east of Sunrise Avenue</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Sunrise Avenue between East Coast Road and 150m north of East Coast Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Trig Road between 385m north of Hobsonville Road and 760m north of Hobsonville Road</b>	60	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.

<b>Albany Highway between 230m east of Upper Harbour Drive and 530m east of Upper Harbour Drive</b>	60	30/60 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Scott Road between Dorricott Avenue and 50m east of Rapunga Drive</b>	50	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Greenhithe Road between 31m west of Sunnyview Road and 89m west of Wainoni Heights</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.

<b>Churchouse Road between Greenhithe Road and 60m north of Greenhithe Road</b>	50	30/50 Variable	Year 2	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p> <p>Variable speed limit applies at school start and finish times.</p>
<b>Isobel Road between Greenhithe Road and 76m northwest of Outlook Road</b>	50	30/50 Variable	Year 2	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p> <p>Variable speed limit applies at school start and finish times.</p>

<b>Sunnyview Road between Greenhithe Road and 62m northwest of Outlook Road</b>	50	30/50 Variable	Year 2	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Hobsonville Road between 175m southwest of Hendrika Court and 39m northeast of Suncrest Drive</b>	50	30/50 Variable	Year 1	Same	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Hendrika Court full length</b>	50	30/50 Variable	Year 1	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>

<b>Dowdens Lane between Hobsonville Road and Westpoint Drive</b>	50	30/50 Variable	Year 1	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Brigham Creek Road between 15m west of the eastern end of Airport Road and 55m west of the western end of Airport Road</b>	50	30/50 Variable	Year 1	Same	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Airport Road between the western end of Airport Road and 55m north of the eastern end of Airport Road</b>	50	30/50 Variable	Year 1	Same	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.</p>	<p>Variable speed limit applies at school start and finish times.</p>

<b>Hobsonville Point Road between 75m south of De Havilland Road and Hastings Street</b>	50	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>McClymonts Road between Hugh Green Drive and 100m south of Kerekin Drive</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Hugh Green Drive between Spencer Road and 50m south of Arirangi Rise</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Spencer Road between Hugh Green Drive and 200m east of Arirangi Rise</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Hobsonville Point Road between Nugget Avenue and 50m east of Squadron Drive</b>	50	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.

<b>Squadron Drive between Buckley Avenue and Hobsonville Point Road</b>	50	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Ceres Court, Full length</b>	50	30 Permanent	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification.	NA
<b>Squadron Dr, between the Squadron Road rounbabout 250m north of Buckley Avenue and the private entrance to the retirement village</b>	50	30 Permanent	Year 1	Same		NA
<b>Mamari Road, Between Speeding Road and 540m north of Speeding Road</b>	50	30 Permanent	Year 1	Same		NA
<b>Gills Road, between Living Stream Road and 180m east of Dairy Flat Highway</b>	50	40 Permanent	Year 2	Different	ONF Street Category should be Urban Connector instead of Activity Streets, therefore the SAAS should be 40 km/h	NA



<b>Totara Road, Whenuapai, between Dale Road and 930m north of Dale Road</b>	60	50 Permanent	Year 1	Different	Provides for proposed development (subject to EPA/consent outcome) Assessed as 60 based on peri-urban road function, would likely be reassessed to urban connector as a result of development	NA
<b>Trig Road, between 210m north of Hobsonville Road and Upper Harbour Motorway</b>	60	50 Permanent	Year 1	Different	ONF Street Category should be Peri-Urban Roads instead of Rural Roads, therefore the SAAS should be 50 km/h	NA
<b>UPH 1-south of Scott Rd near Scott Point Primary School</b>	50	30 Permanent	Year 1	Same	New development area designed for low speeds.	NA
<b>UPH 2-Scott Point School and Hobsonville Point Primary School safe school zone</b>	50	30 Permanent	Year 1	Mostly aligns except as noted	Local school neighbourhood and new development area designed for low speeds. Small part of Clark Road (Waitakere) assessed as 40 based on incorrect classification an urban connector. Local residential road, should be reassessed as 30. Bomb Point Drive assessed as 40 based on incorrect classification an urban connector. Local residential road, should be reassessed as 30. Flounder Road assessed as 40 based on incorrect classification an urban connector. Local residential road, should be reassessed as 30.	NA

<b>UPH 3-north of Hobsonville Point Primary School - Hobsonville Point development</b>	50	30 Permanent	Year 1	Mostly aligns except as noted	New development area designed for low speeds. Part of Buckley Avenue northwest of Squadron Drive assessed as 40 based on incorrect classification as an urban connector. Local residential road, should be reassessed as 30.	NA
<b>UPH 4-Whenuapai development near Whenuapai School</b>	50	30 Permanent	Year 1	Same	Local school neighbourhood area.	NA
<b>UPH 5-Westminster Christian School safe school zone</b>	50	30 Permanent	Year 2	Same	Local school neighbourhood area.	NA
<b>UPH 6-Albany Junior High School safe school zone, Schnapper Rock</b>	50	30 Permanent	Year 2	Same	Local school neighbourhood area.	NA
<b>UPH 7-Totara Road development area northwest Whenuapai</b>	NA	30 Permanent	Year 1	No assessment as no existing roads	Provision for reduced speed limits in a potential new development area (subject to outcome of EPA/consent process.)	NA
<b>UPH 8-Whenuapai development west of Totara Road</b>	50	30 Permanent	Year 1	Same	New development area designed for low speeds.	NA

## Waiheke Local Board

Speed limit changes covering most of Waiheke island were implemented in previous phases of the safe speeds programme. In workshop with Waiheke Local Board, variable 30km/h speed limit for Waiheke Primary School and Fossil Bay School were discussed which have been supported by the local board. In addition, an extension of recent speed limit changes on Ocean View Road was requested which is included in this proposal.

Road/area <i>(Includes the start and end locations)</i>	Existing speed limit (km/h)	Proposed Speed limit speed limit type (km/h)	Implementati on timeframe	Is proposed speed limit different from the Waka Kotahi confirmed assessment of safe and appropriate speed (SAAS) limit?	Further information <i>(Include review of roads with 70km/h and 90km/h speed limits, consideration of speed limits on adjoining roads, explanation for speed limits that do not match the Waka Kotahi confirmed assessment of the safe and appropriate speed, and note any confirmed assessments)</i>	Dates and times <i>(If seasonal type, provide start and finish dates. If variable type, provide operational times.)</i>
<b>Korora Road between 400m and 700m north of Karu Street</b>	40	30/40 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Sea View Road between 30m west of Erua Road and 400m west of Erua Road</b>	40	30/40 Variable	Year 1	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.

<b>Ostend Road, Between 40m east of Calais Terrace and Belgium Street</b>	50	30 Permanent	Year 1	Same	NA
<b>Ocean View Road, Between Moa Avenue and Puriri Road</b>	50	30 Permanent	Year 1	Same	NA

## Waitākere Ranges Local Board

Waitākere Local Board supported variable speed limits near school gates on arterial roads and a consistent approach. They supported responding to requests from mana whenua, schools, local boards and community groups. They wished to have time to consult with the local community before providing further feedback. This feedback is the basis for this proposal which includes all schools not included in previous phases of the programme, mostly with variable speed limits near school gates.

Road/area <i>(Includes the start and end locations)</i>	Existing speed limit (km/h)	Proposed Speed limit speed limit type (km/h)	Implementati on timeframe	Is proposed speed limit different from the Waka Kotahi confirmed assessment of safe and appropriate speed (SAAS) limit?	Further information <i>(Include review of roads with 70km/h and 90km/h speed limits, consideration of speed limits on adjoining roads, explanation for speed limits that do not match the Waka Kotahi confirmed assessment of the safe and appropriate speed, and note any confirmed assessments)</i>	Dates and times <i>(If seasonal type, provide start and finish dates. If variable type, provide operational times.)</i>
<b>Kaurilands Road between Atkinson Road and 30m east of Meadowvale Rise</b>	50	30/50 Variable	Year 3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Willowbrook Place full length</b>	50	30/50 Variable	Year 3	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.

<b>Sunray Avenue full length</b>	50	30/50 Variable	Year 3	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Atkinson Road between 30m east of Captain Scott Road and 270m south of Kaurilands Road</b>	50	30/50 Variable	Year 3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Glenview Road between 10m south of Clayburn Road and 20m north of Glenorchy Street</b>	50	30/50 Variable	Year 3	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.

<b>Waikumete Road full length</b>	50	30/50 Variable	Year 3	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p> <p>Variable speed limit applies at school start and finish times.</p>
<b>Clayburn Road between Glenview Road and 40m east of Panzic Place</b>	50	30/50 Variable	Year 3	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p> <p>Variable speed limit applies at school start and finish times.</p>

<b>Panzic Place full length</b>	50	30/50 Variable	Year 3	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Henderson Valley Road between 275m west of Candia Road and 300m north of Gum Road</b>	60	30/60 Variable	Year 3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Victory Road between 60m west of Laingfield Terrace and 115m west of Tane Road</b>	50	30/50 Variable	Year 3	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.



<b>Shaw Road between West Coast Road and 375m south of West Coast Road</b>	50	30/50 Variable	Year 3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>West Coast Road between 145m east of Shaw Road and 285m west of Shaw Road</b>	50	30/50 Variable	Year 3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Rosier Road between Lasque Place and 35m south of Pisces Road</b>	50	30/50 Variable	Year 3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Swanson Road between 90m east of Redlands Grove and 115m west of Church Street</b>	50	30/50 Variable	Year 3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.

<b>Church Street between Swanson Road and 80m north of Swanson Road</b>	50	30/50 Variable	Year 3	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Swanson Oaks full length</b>	50	30/50 Variable	Year 3	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Atkinson Road between Titirangi Road and 210m north of Titirangi Road</b>	50	30/50 Variable	Year 3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.

<b>Titirangi Road between Atkinson Road and 50m east of Atkinson Road</b>	50	30/50 Variable	Year 3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Huia Road between Atkinson Road and 100m south of Atkinson Road</b>	50	30/50 Variable	Year 3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Scenic Drive between Atkinson Road and 100m south of Atkinson Road</b>	50	30/50 Variable	Year 3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Bethells Road between Waitakere Road and 360m west of Anzac Valley Road</b>	60/50	30/50 Variable	Year 3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Permanent speed limit reduction to 50km/h also proposed along this section.	Variable speed limit applies at school start and finish times.
<b>Waitākere Road between 100m north of Bethells Road and 100m south of Bethells Road</b>	60	30/50 Variable	Year 3	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Permanent speed limit reduction to 50km/h also proposed along this section.	Variable speed limit applies at school start and finish times.

<b>Anzac Valley Road between Bethells Road and 100m south of Bethells Road</b>	50	30/50 Variable	Year 3	Same	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Woodlands Park Road between 155m north of Jays Road and 110m north of Huia Road</b>	50	30/50 Variable	Year 3	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Jays Road full length</b>	50	30/50 Variable	Year 3	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>

<b>Helios Place, Full-length</b>	40	30 Permanent	Year 3	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification.	NA
<b>Bethells Road, between Waitakere Road and 75m west of Waitakere Road</b>	60	50 Permanent	Year 3	Different	Road near school. Proposal to support variable 30km/h speed limit at school start and finish time	NA
<b>Waitakere Road, between 190m north of Bethells Road and 220m south of Township Road</b>	60	50 Permanent	Year 3	Different	Road near school. Proposal to support variable 30km/h speed limit at school start and finish time	NA
<b>WKT 1-Piha Village</b>	50	30 Permanent	Year 3	No alignment see notes	Piha Coastal Village. Proposed speed limit reduction based on strong community advocacy received during previous bylaw consultation. All roads assessed as 60/50 based on inappropriate identification as peri-urban, should be reassessed as urban local roads or possibly as rural stopping place.	NA

## Waitematā Local Board

Waitematā Local Board supported 30km/h near schools within school hours, 40km/h for residential roads and 50km/h for arterials roads. The board also supported treating blocks of local roads with permanent changes, filling in the gaps, variable changes at school gates and high-risk roads and town centre where support has been identified in previous engagement.

The board supported a consistent regional approach across all local boards and consistency was a strong theme across all local boards. Careful consideration was made of this feedback as 40km/h for residential local roads is not consistent with national guidance nor what is proposed in other local boards. For consistency reasons, this proposal includes changes this local board has supported that are consistent with the regional approach across all local boards. This includes 30km/h variable speed limits near all schools, particularly on busier roads and covers all schools not included in previous phases.

The local board supported changes where support has been identified in previous engagements. Parnell District School presented at Phase 3 hearing in strong support of a permanent change on Gladstone Road and review of adjacent residential area. This proposal includes a 40km/h permanent change on Gladstone, with 30km/h safe school zones on adjacent residential areas.

Newmarket town centre is included as an early placeholder for feedback and is subject to working group and public consultation feedback as the working group process is in early stages. Consistent with local board support for matching the speed limit to the design and use of the road, the development close to Mt Eden Station is included as this has a slower street look and feel.

Road/area <i>(Includes the start and end locations)</i>	Existing speed limit (km/h)	Proposed Speed limit speed limit type (km/h)	Implementation timeframe	Is proposed speed limit different from the Waka Kotahi confirmed assessment of safe and appropriate speed (SAAS) limit?	Further information <i>(Include review of roads with 70km/h and 90km/h speed limits, consideration of speed limits on adjoining roads, explanation for speed limits that do not match the Waka Kotahi confirmed assessment of the safe and appropriate speed, and note any confirmed assessments)</i>	Dates and times <i>(If seasonal type, provide start and finish dates. If variable type, provide operational times.)</i>
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<p><b>New Street between College Hill and 25m north of St Francis De Sales Street</b></p>	50	30/50 Variable	Year 1	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<p><b>College Hill between Margaret Street and 40m west of England Street</b></p>	50	30/50 Variable	Year 1	Same	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>

<b>Richmond Road between Dickens Street and 35m east of Sackville Street</b>	50	30/50 Variable	Year 1	Same	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Mountain Road between Khyber Pass Road and Clive Road</b>	50	30/50 Variable	Year 1	Same	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>



<b>Khyber Pass Road between 100m west of Mountain Road and 100m east of Mountain Road</b>	50	30/50 Variable	Year 1	Same	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Jervois Road between 95m northeast of Wharf Road and 50m west of West End Road</b>	50	30/50 Variable	Year 1	Same	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>

<b>Clifton Road between Jervois Road and 168m north of Jervois Road</b>	50	30/50 Variable	Year 1	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>West End Road between Jervois Road and 150m south of Jervois Road</b>	50	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Surrey Crescent between 75m west of Browning Street and 25m west of Prime Road</b>	50	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Great North Road between 25m west of Surrey Crescent and 300m west of Surrey Crescent</b>	50	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.

<b>Gillies Avenue between 50m south of Mortimer Pass and Eden Street</b>	50	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Gladstone Road between Canterbury Place and Takutai Street</b>	50	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Curran Street between 75m south of Tweed Street and Sarsfield Street</b>	50	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Emmett Street between 50m west of Shelly Beach Road and Curran Street</b>	50	30/50 Variable	Year 1	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.

<b>Richmond Road between Dickens Street and 35m east of Sackville Street</b>	50	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Great North Road between 35m east of Coleridge Street and Crummer Road</b>	50	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Garnet Road between 50m north of Old Mill Road and Meola Road</b>	50	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.

<b>Larchwood Avenue between Garnet Road and 275m east of Garnet Road</b>	50	30/50 Variable	Year 1	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p> <p>Variable speed limit applies at school start and finish times.</p>
<b>Warwick Avenue between Garnet Road and 100m east of Warwick Avenue</b>	50	30/50 Variable	Year 1	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p> <p>Variable speed limit applies at school start and finish times.</p>

<b>Jervois Road between 95m northeast of Wharf Road and 50m west of West End Road</b>	50	30/50 Variable	Year 1	Same	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Clifton Road between Jervois Road and 168m north of Jervois Road</b>	50	30/50 Variable	Year 1	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>

<b>West End Road between Jervois Road and 150m south of Jervois Road</b>	50	30/50 Variable	Year 1	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Gladstone Road, Full-length</b>	50	40 Permanent	Year 1	Same		NA
<b>Saint Stephens Avenue, Full length</b>	50	40 Permanent	Year 1	Same		NA
<b>WTM 1- Parnell Town Centre and Parnell School</b>	50	30 Permanent	Year 1	Same	Parnell Town Centre and local school neighbourhood west of Parnell School	NA
<b>WTM 2- Newmarket town centre</b>	50	30 Permanent	Year 1	Mostly aligns except as noted	Newmarket Town Centre area. Some service lanes behind shops assessed as 10 but not proposed to be separately signposted.	NA
<b>WTM 3-Mt Eden Station Precinct</b>	50	30 Permanent	Year 1	Same	Provides for possible speed reductions in the area around Mt Eden Station where roads are being redeveloped and pedestrian numbers are expected to increase following opening of CRL.	NA

## Whau Local Board

Whau Local Board supported the easy to understand and high benefit-cost ratio mapping approaches and that partner and community requests be prioritised. They asked for both a high and low percentage cover be consulted on and requested early implementation. This proposal includes a medium level of coverage focused on safe school zones near schools who support permanent 30km/h in local roads near their school in the school survey.

Road/area <i>(Includes the start and end locations)</i>	Existing speed limit (km/h)	Proposed Speed limit speed limit type (km/h)	Implementati on on timeframe	Is proposed speed limit different from the Waka Kotahi confirmed assessment of safe and appropriate speed (SAAS) limit?	Further information <i>(Include review of roads with 70km/h and 90km/h speed limits, consideration of speed limits on adjoining roads, explanation for speed limits that do not match the Waka Kotahi confirmed assessment of the safe and appropriate speed, and note any confirmed assessments)</i>	Dates and times <i>(If seasonal type, provide start and finish dates. If variable type, provide operational times.)</i>
<b>Godley Road between 105m west of Stottholm Road and 50m west of Avonleigh Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Stottholm Road between Godley Road and 35m north of Dolbear Street</b>	50	30/50 Variable	Year 2	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.



<b>Great North Road between Aotea Road and 100m northwest of Archibald Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>St Georges Road between 40m south of Chalmers Street and Kelvinside Terrace</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Bolton Street between Taylor Street and 70m east of Portage Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Castlewood Grove full length</b>	50	30/50 Variable	Year 2	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Fruitvale Road between Croydon Road and 200m east of Croydon Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.

<b>Croydon Road between 35m west of Titirangi Road and Rua Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Tomo Street between Rua Road and 115m south of Rua Road</b>	50	30/50 Variable	Year 2	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Rua Road between Tomo Street and 50m north of Tomo Street</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Blockhouse Bay Road between 84m north of Holbrook Street and 116m south of Margate Road</b>	50	30/50 Variable	Year 1	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Hutchinson Avenue between Margan Avenue and 165m south of Margan Avenue</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.

<b>Margan Avenue between Seabrook Avenue and 130m east of Hutchinson Avenue</b>	50	30/50 Variable	Year 2	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>Rankin Avenue between 120m north of Margan Avenue and Margan Avenue</b>	50	30/50 Variable	Year 2	Different	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<b>New Windsor Road between Tiverton Road and 10m north of Ted William Street</b>	50	30/50 Variable	Year 2	Same	<p>Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.</p>	<p>Variable speed limit applies at school start and finish times.</p>

<b>Maioro Street between New Windsor Road and 54m east of Rosamund Avenue</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Tiverton Road between 45m west of New Windsor Road and New Windsor Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Peter Buck Road full length</b>	50	30/50 Variable	Year 2	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Rosebank Road between 102m southeast of Canal Road and 80m north of Eastdale Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.

<b>Bolton Street between Taylor Street and 70m east of Portage Road</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Castlewood Grove full length</b>	50	30/50 Variable	Year 2	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027. Waka Kotahi assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
<b>Great North Road between 100m east of Larch Street and 417m west of Larch Street</b>	50	30/50 Variable	Year 2	Same	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools by December 2027.	Variable speed limit applies at school start and finish times.
<b>Whau 1-Glenavon School safe school zone</b>	50	30 Permanent	Year 2	Mostly aligns except as noted	Local school neighbourhood area. Terry Street assessed as 40 based on incorrect classification an urban connector. Local residential road, should be reassessed as 30. Margate Road assessed as 40 based on incorrect classification an urban connector. Local residential road, should be reassessed as 30.	NA

<b>Whau 2-St Mary's Catholic School safe school zone</b>	50	30 Permanent	Year 2	Same	Local school neighbourhood area.	NA
<b>Whau 3-Jireh Christian School safe school zone</b>	50	30 Permanent	Year 2	Mostly aligns except as noted	Local school neighbourhood area. Chalmers Street assessed as 40 based on incorrect classification an urban connector. Local residential road, should be reassessed as 30.	NA
<b>Whau 4-IQRA School safe school zone</b>	50	30 Permanent	Year 2	Mostly aligns except as noted	Local school neighbourhood area. Rear service lane behind shops assessed as 10 but not proposed to be separately signposted.	NA
<b>Whau 5-west of Rosebank School, west of Rosebank Road and north of Ash Street</b>	50	30 Permanent	Year 2	Mostly aligns except as noted	Local school neighbourhood west of Rosebank School. Wairau Avenue assessed as 40 based on incorrect classification an urban connector. Local residential road, should be reassessed as 30. Riversdale Road assessed as 40 based on incorrect classification an urban connector. Local residential road, should be reassessed as 30. Mead Street assessed as 40 based on incorrect classification an urban connector. Local residential road, should be reassessed as 30.	NA
<b>Whau 6-south of New Windsor School</b>	50	30 Permanent	Year 2	Mostly aligns except as noted	Local school neighbourhood area. Terry Street assessed as 40 based on incorrect classification an urban connector. Local residential road, should be reassessed as 30.	NA

Notes: There are no category 2 schools included in this proposal so no justifications for this category have been included.