

Report on Public feedback

Katoa, Ka Ora Draft Speed Management Plan for Auckland 2024-2027



**Proposed Speed Limit Changes
Speed Limits Amendment Bylaw 2022**

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1. Executive Summary

What did we seek feedback on?

From 24 July to 28 August 2023 Auckland Transport (AT) requested public feedback on the draft Katoa, Ka Ora: Auckland Speed Management Plan 2024-27. In total we received **7,927 submissions**.

The draft plan includes speed limits changes covering 359 schools, 13 town centres and 982km of rural roads.

The public could provide feedback on several different types of proposals:

- Safe speed zones, variable speed limits, and permanent speed limits
- Customised or standardised variable speed limits across Auckland
- Karioitahi Beach permanent speed limit

Safe speed zones

Safe speed zones are permanent 30 km/h areas near schools, town centres, or residential neighbourhoods where people walk and cycle. Across Auckland we proposed 156 new safe speed zones.

Variable speed limits

Variable speed limits are temporary speed limit reductions on high traffic roads, before and after school hours. Across Auckland we proposed 262 new variable speed limits.

Permanent speed limits

Permanent speed limits are permanent changes to the speed limit on a road, section of road, or approaches to an intersection. Across Auckland we proposed 43 new permanent speed limits.

Customised or standardised variable speed limits across Auckland

Variable speed limits are temporarily reduced speeds that operate during certain times of day, such as during school drop-off and pick-up times.

One principle of Katoa, Ka Ora is an easy-to-understand approach, as such we proposed to standardise operating times for variable speed limits near schools, across Auckland. This could result in longer operating times before and after school but would achieve consistency throughout Auckland.

Karioitahi Beach permanent speed limit

A proposal to permanently change the speed limit to 20km/h for the car park area and the length of Karioitahi Beach. This change was requested by Auckland Council.

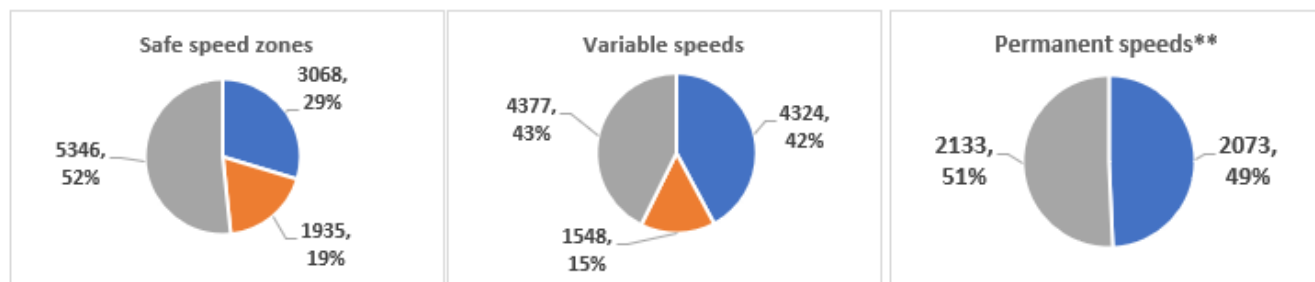
Summary Table

The graphs and tables on these two pages are visual summaries of responses to the high-level question for each type of proposal. Also included are examples of the typical responses received.

More detailed analysis of responses is in [Section Two](#) of this document.

Feedback on safe speed zones, variable speed limits, and permanent speed limits

Responses - Sentiment - All submitters*



- Nothing to add – The zones, variable limits, or permanent limits would improve safety or benefit the community
- Yes – I have thoughts to share about specific zones or variable limits
- Yes – I have thoughts to share about the zones, or variable limits, or permanent limits overall

Responses – Typical comments - All submitters

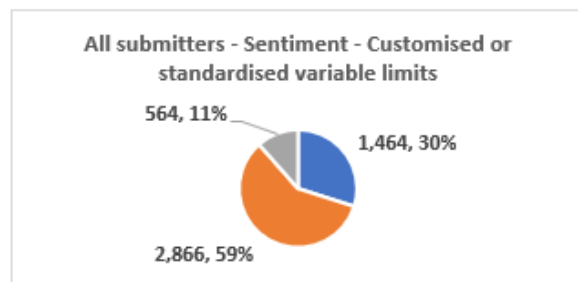
	<ul style="list-style-type: none"> • Lower speed limits will be safer (for children, pedestrians, cyclists, all) • Support lower speed limits in busy areas • Support reduced speed limits if they are enforced
	<ul style="list-style-type: none"> • Existing speed limits / roads are safe • Proposed limits are too low • Changes punish the majority of safe drivers for the small number of dangerous drivers • Need to consider economic impacts of reduced speed limits • Lower speed limits increase pollution • The justification for the safe speeds is flawed. Statistics given by AT are inaccurate/fabricated • No point in reducing speed limits without better enforcement and/or speed calming measures
	<ul style="list-style-type: none"> • Do not support permanent changes, only support variable speeds around schools during pick-up/drop-off • Variable speed limits should be permanent / permanent speed limits are safer • The speed limit should be higher than proposed (40km/h limit most commonly mentioned) • The speed limit should be lower than proposed (30km/h limit most commonly mentioned)

* Each submitter could contribute multiple times to these results if they completed this question for more than one local board area

** Excludes results from Rodney and Aotea / Great Barrier Local Board areas as they had different question formats




Customised or standardised variable speed limits across Auckland (AT proposed standardised limits)

Responses - Sentiment



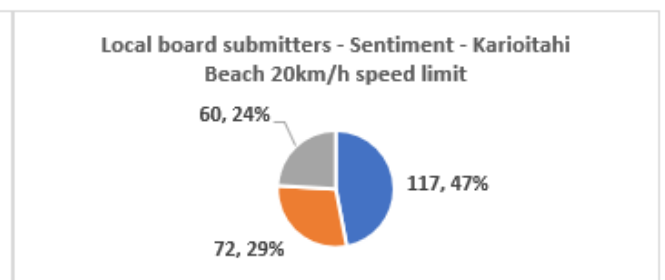
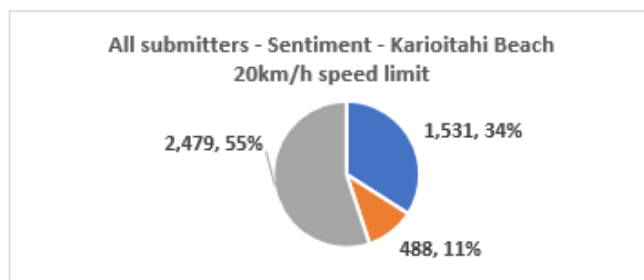
- Customised times are easier to understand
- Standardised times are easier to understand
- Don't know / unsure

Responses – Typical comments - All submitters

	<ul style="list-style-type: none"> • Standardised Auckland wide variable limits is simpler / less confusing • Customised signage is distracting and takes too long to read
	<ul style="list-style-type: none"> • Customised system meets schools varying needs • Customised times ensures traffic is not slowed down unnecessarily
	<ul style="list-style-type: none"> • Suggestions related to signage




Karioitahi Beach permanent speed limit

Responses - Sentiment



- The reduced speed limit will benefit beach users
- Share local knowledge about this change
- I don't know the area and have nothing to add

Responses – Typical comments - All submitters

	<ul style="list-style-type: none"> • Reduced speed limit will improve safety • Driver behaviour is creating safety risks (lowering the speed limits <u>will</u> help) • General comments in support of proposal
	<ul style="list-style-type: none"> • General concerns about proposal • Driver behaviour is creating safety risks (lowering the speed limits <u>won't</u> help)
	<ul style="list-style-type: none"> • Proposed speed limit is too low • Speed limit should apply to a smaller area

About Katoa, Ka Ora: Auckland Speed Management Plan 2024-27

Katoa, Ka Ora means everyone alive, healthy, and well. As a [Road to Zero](#) partner, AT wants Auckland's roads to be free from deaths and serious injuries. Although speed is not the only factor in a crash, it determines whether someone is seriously injured or killed. No matter whether you drive, walk, cycle, or use public transport, everyone deserves to get to where they are going safely.

The Auckland road network has approximately 7,500 kms of roads. This is too large to review and potentially change speed limits all at once. Where it is appropriate to update a speed limit for safety reasons, changes are planned, proposed and then introduced in stages, or phases.

Between June 2020 and February 2023 three phases of the Safe Speed Programme introduced safe and appropriate speed limits to approximately 39% of the network. In the Auckland areas where speed limits were changed on 30 June 2020, road deaths have decreased by 30%, compared to a 9% increase on roads where speed limits were not changed. (Calculated over the 24-month period July 2020 to June 2022).

The Land Transport Rule: Setting of Speed Limits 2022, requires all road controlling authorities across Aotearoa New Zealand, including Auckland Transport, to develop speed management plans.

Katoa, Ka Ora 2024-27 is the speed management plan for Auckland. It proposes to introduce safe speed limits to another 24% of Auckland's roads, making a total of 63%. Remaining roads will be reviewed and potentially included in future phases of the Safe Speed Programme.

The priority of Katoa, Ka Ora is to install safe and appropriate speed limits outside all Auckland schools by the end of 2027. Schools that have not been included in this round of proposed changes, or previous phases of the Safe Speeds Programme, will be included in the next phase of the programme. The draft plan includes speed limit changes covering 359 schools, 13 town centres and 982km of rural roads.

The changes proposed in Katoa, Ka Ora will:

- Be easy-to-understand
- Add less than 15 seconds to an average urban 20-minute car trip
- Have simple signs and colourful road markings
- Make school neighbourhoods safer for families so kids can walk to school
- Make rural, unsealed and no exit roads safer for country people

We will keep the current permanent speeds on our largest and busiest urban roads.

For more information about Katoa, Ka Ora please visit [Katoa, Ka Ora Draft Speed Management Plan for Auckland](#).

For more information on the Safe Speeds Programme please visit [Safe Speeds Programme](#).

Developing Katoa, Ka Ora

The development of Katoa, Ka Ora is overseen by the Tāmaki Makaurau Transport Safety Governance Group, a group of eight organisations partnering to deliver safe transport for all Aucklanders. Safe speed limits are one part of delivering a transport system that is safer for everyone who uses it.

Since early 2022 there has been 64 separate engagements to listen to feedback and incorporate the views of stakeholders into the evolving plan. Insights from mana whenua, local boards, stakeholder groups and local communities are all included in the draft plan that was open for public consultation between 24 July and 28 August 2023.

Since consultation closed, public feedback has been presented to all 21 Auckland Local Boards at their October 2023 business meetings. Each Local Board reviewed the feedback summary for their area and formally advised their level of support for the proposal to Auckland Transport via a [Resolution](#).

In early December 2023, all feedback will be presented to the Auckland Council Transport and Infrastructure Committee, who will also provide their views on the proposal.

Any recommended changes that are proposed to be made to the final draft of the plan after the public consultation and local board resolution process can be found in [Attachment 4](#) of this report.

The final draft version of the plan will be presented to the Regional Transport Committee for approval in March 2024.

The full engagement and development process is shown in the diagram on the next page.

About this report

This report provides a summary of the public feedback received during July and August 2023 on the draft Katoa, Ka Ora: Auckland Speed Management Plan 2024-27. This report, and the feedback analysis that form it, were completed independently by **Viewpoints NZ**.

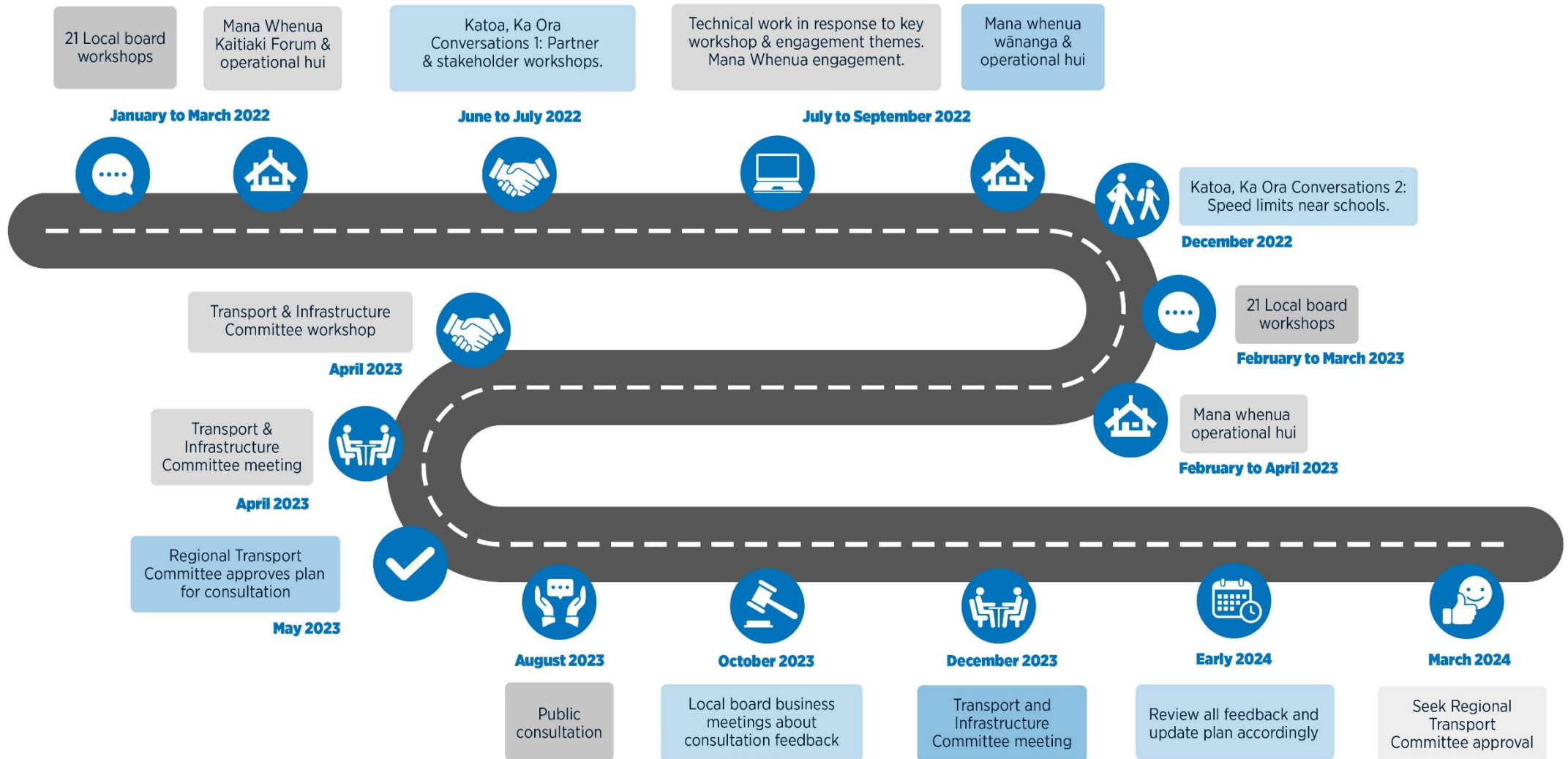
An independent peer review of the methodology used to analyse the large amount of data collected during public consultation was completed by Engagement Plus. They were requested to review the process for analysis and reviewed the:

- Methodology and material
- Coding structure and application
- Reporting approach

Engagement Plus found that the approach and methodology used in the analysis was appropriate and adhered to best practice approaches in thematic analysis.

The [independent review report](#) and more detailed reports on the feedback received are available in the **Consultation Feedback Reports** section on the [Katoa, Ka Ora consultation webpage](#).

Katoa, Ka Ora - Engagement process



Activities to raise awareness

To let you know about the opportunity to provide feedback on the proposals, we:

- Mailed a flyer to 480,000 Auckland homes
- Installed hoardings (temporary billboards) in rural areas in Franklin and Rodney
- Booked paid advertising -
 - Radio advertisements
 - Targeted social media advertisements (Facebook, LinkedIn)
 - Online newspaper advertisements
 - Printed media (NZ Herald, local newspapers)
 - Out of Home advertisements e.g., bus stops and dairies
- Created a consultation web page including:
 - Link to the online survey
 - PDF maps of each local board area
 - PDF copy of the full Katoa, Ka Ora document
 - Interactive map showing all Auckland proposed changes
 - Consultation timelines
 - Links to supporting evidence
 - Frequently Asked Questions
 - Video information
- Supplied printed copies of consultation documents to all libraries and local board service centres including:
 - Full Katoa, Ka Ora document
 - Large display map for applicable local board area
 - Bound copy of all local board maps
 - Summary Katoa, Ka Ora document in eight languages
 - Hard copy feedback forms
- Public information sessions
 - Three in person feedback sessions in Aotea, Franklin and Rodney
 - Two online question and answer webinars
 - Webinar content available as a video recording and PowerPoint presentation
- Memos to Local Boards and key stakeholders
- Emails to over 350 schools including collateral for them to share with their communities e.g., in school newsletters, on their social media pages
- Email newsletters
 - AT Hop On Board Newsletter – 165k distribution
 - AT Walking and Cycling newsletter – 23k distribution
 - Auckland Council People’s Panel newsletter
 - Our Auckland newsletter
- [Healthy Auckland Together](#) promoted the consultation.
- Tamaki Makaurau Safety Road Governance Group promoted the consultation.

What we asked you

The public could provide feedback on each category of proposed speed limit change. For each category, the questions asked for a general opinion or invited views on specific proposals, or groups of proposals within each local board area. For example, someone could provide feedback on one specific variable speed limit proposal within the Hibiscus and Bays Local Board area or provide overall feedback on all the variable speed limits proposed for the area.

People could share their thoughts by:

- Expressing sentiment towards a proposal, or a group of proposals overall, by answering tick-box questions.
- Providing comments on a proposal, or group of proposals overall, by answering the open-ended / comments-based questions.

People could provide feedback via:

- An online feedback form
- A hardcopy feedback form
- Email



2. Overview of public feedback

The public could provide feedback on several different types of proposals:

- Safe speed zones, variable speed limits, and permanent speed limits
- Customised variable speed limits or standardised variable speed limits across Auckland
- Karioitahi Beach permanent 20km/h speed limit

The following sections provide a summary of the feedback received on these proposals. For a more detailed overview of the feedback received please visit the **Consultation Feedback Reports** section of the [Katoa, Ka Ora consultation webpage](#). Feedback is reported by local board area, plus an additional report for the ‘customised or variable speed limits’ proposal.

Feedback – Safe speed zones, variable speeds, and permanent speeds

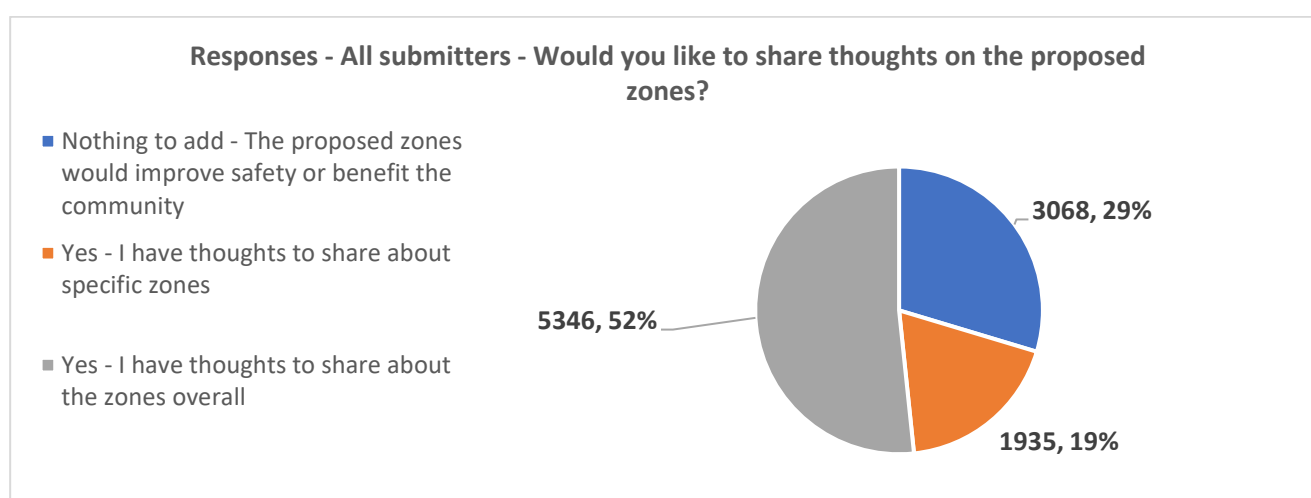
This section provides an overview of the feedback and comments received on safe speed zone, variable speed, and permanent speed limit proposals from all submitters. For a list of these proposals by local board area please refer to [Attachment 2](#).

Safe speed zones - All responses – All local board areas - Initial tick-box question

For each local board area that contained proposals for new safe speed zones, the initial question asked was “**Would you like to share any thoughts on the proposed Safe School Zones or Neighbourhood Zones in the local board area?**”. The graph below shows the combined answers to this question across all local board areas.

Please note:

- One submitter could contribute multiple times to the results below if they completed this question for more than one local board area.
- Please refer to [Attachment 1](#) for answers to this question based on age, gender, and ethnicity.

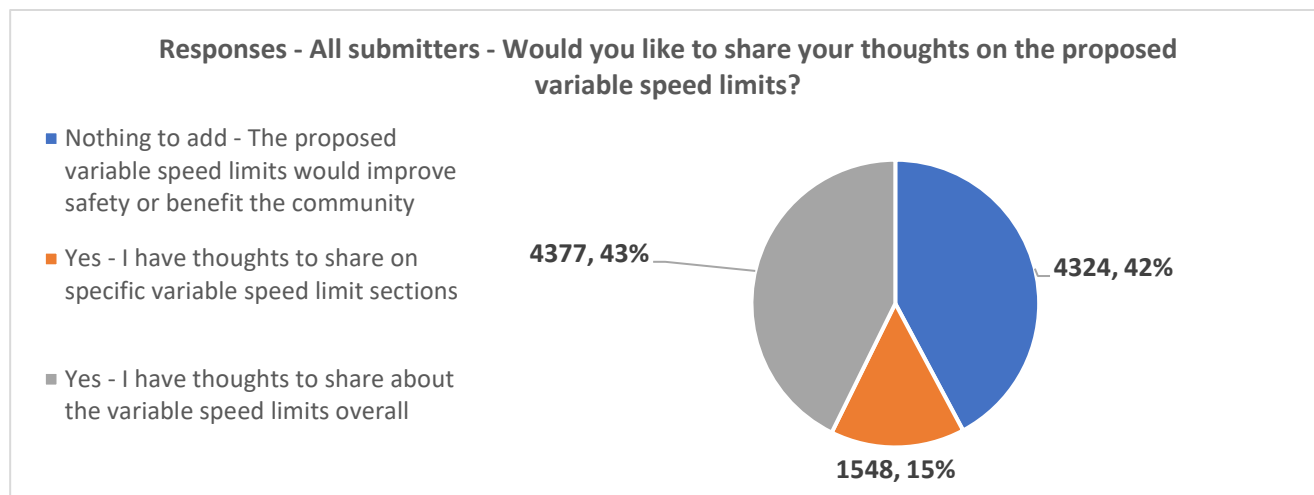


Variable speeds – All responses – All local board areas - Initial tick-box question

For each local board area that contained proposals for new variable speed limits, the initial question asked was **“Would you like to share any thoughts on the proposed variable speed limits in the local board area?”**. The graph below shows the combined answers to this question across all local board areas.

Please note:

- One submitter could contribute multiple times to the results below if they completed this question for more than one local board area.
- Please refer to [Attachment 1](#) for answers to this question based on age, gender, and ethnicity.

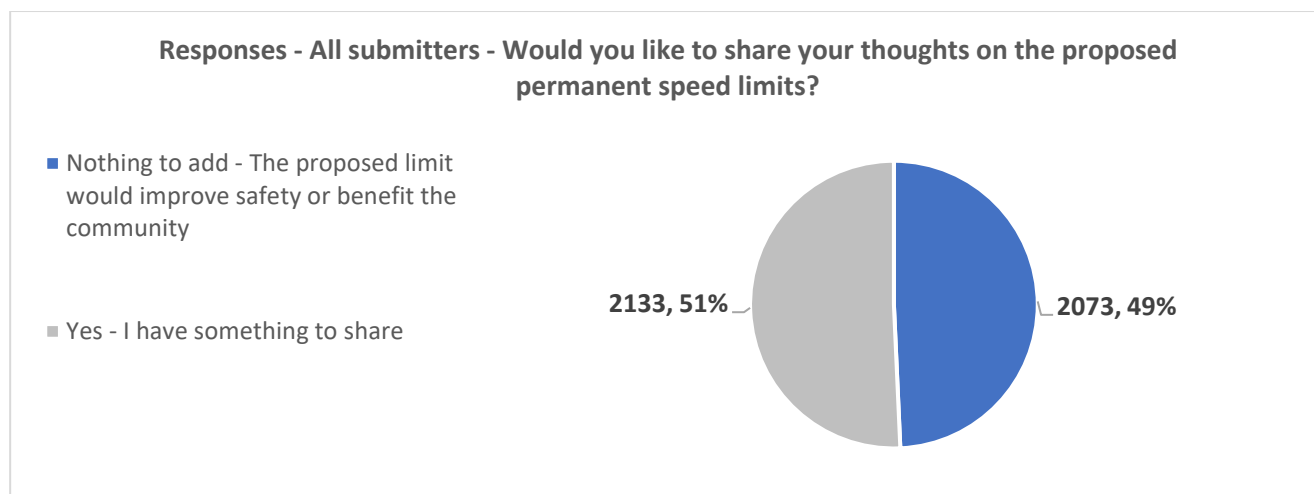


Permanent speeds – All responses – All local board areas - Initial tick-box question

For each local board area that contained proposals for new permanent speed limits, the initial question asked was **“Would you like to share any thoughts on the proposed permanent speed limits in the local board area?”**. The graph below shows the combined answers to this question across all local board areas.

Please note:

- One submitter could contribute multiple times to the results below if they completed this question for more than one local board area.
- Please refer to [Attachment 1](#) for answers to this question based on age, gender, and ethnicity.
- Graph excludes results from [Rodney](#) and [Aotea / Great Barrier](#) Local Board areas as they had different question formats. These local boards reports are on the [Katoa, Ka Ora consultation webpage](#).



Safe speed zone, variable speed, and permanent speed limit proposals – All responses – All local board areas – Comments on proposals

Submitters could also provide comments on each proposal or group of proposals overall. Below is a summary of the typical comments received across all the safe speed zone, variable speed, and permanent speed limit proposals.



Concerns about proposed speed limit changes and/or Safe Speeds Programme

Existing speed limits are safe / road condition is safe for the speed limit

These changes are about punishing the majority for the small number of dangerous drivers

Don't support reduced speed limits on arterial / busy roads

Existing and/or proposed speed limits will not be adhered to without better enforcement

Reducing speed limits will not reduce safety issues or will create safety issues

The overall value of reducing speed limits needs to also consider economic impacts

Proposed zones are too big

Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes

Driver behaviour is creating safety risks (not the speed limits)

Waste of money

AT won't listen to feedback

Lower speed limits increase pollution

People will ignore the new speed limits (because they are so low)

Feedback form is bias towards the proposed changes

Reduced speed limit is NOT good as it will increase journey times

The speed limits should be more consistent (less variability in speed limits)

The speed limit should be higher than proposed (40km/h limit most commonly requested)

The speed limit should lower than proposed (30km/h limit most commonly requested)

Variable speed limits should be permanent speed limits / permanent limits are safer than variable limits

Suggested improvements to proposed speed limit changes and/or Safe Speeds Programme

Oppose part of the proposed area/zone

Proposal should be a variable speed limit not a permanent speed limit

Various suggested new or extended zones/variable speeds/limits

Do not support permanent changes and only support variable speeds around schools during pick-up/drop-off times

Road/area/zone needs physical improvements

There should be reduced speed limits around all schools

All residential roads should have reduced speed limits

Include a larger area of reduced speed limits around schools

Responses – Safe speed zones, variable speeds, and permanent speeds

We reviewed the public feedback and below have responded to the comments likely to be of most interest to submitters and the public.

Feedback theme	AT Discussion / Response
Concerns	
These changes are about punishing the majority for the small number of dangerous drivers	<p>Evidence shows more than 70 per cent of fatal crashes in Auckland involve speeding. Even when speed doesn't cause the crash, it's what determines whether anyone is killed, seriously injured, or walks away unharmed from that crash.</p> <p>Speeding is not just travelling above the designated speed limit, but also driving too fast for the conditions (wet weather, curves, gravel roads, traffic, areas with lots of pedestrians).</p>
Existing and/or proposed speed limits will not be adhered to without better enforcement	<p>Auckland Transport can set speed limits, but we rely on our road safety partners, the NZ Police, to manage enforcement.</p> <p>Research shows that reducing speed limits has a positive effect on reducing driver speed and improving safety. Drivers already usually drive at sensible speeds in the residential areas around schools. These areas are mainly where lower speed limits are proposed and we don't expect heavy enforcement will be needed. AT monitors vehicle speeds after any changes have been made to see if targeted enforcement is necessary.</p> <p>However, we understand that some drivers will continue to travel at inappropriate speeds. We will work closely with the NZ Police to identify any problem areas where increased enforcement may be needed to help with compliance.</p>
People will ignore the new speed limits (because they are so low)	
<p>Driver behaviour is creating safety risks (not the speed limit):</p> <p>Bad drivers and illegal drivers are creating safety risks and lowering the speed limit won't fix that.</p>	<p>An AA NZ study has found that reckless behaviours are involved in slightly less than half of fatalities, and only 29% of serious injury crashes. While some deaths and serious injuries are related to reckless behaviours, the majority are law abiding citizens who make a mistake, misjudgement or have lapse of concentration.</p> <p>Auckland Transport runs a range of training programmes for young drivers. Learn more about these programmes in the Young Drivers section of the AT website.</p> <p>The evidence shows safe speeds is working. We know that where safe and appropriate speed limits have been implemented injuries and deaths have reduced. Data from the first phase of speed limit changes made in June 2020, showed a 30% reduction in deaths and a 21% reduction in serious injuries. In comparison, across all Auckland roads for the same time period (24 months), road deaths increased by 9%— so using speed as one lever definitely works in reducing death and serious injuries.</p>
The overall value of reducing speed limits needs to also consider economic impacts	<p>Multiple aspects are considered when setting safe and appropriate speed limits including the physical layout of the road environment and its use, climate implications and safety. By introducing safer speed limits people feel more confident for themselves and their kids to walk or bike independently.</p> <p>Economic research shows the economic impacts of speed limits are largely connected to delays for freight which are important for economic productivity. This has been considered in the Katoa, Ka Ora proposal which focuses mostly on local roads and places near schools rather than strategic freight routes.</p>

Feedback theme	AT Discussion / Response
	<p>Economic analysis of speed limit scenarios near schools showed the expected travel time delay from all scenarios was between 12 and 14 seconds for an average urban vehicle trip of around 20 minutes. This is because most speed limit changes are proposed on local roads, and very few are proposed on high traffic arterial roads where most travel time occurs during an average journey.</p>
<p>Don't support reduced speed limits on arterial / busy roads</p>	<p>The focus of Katoa, Ka Ora 2024-27 is introducing safe and appropriate speed limits around schools. The speed limits on main / arterial roads will not change, except where a variable speed limit is introduced at close to a school at times near the start/end of the school day.</p>
<p>Slower speed limits increase pollution</p>	<p>While safety is the reason for speed management, it also helps with reducing emissions.</p> <p>Recent research shows although changes in vehicle speed can affect emissions, the overall impact in Auckland is expected to be small.</p> <p>To reduce vehicle emissions, we need to encourage more use of public transport, walking and cycling. By making it safer to walk and cycle, speed management is a critical component of our emission reduction pathway for Auckland and New Zealand.</p> <p>Read the summary of the Emission Impossible Limited research report.</p> <p>Further reports are available on the Safe Speed webpage in the Environment and Climate Change section.</p>
<p>Reduced speed limit is NOT good as it will increase journey times</p>	<p>We acknowledge that lowering speeds will create slightly longer journeys. On average, this is likely to be seconds or minutes, depending on the journey length. The scenarios we tested were for urban areas around schools and/or town centres where 30kmh limits are proposed. For these “average” trips in urban areas there is only about a 15 second increase in travel time.</p> <p>Auckland Transport thinks this is a small price to pay to save lives and reduce the chances of people being seriously injured. And, two in three Aucklanders agree with us (see page 29) saying that they would accept up to a 3–5-minute increase in their travel time if it helped improve safety.</p> <p>Where speeds have been lowered near schools, parents say it feels calmer and they feel more confident letting their child walk independently. Children say they feel less scared and overwhelmed without speeding cars right next to them.</p> <p>Congestion is created by the number of cars on the road at one time. Lower speed limits will help smooth travel as there will be less braking and acceleration and more consistent journey times.</p>
<p>Reducing speed limits will not reduce safety issues or will create safety issues</p>	<p>Evidence shows more than 70% of fatal crashes in Auckland involve speeding. Even when speed doesn't cause the crash, it's what determines whether anyone is killed, seriously injured, or walks away unharmed from that crash.</p> <p>Speeding is not just travelling above the designated speed limit, but also driving too fast for the conditions (wet weather, curves, gravel roads, traffic, areas with lots of pedestrians).</p> <p>The evidence shows safe speeds is working. We know that where safe and appropriate speed limits have been implemented injuries and deaths have reduced. Data from the first phase of speed limit changes made in June 2020, showed a 30% reduction in deaths and a 21% reduction in serious injuries. In comparison, across all Auckland roads for the same time period</p>

Feedback theme	AT Discussion / Response
	(24 months), road deaths increased by 9%– so using speed as one lever definitely works in reducing death and serious injuries.
<p>Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes:</p> <ul style="list-style-type: none"> The statement is false that the impact of the safe speeds programme is 15 seconds per 20-minute trip 	<p>We acknowledge that lowering speeds will create slightly longer journeys. On average, this is likely to be seconds or minutes, depending on the journey length. The scenarios we tested were for urban areas around schools and/or town centres where 30kmh limits are proposed. For these “average” trips in urban areas there is only about a 15 second increase in travel time.</p>
<p>Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes:</p> <ul style="list-style-type: none"> Where are the crash statistics for this area? Where is the evidence of an existing problem? The crash statistics provided by AT are false, cherry picked, or manipulated. Statistics from around the world show that slower speed limits do not reduce crashes Where AT has dropped speed limits from 100km/h to 80km/h, crashes have increased 	<p>Speed limits in New Zealand were set almost 100 years ago at 100kmh and 50kmh. They were the same as those used in the United Kingdom and did not consider the types of roads common in New Zealand.</p> <p>Setting safe and appropriate speed limits is about keeping everyone safe, healthy, and well on our roads and streets. New Zealand road death and serious injury statistics are very high, especially when compared to other countries. The statistics and data used to support the Katoa, Ka Ora proposal are from the Waka Kotahi Crash Analysis System or the source is clearly referenced.</p> <p>Data from international research shows that for people using the road who are outside a vehicle e.g., people walking, cycling, on a scooter or a mobility scooter or a motorbike, a reduction in vehicle speed from 50km/h to 30km/h translates to a 90% chance of surviving a crash.</p> <p>We need to do more to keep everyone using our roads safer, especially people who are outside a vehicle.</p>
<p>Unsure of, or don't support, the reasons/justifications for the proposed speed limit changes:</p> <ul style="list-style-type: none"> Proposed speed limits need to be better aligned with road design (as per safe speed guidance p40(1)) 	<p>The Setting of Speed Limits Framework provides the guidance for identifying the safe and appropriate speed limits for all streets and roads in New Zealand.</p> <p>The guidelines consider many factors before recommending a speed limit, including:</p> <ul style="list-style-type: none"> The function of the road, i.e. is it a quiet residential street or a main arterial route Speed thresholds for crash survivability The number of people using the road who are outside a vehicle Assessments of road safety risk Any plans for installing road safety infrastructure to reduce the risk of harm for people outside vehicles, for example, bike lanes or raised crossings. <p>The focus of Katoa, Ka Ora draft speed management plan for Auckland is to install safe and appropriate speeds outside all schools by the end of 2027. Some town centres, where there a lot of people moving around outside vehicles, and other areas requested by Local Boards, are also included in the plan.</p>
<p>AT won't listen to feedback</p>	<p>Since early 2022 there has been 64 separate engagements to listen to feedback and incorporate the views of stakeholders into the evolving plan. Insights from mana whenua, local boards, stakeholder groups and local communities are all included in the draft plan that was open for public consultation between 24 July and 28 August 2023.</p> <p>Since consultation closed, public feedback has been presented to all 21 Auckland Local Boards at their October 2023 business meetings. Each Local</p>

Feedback theme	AT Discussion / Response
	<p>Board reviewed the feedback summary for their area and formally advised their level of support for the proposal to Auckland Transport via a Resolution.</p> <p>In early December 2023, all feedback will be presented to the Auckland Council Transport and Infrastructure Committee, who will also provide their views on the proposal.</p> <p>It is important to note that while all feedback will be reviewed and considered, this consultation is not a public vote. AT will make the final recommendation to the Regional Transport Committee in line with their statutory and regulatory responsibilities as a Road Controlling Authority.</p>
<p>Feedback form is biased towards the proposed changes (i.e., designed to lead people to answers supporting the proposals)</p>	<p>An independent peer review of the methodology used to analyse the large amount of data collected during public consultation was completed by Engagement Plus. They were requested to review the process for analysis and reviewed the:</p> <ul style="list-style-type: none"> o Methodology and material o Coding structure and application o Reporting approach <p>Engagement Plus found that the approach and methodology used in the analysis was appropriate and adhered to best practice approaches in thematic analysis.</p> <p>The independent review report and more detailed reports on the feedback received are available in the “Feedback Reports” section on the Katoa, Ka Ora consultation webpage.</p>
Suggested improvements	
<p>All residential roads should have reduced speed limits (for safety)</p>	<p>The Auckland road network has approximately 7,500 kms of roads. This is too large to change speed limits all at once, so changes are planned and introduced in stages, or phases.</p> <p>Between June 2020 and February 2023 three phases of the Safe Speed Programme introduced safe and appropriate speed limits to approximately 39% of the network.</p>
<p>There should be reduced speed limits around <u>all</u> schools (for safety)</p>	<p>Katoa, Ka Ora 2024-27 proposes to introduce safe speed limits to another 24% of Auckland’s roads, making a total of 63%. Remaining roads will be included in future phases of the Safe Speed Programme.</p> <p>Our priority is to install safe and appropriate speeds outside all schools by the end of 2027. Schools that have not been included in this round of proposed changes, or previous phases of the Safe Speeds Programme, will be included in the next phase of the programme.</p>
<p>Include a larger area of reduced speed limits around schools (i.e., to encompass more of the walking and cycling catchment)</p>	<p>The proposed permanent speed limit zones are different sizes and shapes as the roads inside a zone are usually quieter residential streets that are bordered by higher traffic roads where it is more appropriate to have a higher speed limit.</p>
<p>Proposal should be a variable speed limit (i.e., only operate during busier times of day) <u>not</u> a permanent speed limit</p>	<p>Two different types of changes are proposed for schools:</p> <p>Permanent speed limits - these would operate 24 hours a day, 7 days a week. Usually, they are used in groups of roads in residential neighbourhoods or in town centres where there are lots of people outside vehicles walking and cycling. For urban areas 30 km/h is the limit proposed.</p>
<p>Do not support permanent changes and only support variable speeds</p>	

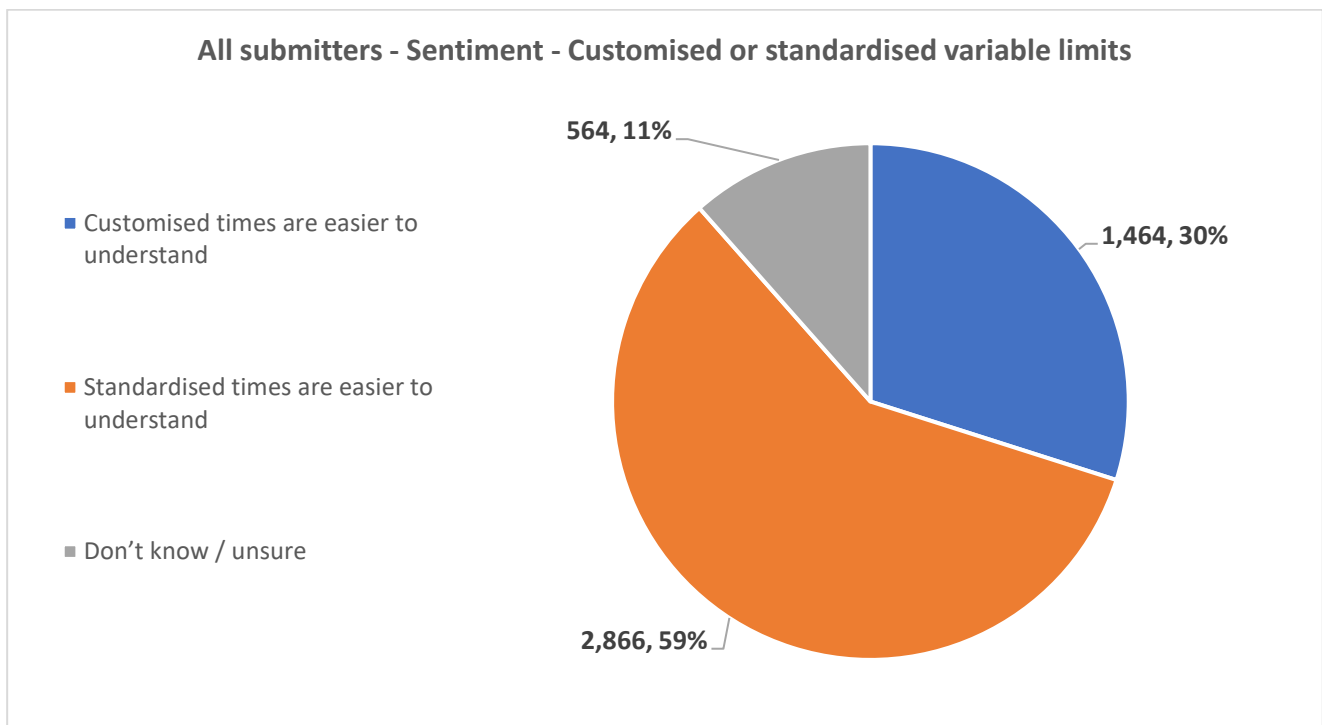
Feedback theme	AT Discussion / Response
<p>around schools during pick-up/drop-off times</p> <p>Variable speed limits should be permanent speed limits / permanent limits are safer than variable limits as lots of crashes occur outside the variable limits operating hours</p>	<p>Variable speed limits - these only operate at certain times of the day and are “on” when the speed limit is displayed on an electronic sign. Variable speed limits are usually used on urban or rural roads with higher traffic volumes.</p> <p>AT’s customer research tells us that parents are so concerned for the safety of their children that they feel they have to drive them to the school gate. For children to feel safe walking, or biking, to school, they need to be safe for the whole journey from home to school, not just around the school gate area. If more children and parents felt safer to walk or bike to school everyone would benefit from the reduction in school pick-up and drop-off traffic.</p>
<p>The speed limits should be more consistent (less variability in speed limits)</p>	<p>Two of the key principles of Katoa, Ka Ora are to ensure that any changes are consistent and they are easy to understand.</p> <p>We will do this through setting consistent safe speed areas near schools and town centres and using paint and signage to make them easy to understand.</p> <p>Permanent safe school neighbourhood zones are proposed to have static signs with a permanent 30 km/h limit.</p> <p>Schools where a variable speed limit is proposed will have electronic signs displaying the speed limit when the speed limit applies. When these signs are off permanent signs indicate the speed limit.</p> <p>Variable speed limits proposed on less busy roads may have a static variable speed limit sign, as they are a lot cheaper than electronic signs.</p> <div data-bbox="608 1059 778 1391" data-label="Image"> </div> <p><i>Image: Static variable speed limit sign example.</i></p>
<p>Road/area/zone needs physical improvements (to support reduced speed limits)</p>	<p>Katoa, Ka Ora is a speed management plan which focuses on setting safe and appropriate speed limits, especially around schools.</p> <p>Any request for new infrastructure will be recorded and considered separately from the Katoa, Ka Ora consultation. Installation of infrastructure is dependent on funding being available.</p>

Feedback – Customised or standardised variable speed limits

Submitters were also asked what they thought of the proposal to standardise operating times for variable speed limit signs near schools across Auckland. This means that all variable speed limits near schools across Auckland will have the same operating times, regardless of school start and finish times. In the results below “All submitters” refers to submitters from across the Auckland region.







Sentiment towards proposal

Submitters were asked what they thought of this proposal via a ‘tick-box’ question, the results are outlined below.



Most commonly mentioned feedback themes related to the proposal

The most commonly mentioned feedback themes from all submitters are outlined below.

Most commonly mentioned feedback themes on the customised or standardised variable speed limits proposal	
	Auckland wide is simpler / less confusing. (1,432 mentions)
	Customised system meets schools varying needs. (491 mentions)
	General concerns about the Safe Speeds Programme. (360 mentions)
	Customised times ensures traffic is not slowed down unnecessarily. (302 mentions)
	Suggestions related to signage. (387 mentions)
	Customised signage is distracting and takes too long to read. (147 mentions)

Responses – Customised or standardised variable speed limits

We reviewed the public feedback and below have responded to the comments likely to be of most interest to submitters and the public.

Feedback theme	AT Discussion / Response
Concerns	
<p>Customised system meets schools varying needs:</p> <ul style="list-style-type: none"> • School times and term dates vary - primary/high schools, urban/rural • Our local school's hours are outside the proposed window • Can be turned off for school holidays and teacher only days 	<p>Variable speed limit zones usually operate when children are going to and from school at the start and end of the school day. But they can also operate at other times when the variable speed limit sign is turned on. This could be when school is finishing early or there are a lot of children getting on or off a bus parked on the road to go on a school trip.</p> <p>Schools where a variable speed limit is proposed (mostly on roads with higher traffic levels) will have electronic signs displaying the speed limit when the speed limit applies. When these signs are off permanent signs indicate the speed limit.</p> <p>Variable speed limits proposed on less busy roads may have a static variable speed limit sign, as they are cheaper than electronic signs. The signs will apply on school days during term time only.</p>
<p>Customised times ensures traffic is not slowed down unnecessarily</p>	<p>On busy roads where a variable speed limit is proposed an electronic sign will display the speed limit when the speed limit applies. When these signs are off permanent signs indicate the speed limit. The nearby school will control the electronic signs. This will ensure traffic is not slowed down unnecessarily. However, some schools close to each other may use different times which could cause inconsistency and confuse drivers.</p>
Suggested improvements	
<p>Suggestions for signage:</p> <ul style="list-style-type: none"> • Prefer electronic variable speed signs, turned on when needed - no wording or times 	<p>Schools where a variable speed limit is proposed (mostly on roads with higher traffic levels) will have electronic signs displaying the speed limit when the speed limit applies. When these signs are off permanent signs indicate the speed limit.</p> <p>Variable speed limits proposed on less busy roads may have a static variable speed limit sign, as they are cheaper than electronic signs.</p>
<p>Suggestions for signage:</p> <ul style="list-style-type: none"> • Make all signs flashing when in operation 	<p>The regulations for sign specification and usage in New Zealand are detailed in the Waka Kotahi Traffic Control Devices Manual. The standard digital speed limit signs do not have flashing numbers, however, there are blinking lights in each corner of the sign.</p>
<p>Suggestions for signage:</p> <ul style="list-style-type: none"> • Signage must be very visible - well located, not blocked by vegetation or competing signs 	<p>Before any traffic control signs are installed, each location is reviewed to establish the best position for any sign, to ensure they are highly visible and the view is not blocked. Requests for maintenance of signs can be made through the Report a Problem webpage.</p>
<p>Suggestions for signage:</p> <ul style="list-style-type: none"> • Signage must be uncluttered and understood at a glance • All signs should be in English only, less confusing • School first, Kura in smaller letters underneath, is less confusing 	<p>The regulations for sign specification and usage in New Zealand are detailed in the Waka Kotahi Traffic Control Devices Manual. All signs used by Auckland Transport meet the regulations. As older signs are replaced over time the new sign will meet the current sign standard.</p>

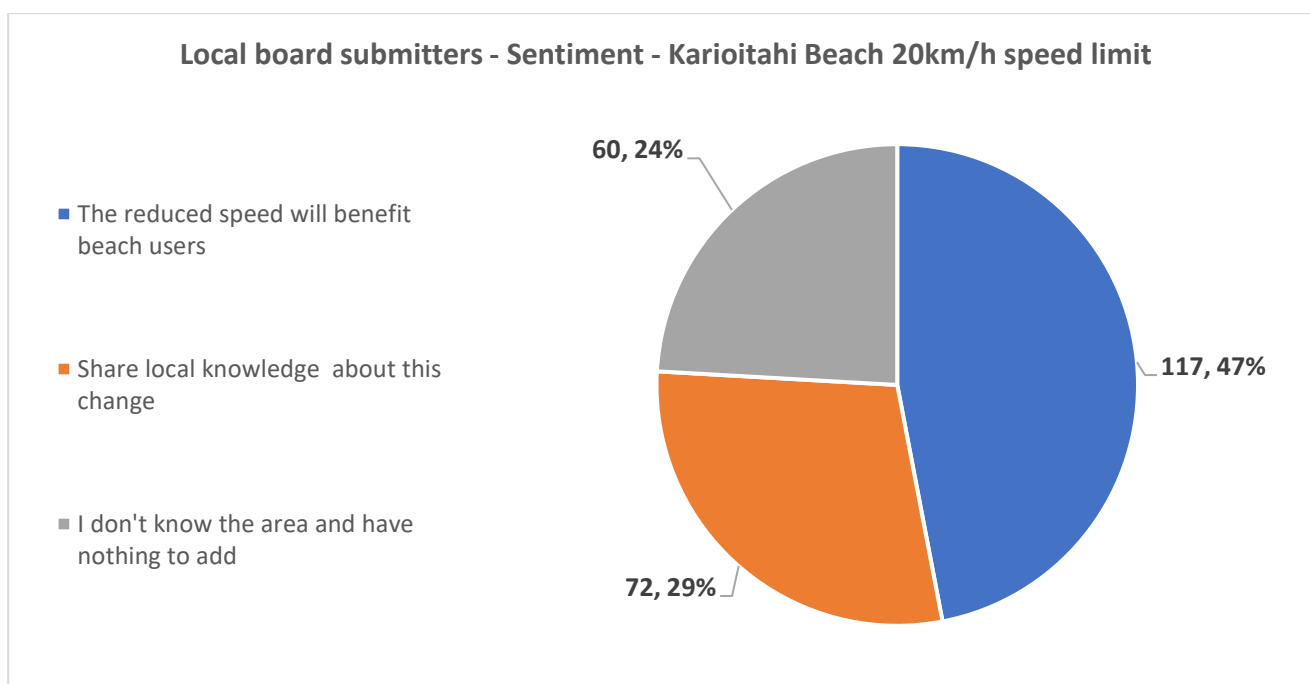
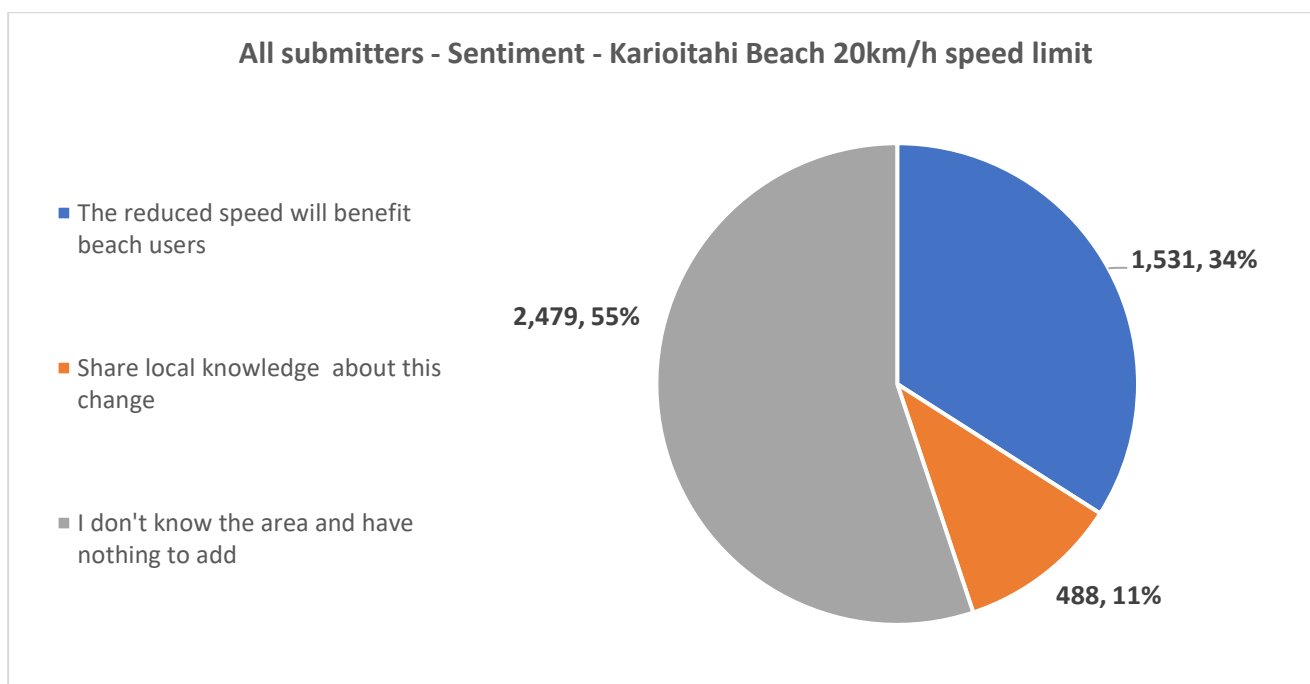
Feedback – Karioitahi Beach permanent 20km/h speed limit

Submitters were asked what they thought of the proposal for a 20km/h speed limit for the car park area and length of Karioitahi Beach. In the results below “All submitters” refers to submitters from across the Auckland region, “Local board submitters” refers to the submitters that said they live within the Franklin Local Board area.

The summary below is repeated in the public [feedback report for Franklin Local Board](#).


Sentiment towards Karioitahi Beach proposal

Submitters were asked what they thought of this proposal via a ‘tick-box’ question, the results are outlined below.



Most commonly mentioned themes relating to the Karioitahi Beach proposal

The most commonly mentioned feedback themes from all submitters are outlined below.

Most commonly mentioned feedback themes on the Karioitahi Beach proposal	
	General concerns about Karioitahi Beach proposal. (239 Mentions)
	Reduced speed limits will improve safety (114 Mentions)
	Driver behaviour is creating safety risks (lowering the speed limit won't help). (93 Mentions)
	Driver behaviour is creating safety risks (lowering the speed limits will help). (92 Mentions)
	General comments in support of the Karioitahi Beach proposal. (71 mentions)
	Reducing speed limits will not reduce safety issues. (56 Mentions)

Most commonly suggested improvements to the Karioitahi Beach proposal

The most commonly mentioned feedback themes from all submitters, that suggested improvements to the proposal, are outlined below.

Most commonly suggested improvements to Karioitahi Beach proposal	
	Speed limit should be 30km/h. (23 mentions)
	Limit should only apply to carpark area. (17 mentions)
	Speed limit should be 50km/h. (12 mentions)
	The speed limit should be lower than proposed. (11 mentions)
	Speed limit should be 40km/h. (11 mentions)
	Limit should only apply close to access road. (10 mentions)

Responses – Karioitahi Beach permanent 20km/h speed limit

We reviewed the public feedback and below have responded to the comments likely to be of most interest to submitters and the public.

Feedback theme	AT Discussion / Response
Concerns	
<p>Driver behaviour is creating safety risks (lowering the speed limit won't help):</p> <ul style="list-style-type: none"> • Bad drivers and illegal drivers are creating safety risks and lowering the speed limit won't fix that. 	<p>Auckland Transport can set speed limits, but we rely on our road safety partners, the NZ Police, to manage enforcement. By reducing the speed limit, it will be possible to enforce the limit.</p> <p>The police usually have a higher presence at the beach over the summer months, which helps to encourage better driver behaviour.</p>
<p>Reducing speed limits will not reduce safety issues:</p> <ul style="list-style-type: none"> • People will still speed or drive carelessly/poorly. • Need better enforcement. • Beach is a hazard to drive on with all different users. 	<p>To drive on Karioitahi Beach you must hold a beach driving permit, which needs to be renewed each year. Under the law, beaches are legal roads, so all road rules apply. Drivers must carry a photo ID and beach driving permit when using a vehicle on the beach.</p> <p>Auckland Transport can set speed limits, but we rely on our road safety partners, the NZ Police, to manage enforcement.</p>
<p>If speed is too slow then vehicles will sink in the sand.</p>	<p>Driving on the beach is done at the users own risk and requires a beach driving permit, which needs to be renewed each year.</p>
Suggested improvements	
<p>Speed limit should be 30km/h</p>	<p>The 20kmh speed limit is recommended as the beach is a location where people and vehicles mix. The speed limit matches the limit in the car parking area for the same reason.</p>
<p>Speed limit should be 40km/h</p>	
<p>Speed limit should be 50km/h</p>	
<p>The speed limit should be lower than proposed (to improve safety)</p>	<p>The 20kmh speed limit proposed was chosen to match other sections of Karioitahi Beach that already have a speed limit of 20kmh. This will make the entire length of the beach a consistent speed limit.</p>
<p>Limit should only apply to carpark area, where there are lots of people</p>	<p>The request for speed limit review of Karioitahi Beach was made by Ngaati Te Ata Waiohua with a view to improving safety for everyone who uses the beach and surrounding areas.</p>
<p>Limit should only apply close to access road</p>	<p>The new speed limit will apply to the length of the Auckland Council and Auckland Transport extents of the beach. This will improve safety for everyone who uses the beach and help protect the natural environment in the area.</p>

3. Next steps

- December 2023 - Presentation of proposal to Auckland Council Transport and Infrastructure Committee
- March 2024 - Regional Transport Committee – Legal deadline to finalise and submit plan
- Third quarter 2024 – Expected implementation start date If the proposal is approved

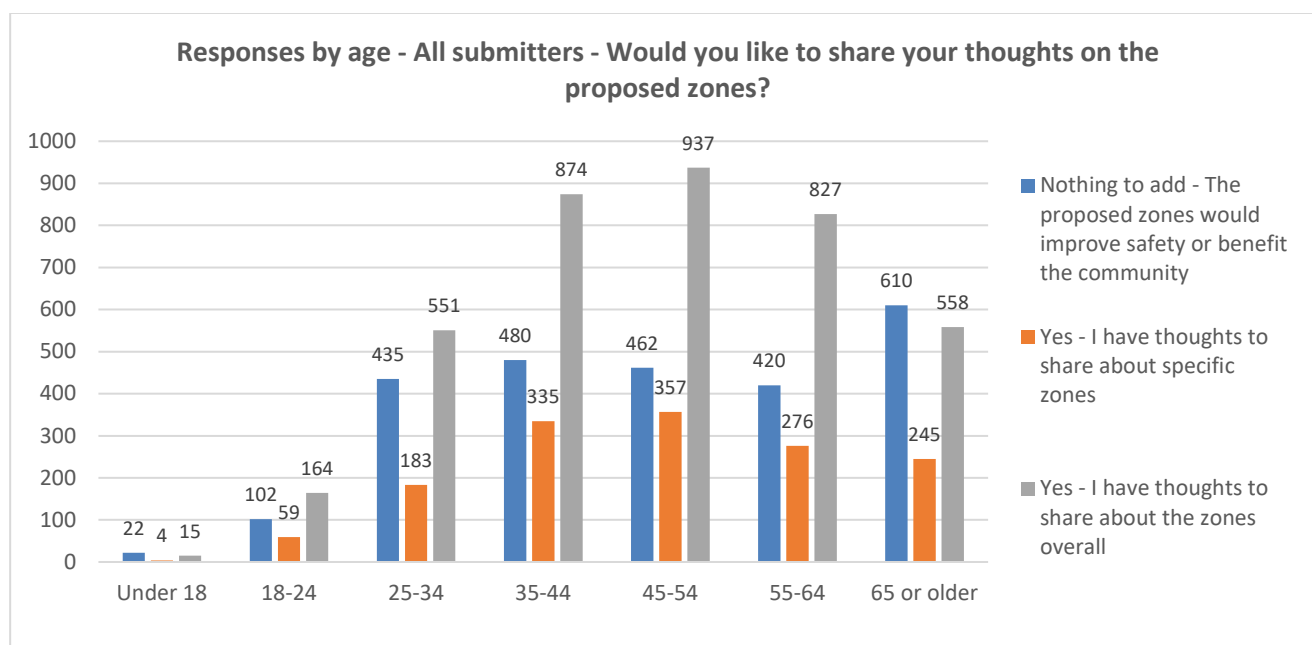


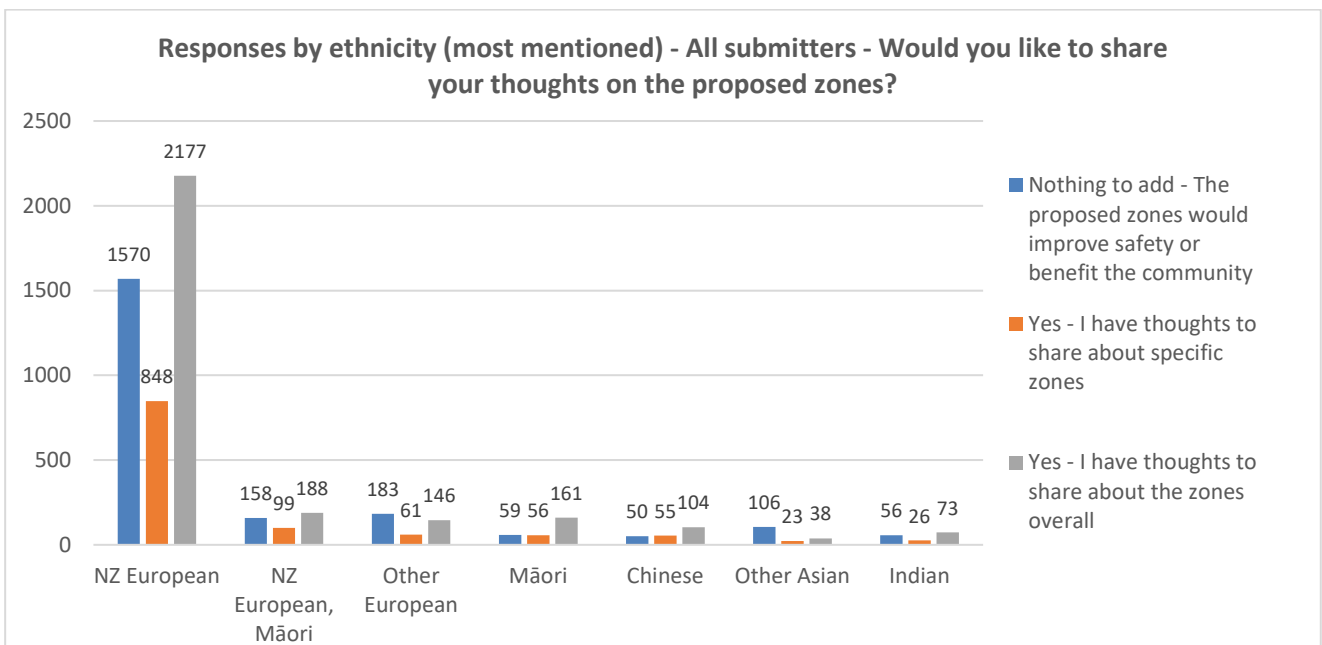
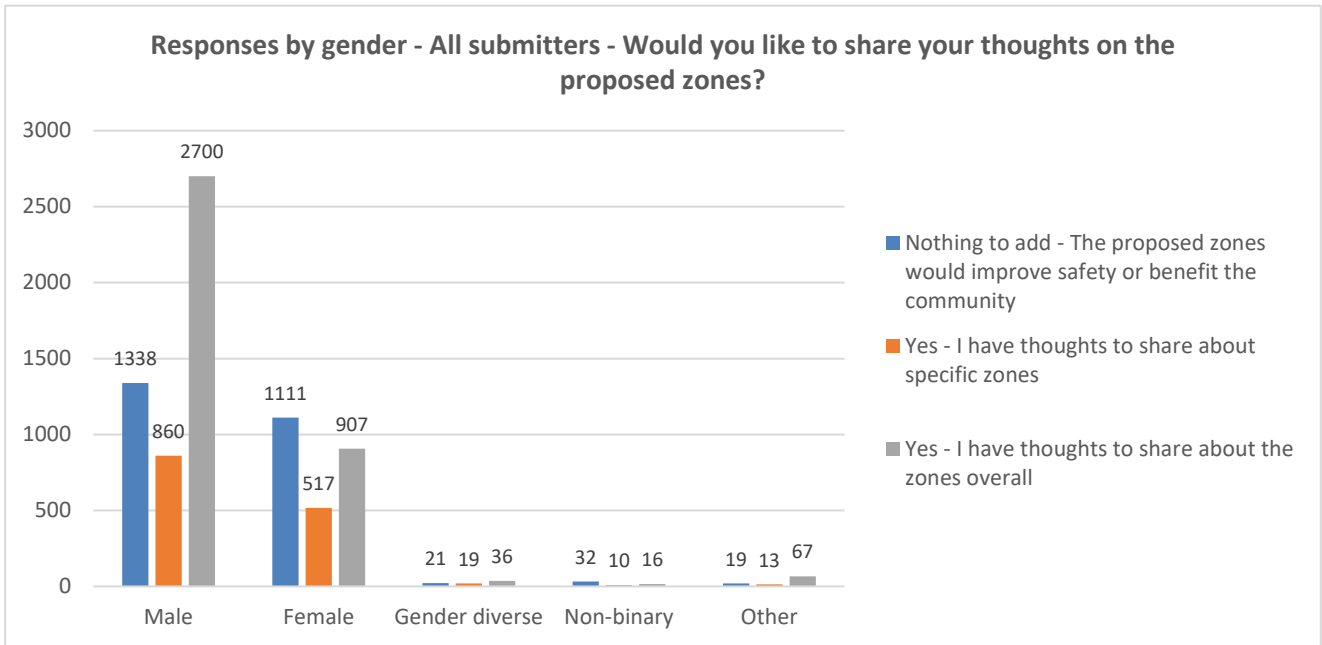
Attachment 1: Responses by age, gender, and ethnicity

Zones – Responses by age, gender, and ethnicity – All local board areas - Initial tick-box question

For each local board area that contained proposals for new safe speed zones, the initial question asked was “Would you like to share any thoughts on the proposed Safe School Zones or Neighbourhood Zones in the local board area?”. The graphs below show the combined answers to this question by the age, gender, and ethnicity of submitters, across all local board areas.

Please note that each submitter could contribute multiple times to the results below if they completed this question for more than one local board area.

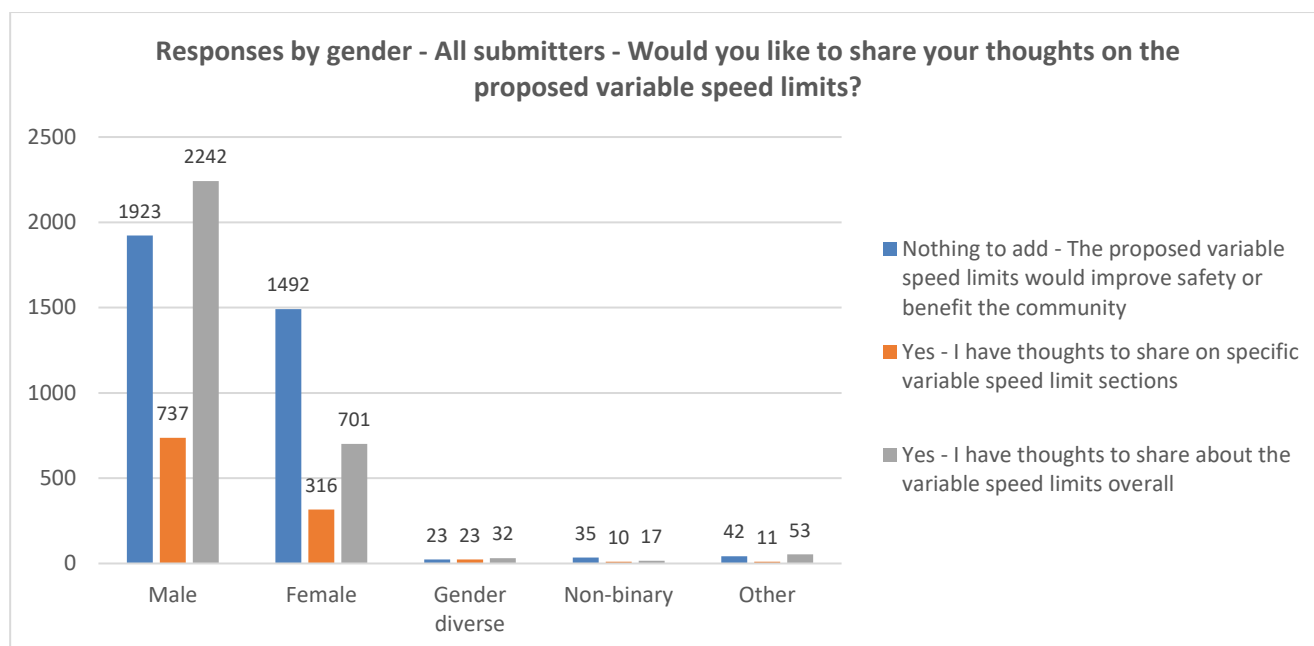
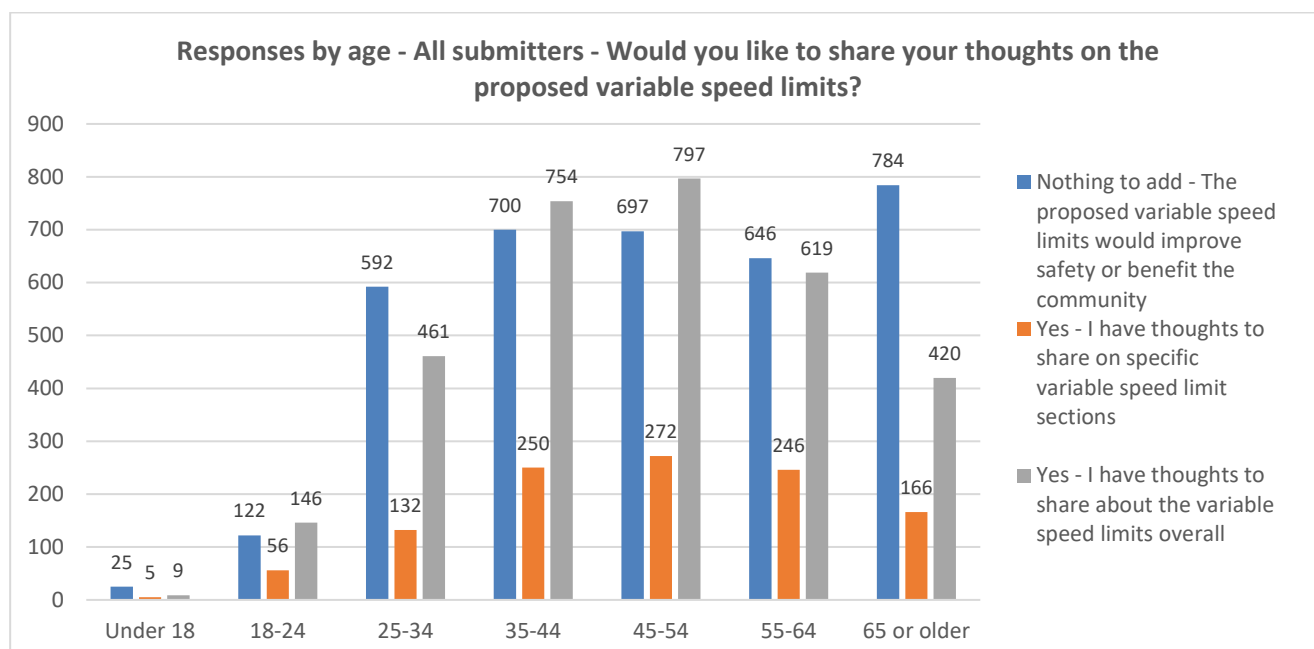


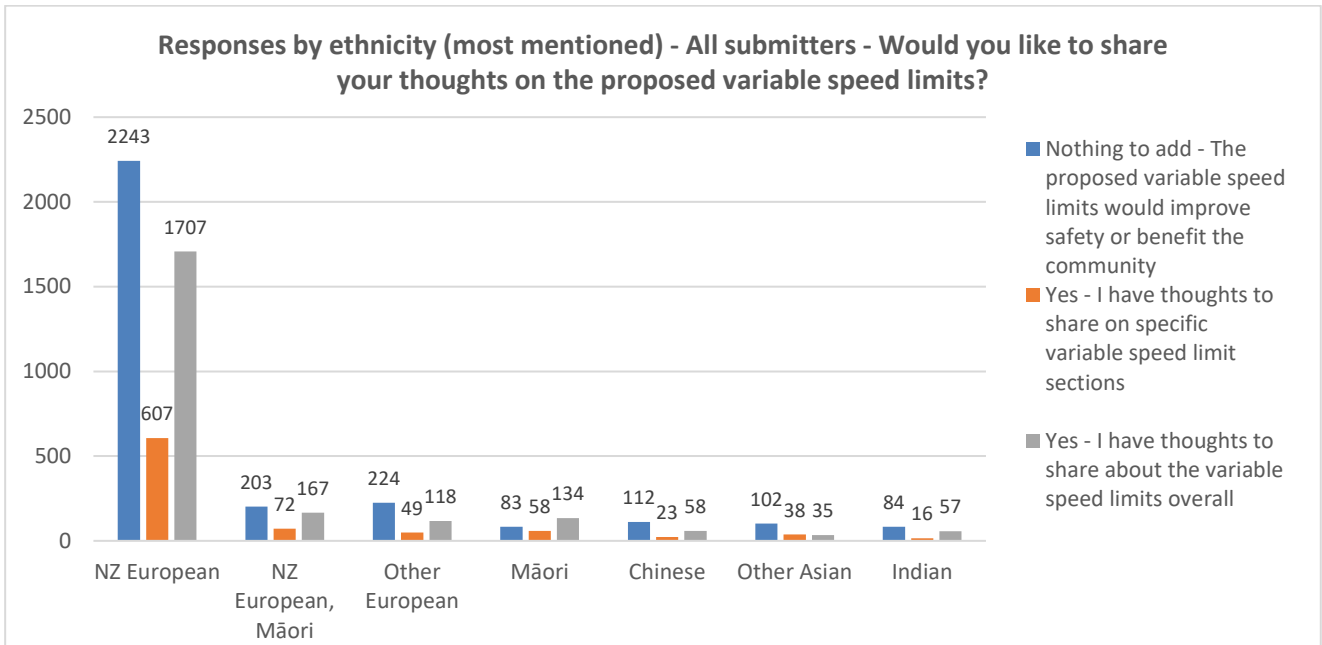


Variable speeds – Responses by age, gender, and ethnicity – All local board areas - Initial tick-box question

For each local board area that contained proposals for new variable speed limits, the initial question asked was “Would you like to share any thoughts on the proposed variable speed limits in the local board area?”. The graphs below show the combined answers to this question by the age, gender, and ethnicity of submitters, across all local board areas.

Please note that each submitter could contribute multiple times to the results below if they completed this question for more than one local board area.



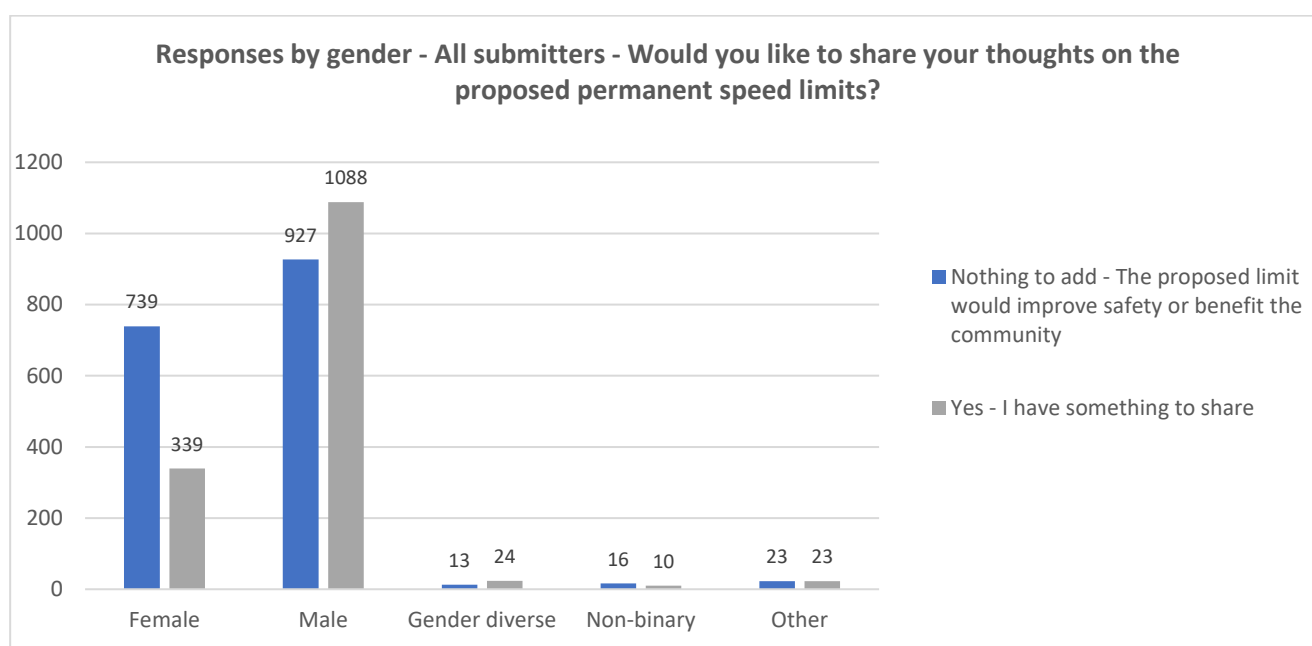
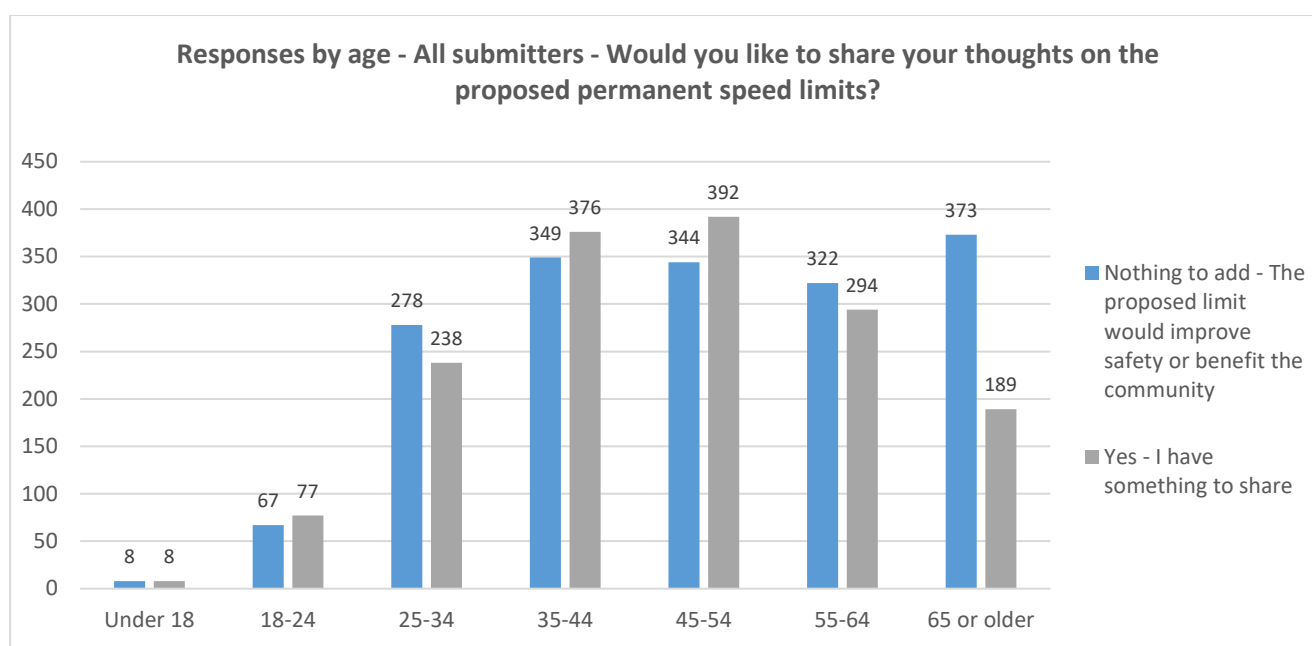


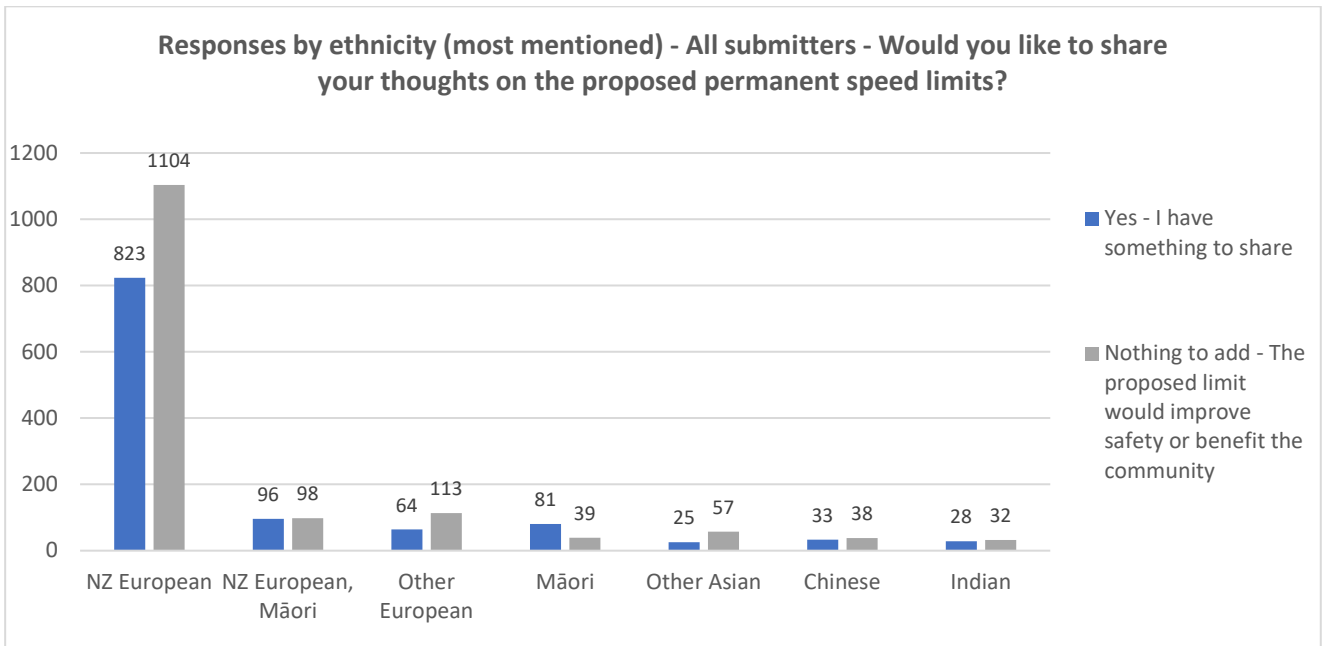
Permanent speeds – Responses by age, gender, and ethnicity – All local board areas - Initial tick-box question

For each local board area that contained proposals for new permanent speed limits, the initial question asked was “Would you like to share any thoughts on the proposed permanent speed limits in the local board area?”. The graphs below show the combined answers to this question by the age, gender, and ethnicity of submitters, across all local board areas.

Please note:

- Each submitter could contribute multiple times to the results below if they completed this question for more than one local board area.
- Graph excludes results from [Rodney](#) and [Aotea / Great Barrier](#) Local Board areas as they had different question formats. Please refer to the reports for these local boards at the [Katoa, Ka Ora consultation webpage](#).





Attachment 2: Proposals by local board area

Feedback on each proposed safe speed zone, variable, or permanent speed limit has been reported by local board area. A consultation report for each local board area can be found in the **Consultation Feedback Report** section of the [Katoa, Ka Ora consultation webpage](#). The index table below shows which proposals are in each local board area.

Important note: This table is a record of speed limit changes as released for public feedback and does not reflect any amendments made in response to feedback. Amendments as a result of feedback can be found in [Attachment 4](#).

Local board area	Type of proposal	Location	Existing speed limit (km/h)	Proposed speed limit (km/h)
Albert-Eden	Zones	Zone 1 in Sandringham, near Edendale School and Te Kura Kaupapa Māori o Ngā Maungarongo	50	30
Albert-Eden	Zones	Zone 2 in Mount Albert, between New North Road, Carrington Road, and Woodward Road	50	30
Albert-Eden	Zones	Zone 3 in Morningside between the Northwestern motorway (SH16) and Western Springs Road	50	30
Albert-Eden	Zones	Zone 4 in Point Chevalier	50	30
Albert-Eden	Zones	Zone 5 in Mount Albert, between Oakley Creek and Woodward Road	50	30
Albert-Eden	Zones	Zone 6 near Ōwairaka District School	50	30
Albert-Eden	Zones	Zone 7 in the future Unitec development area	N/A	30
Albert-Eden	Variable Limit	near St Cuthbert's College	50	30/50 Variable
Albert-Eden	Variable Limit	near Gladstone School	50	30/50 Variable
Albert-Eden	Variable Limit	near Kohia Terrace Intermediate	50	30/50 Variable
Albert-Eden	Variable Limit	near Epsom Girls' Grammar School	50	30/50 Variable
Albert-Eden	Variable Limit	near Cornwall Park District School	50	30/50 Variable
Albert-Eden	Variable Limit	near St Peter's College and Auckland Grammar School	50	30/50 Variable
Albert-Eden	Variable Limit	near Marist School, Marist College, and Mount Albert Grammar School	50	30/50 Variable

Local board area	Type of proposal	Location	Existing speed limit (km/h)	Proposed speed limit (km/h)
Albert-Eden	Variable Limit	near Kāwhai Intermediate School	50	30/50 Variable
Albert-Eden	Variable Limit	near Ōwairaka District School	50	30/50 Variable
Albert-Eden	Variable Limit	near Edendale School	50	30/50 Variable
Albert-Eden	Variable Limit	near Epsom Normal Primary School	50	30/50 Variable
Aotea / Great Barrier	Zone	proposed 60km/h base speed limit for Aotea/Great Barrier	100	60
Aotea / Great Barrier	Permanent Limit	near the Whangaparapara Ferry Terminal	100	40
Aotea / Great Barrier	Permanent Limit	near Mulberry Grove School	100	30/40
Aotea / Great Barrier	Permanent Limit	near Kaitoke School	100	30
Aotea / Great Barrier	Permanent Limit	in Port Fitzroy	100	40
Aotea / Great Barrier	Permanent Limit	near Okiwi School	100	30
Aotea / Great Barrier	Permanent Limit	in Okupu	100	40
Aotea / Great Barrier	Permanent Limit	on Hector Sanderson Road and Ocean View Road	100	40
Aotea / Great Barrier	Permanent Limit	in Medlands Beach	100	40
Aotea / Great Barrier	Permanent Limit	in Tryphena	100	30/40
Devonport-Takapuna	Variable Limit	near Campbells Bay Primary School	50	30/50 Variable
Devonport-Takapuna	Variable Limit	near Wilson School, Takapuna Grammar School, Belmont Intermediate, Belmont School, and Bayswater School	50	30/50 Variable
Devonport-Takapuna	Variable Limit	near Takapuna Normal Intermediate	50	30/50 Variable
Devonport-Takapuna	Variable Limit	near Westlake Girls' High School, Carmel College, Milford School, Forrest Hill School, and Westlake Boys' High School	50	30/50 Variable
Devonport-Takapuna	Variable Limit	near Wairau Intermediate	50	30/50 Variable
Devonport-Takapuna	Variable Limit	near St Joseph's Catholic School, Summit Point School, and Rosmini College	50	30/50 Variable
Devonport-Takapuna	Variable Limit	near Vauxhall School	50	30/50 Variable
Franklin	Zones	Zone 1, the Auranga neighbourhood zone	50	30

Local board area	Type of proposal	Location	Existing speed limit (km/h)	Proposed speed limit (km/h)
Franklin	Zones	Zone 2, the northern Paerata neighbourhood zone	50	30
Franklin	Zones	Zone 3, the Paerata neighbourhood zone	50	30
Franklin	Zones	Zone 4, Clarks Beach zone	50	30
Franklin	Zones	Zone 5, the Glenbrook Beach zone	50	30
Franklin	Zones	Zone 6 near Pukekohe Hill School	50	30
Franklin	Variable Limit	on Aka Aka Road and Waiuku Road	60	30/60 Variable
Franklin	Variable Limit	on Alfriston Road and Brookby Road	80	60/80 Variable
Franklin	Variable Limit	on Awhitu Road near Gordon Road	80	60/80 Variable
Franklin	Variable Limit	Awhitu Road near Tahuna Pa Road	80	60/80 Variable
Franklin	Variable Limit	on Papakura-Clevedon Road	80	60/80 Variable
Franklin	Variable Limit	on Paparata Road	80	60/80 Variable
Franklin	Variable Limit	on Whitford-Maraetai Road	80	60/80 Variable
Franklin	Variable Limit	on Woodhouse Road and Ostrich Road	80	60/80 Variable
Franklin	Variable Limit	near Alfriston School	80	60/30 Variable
Franklin	Variable Limit	near Ramarama School	60	30/60 Variable
Franklin	Variable Limit	near Ararimu School	80	60/30 Variable
Franklin	Variable Limit	near Awhitu District School	60	30/60 Variable
Franklin	Variable Limit	near Karaka School	60	30/60 Variable
Franklin	Variable Limit	near KingsGate School	60	30/60 Variable
Franklin	Variable Limit	near Brookby School	60	30/60 Variable
Franklin	Variable Limit	near Bucklands School	50	30/50 Variable
Franklin	Variable Limit	near the planned St Ignatius of Loyola Catholic College	80	30/60 Variable
Franklin	Variable Limit	near Waiiau Pa School	50	30/50 Variable
Franklin	Variable Limit	near Ngāti Kohua marae	80	30/80 Variable

Local board area	Type of proposal	Location	Existing speed limit (km/h)	Proposed speed limit (km/h)
Franklin	Variable Limit	near Clevedon School	50	30/50 Variable
Franklin	Variable Limit	near Waiuku College	50	30/50 Variable
Franklin	Variable Limit	near Waipipi School	60	30/60 Variable
Franklin	Variable Limit	near Valley Primary School	50	30/50 Variable
Franklin	Variable Limit	near Glenbrook School	60	30/60 Variable
Franklin	Variable Limit	near Te Hihi School	60	30/60 Variable
Franklin	Variable Limit	near Hunua School	50	30/50 Variable
Franklin	Variable Limit	near Maraetai School	50	30/50 Variable
Franklin	Variable Limit	near Ōrere School	60	30/60 Variable
Franklin	Variable Limit	near Ardmore School	80	30/60 Variable
Franklin	Variable Limit	near Bombay School	50	30/50 Variable
Franklin	Variable Limit	near Paparimu School	80	30/60 Variable
Franklin	Variable Limit	near Patumahoe School	50	30/50 Variable
Franklin	Variable Limit	near Pukekohe Intermediate and Pukekohe High School	50	30/50 Variable
Franklin	Variable Limit	near Pukekohe East School	60	30/60 Variable
Franklin	Variable Limit	near St Joseph's School	50	30/50 Variable
Franklin	Variable Limit	near Mauku School	60	30/60 Variable
Franklin	Variable Limit	near Pukekohe Hill School	50	30/50 Variable
Franklin	Variable Limit	near Pukekohe Christian School	60	30/60 Variable
Franklin	Permanent Limit	Aka Aka Road at its intersection with Waiuku Road	80	60
Franklin	Permanent Limit	Alfriston Road and Mill Road intersection	80	60
Franklin	Permanent Limit	Ararimu Road and Steel Road intersection	80	60
Franklin	Permanent Limit	Burt Road	80	60
Franklin	Permanent Limit	Hillview Road near its intersection with Ararimu Road	80	60

Local board area	Type of proposal	Location	Existing speed limit (km/h)	Proposed speed limit (km/h)
Franklin	Permanent Limit	Matakawau Road	40	30
Franklin	Permanent Limit	Papakura-Clevedon Rd and Burnside Rd intersection	80	60
Franklin	Permanent Limit	Paparimu Road and Matheson Road intersection	80	60
Franklin	Permanent Limit	Karioitahi Beach	N/A	20
Henderson-Massey	Zones	Zone 1 near Holy Cross Catholic School and Henderson Primary School	50	30
Henderson-Massey	Zones	Zone 2 near Sunnyvale Primary School	50	30
Henderson-Massey	Zones	Zone 3 near Henderson South School and He Wero School	50	30
Henderson-Massey	Zones	Zone 4 near Edmonton Primary School	50	30
Henderson-Massey	Zones	Zone 5 near Rānui School	50	30
Henderson-Massey	Zones	Zone 6 Don Buck Primary School, Henderson South School, and He Wero School	50	30
Henderson-Massey	Zones	Zone 7 near Don Buck Primary School, east of Don Buck Road	50	30
Henderson-Massey	Zones	Zone 8 near Matipo Road School	50	30
Henderson-Massey	Zones	Zone 9 near Peninsula Primary School	50	30
Henderson-Massey	Zones	Zone 10 near West Harbour School	50	30
Henderson-Massey	Zones	Zone 11 in Massey	50	30
Henderson-Massey	Zones	Zone 12 in Massey/Westgate	50	30
Henderson-Massey	Zones	Zone 13 near Royal Road School	50	30
Henderson-Massey	Zones	Zone 14 in Redhills	50	30
Henderson-Massey	Zones	Zone 15 near Colwill School Massey	Most 50 some 80	30
Henderson-Massey	Zones	Zone 16 near Rutherford Primary School and Rutherford College	50	30
Henderson-Massey	Variable Limit	near Bruce McLaren Intermediate School and Waitakere SDA School	50	30/50 Variable
Henderson-Massey	Variable Limit	near Massey Primary School and Massey High School	50	30/50 Variable
Henderson-Massey	Variable Limit	near Don Buck School	50	30/50 Variable
Henderson-Massey	Variable Limit	near St Paul's School	50	30/50 Variable

Local board area	Type of proposal	Location	Existing speed limit (km/h)	Proposed speed limit (km/h)
Henderson-Massey	Variable Limit	near Edmonton School	50	30/50 Variable
Henderson-Massey	Variable Limit	near Henderson School	50	30/50 Variable
Henderson-Massey	Variable Limit	near Henderson High School	50	30/50 Variable
Henderson-Massey	Variable Limit	near Henderson North School and Henderson North Intermediate	50	30/50 Variable
Henderson-Massey	Variable Limit	near Middle School West Auckland	50	30/50 Variable
Henderson-Massey	Variable Limit	near Sunnyvale School and Holy Cross Catholic School	50	30/50 Variable
Henderson-Massey	Variable Limit	near West Harbour School	50	30/50 Variable
Henderson-Massey	Variable Limit	near Royal Road School	50	30/50 Variable
Henderson-Massey	Variable Limit	near Te Kura Kaupapa Māori o Te Kotuku	50	30/50 Variable
Henderson-Massey	Variable Limit	near Western Heights School	50	30/50 Variable
Henderson-Massey	Variable Limit	near Summerland Primary School	50	30/50 Variable
Henderson-Massey	Variable Limit	near Rānui School	50	30/50 Variable
Henderson-Massey	Variable Limit	near Waitākere College	50	30/50 Variable
Henderson-Massey	Variable Limit	near Rangeview Intermediate School	50	30/50 Variable
Henderson-Massey	Variable Limit	near Te Atatu Intermediate School and Peninsula Primary School	50	30/50 Variable
Henderson-Massey	Variable Limit	near Lincoln Heights School	50	30/50 Variable
Henderson-Massey	Permanent Limit	Fred Taylor Drive	80	50
Hibiscus and Bays	Zones	Zone 1 near Nukumea Primary School - Te Kura Tuatahi O Nukumea	50	30
Hibiscus and Bays	Zones	Zone 2 near Stella Maris Catholic Primary School	50	30
Hibiscus and Bays	Zones	Zone 3 around the Browns Bay Town Centre	50	30
Hibiscus and Bays	Variable Limit	near Torbay School	50	30/50 Variable
Hibiscus and Bays	Variable Limit	near Browns Bay School	50	30/50 Variable
Hibiscus and Bays	Variable Limit	near Rangitoto College	50	30/50 Variable
Hibiscus and Bays	Variable Limit	at the East Coast Road and Spur Road intersection	80	80/60 Variable

Local board area	Type of proposal	Location	Existing speed limit (km/h)	Proposed speed limit (km/h)
Hibiscus and Bays	Variable Limit	at the East Coast Road and Wilks Road	80	80/60 Variable
Hibiscus and Bays	Variable Limit	near Northcross Intermediate and Sherwood School	50	30/50 Variable
Hibiscus and Bays	Variable Limit	near Glamorgan School	50	30/50 Variable
Hibiscus and Bays	Variable Limit	near Silverdale School	50	30/50 Variable
Hibiscus and Bays	Variable Limit	near Murrays Bay Intermediate and Murrays Bay Primary School	50	30/50 Variable
Hibiscus and Bays	Permanent Limit	Whangaparaoa Road	60	50
Hibiscus and Bays	Permanent Limit	Weranui Road	100	60 eastern end near Weranui Beach dropping to 50
Howick	Zones	Zone 1 in Flat Bush/Totara Park, south of Flat Bush School Road	50	30
Howick	Zones	Zone 2 around Huntington Park/East Tāmaki	50	30
Howick	Zones	Zone 3 in Howick, east of Wellington Street	50	30
Howick	Zones	Zone 4, the Owairoa Primary School zone	50	30
Howick	Zones	Zone 5, the Bucklands Beach Primary School zone	50	30
Howick	Zones	Zone 6, the zone west of Bucklands Beach Road and west of Half Moon Bay	50	30
Howick	Zones	Zone 7, the Flat Bush neighbourhood zone	50	30
Howick	Variable Limit	near Elm Christian College Northern Campus	50	30/50 Variable
Howick	Variable Limit	near Howick Intermediate School	50	30/50 Variable
Howick	Variable Limit	near Macleans College, Bucklands Beach Intermediate, and Pigeon Mountain Primary School	50	30/50 Variable
Howick	Variable Limit	near Farm Cove Intermediate School	50	30/50 Variable
Howick	Variable Limit	near Botany Downs Secondary College and Dannemora Kindergarten	50	30/50 Variable
Howick	Variable Limit	near Chapel Downs School	50	30/50 Variable
Howick	Variable Limit	near Tyndale Park Christian School and Te Uho o Te Nikau Primary School	50	30/50 Variable

Local board area	Type of proposal	Location	Existing speed limit (km/h)	Proposed speed limit (km/h)
Howick	Variable Limit	near Elm Christian College Golflands Campus (in purple below)	50	30/50 Variable
Howick	Variable Limit	near Elm Park School	50	30/50 Variable
Howick	Variable Limit	near Point View School	50	30/50 Variable
Howick	Variable Limit	near Willowbank School	50	30/50 Variable
Howick	Variable Limit	near Botany Downs School	50	30/50 Variable
Howick	Variable Limit	near Ormiston Primary School, Junior College, and Senior College	50	30/50 Variable
Howick	Variable Limit	near Pakuranga College	50	30/50 Variable
Howick	Variable Limit	near Pakuranga Intermediate	50	30/50 Variable
Howick	Variable Limit	near Cockle Bay School	50	30/50 Variable
Howick	Variable Limit	near Somerville Intermediate School	50	30/50 Variable
Howick	Variable Limit	near Mission Heights Primary School and Junior College	50	30/50 Variable
Howick	Variable Limit	near Owairoa Primary School	50	30/50 Variable
Kaipātiki	Zones	Zone 1 near Birkenhead School	50	30
Kaipātiki	Zones	Zone 2 around Beach Haven town centre	50	30
Kaipātiki	Variable Limit	near Bayview School	50	30/50 Variable
Kaipātiki	Variable Limit	near Birkdale North School, Birkdale Intermediate, Birkenhead College, and Birkdale Primary Schools	50	30/50 Variable
Kaipātiki	Variable Limit	near Marlborough School	50	30/50 Variable
Kaipātiki	Variable Limit	near Glenfield Intermediate and Glenfield Primary School	50	30/50 Variable
Kaipātiki	Variable Limit	near Wairau Valley Special School	50	30/50 Variable
Kaipātiki	Variable Limit	near Onepoto School and Northcote Intermediate	50	30/50 Variable
Kaipātiki	Variable Limit	near Manuka Primary School	50	30/50 Variable
Kaipātiki	Variable Limit	near Northcote School	50	30/50 Variable
Kaipātiki	Variable Limit	near Willow Park School	50	30/50 Variable
Kaipātiki	Variable Limit	near Kauri Park School	50	30/50 Variable

Local board area	Type of proposal	Location	Existing speed limit (km/h)	Proposed speed limit (km/h)
Kaipātiki	Variable Limit	near Windy Ridge School	50	30/50 Variable
Kaipātiki	Variable Limit	near Sunnybrae Normal School	50	30/50 Variable
Kaipātiki	Variable Limit	near Target Road School	50	30/50 Variable
Māngere-Ōtāhuhu	Zones	Zone 1 near Zayed College for Girls, south of Massey Road	50	30
Māngere-Ōtāhuhu	Zones	Zone 2 near Te Kura Māori o Ngā Tapuwae of Robertson Road School	50	30
Māngere-Ōtāhuhu	Zones	Zone 3 near Kingsford School	50	30
Māngere-Ōtāhuhu	Zones	Zone 4 near King's College and Ōtāhuhu College	50	30
Māngere-Ōtāhuhu	Zones	Zone 5 near St Mary MacKillop Catholic School and Favona School	50	30
Māngere-Ōtāhuhu	Zones	Zone 6 near Te Kura Kaupapa Māori o Māngere	50	30
Māngere-Ōtāhuhu	Zones	Zone 7 in Māngere Bridge, between Kirkbride Road and Mckenzie Road	50	30
Māngere-Ōtāhuhu	Zones	Zone 8 near Mountain View School	50	30
Māngere-Ōtāhuhu	Zones	Zone 9 near Māngere Bridge School	50	30
Māngere-Ōtāhuhu	Zones	Zone 10 near Ambury Park Centre	50	30
Māngere-Ōtāhuhu	Zones	Zone 11 near Viscount School	50	30
Māngere-Ōtāhuhu	Zones	Zone 12 near Papatoetoe North School & De La Salle College	50	30
Māngere-Ōtāhuhu	Variable Limit	near Pacific Advance Secondary School	50	30/50 Variable
Māngere-Ōtāhuhu	Variable Limit	near Māngere College and Te Kura Kaupapa Māori o Māngere	50	30/50 Variable
Māngere-Ōtāhuhu	Variable Limit	near Te Kura Māori o Ngā Tapuwae and Southern Cross Campus	50	30/50 Variable
Māngere-Ōtāhuhu	Variable Limit	near Māngere Bridge School	50	30/50 Variable
Māngere-Ōtāhuhu	Variable Limit	near De La Salle College	50	30/50 Variable
Māngere-Ōtāhuhu	Variable Limit	near Māngere Central School, Al-Madinah School, and Zayed College for Girls	50	30/50 Variable
Māngere-Ōtāhuhu	Variable Limit	near Ōtāhuhu College	50	30/50 Variable
Māngere-Ōtāhuhu	Variable Limit	near Mountain View School and Auckland Seventh Day Adventist High School	50	30/50 Variable
Māngere-Ōtāhuhu	Variable Limit	near Robertson Road School	50	30/50 Variable

Local board area	Type of proposal	Location	Existing speed limit (km/h)	Proposed speed limit (km/h)
Manurewa	Zones	Zone 1 near Randwick Park School, Te Kura Akonga o Manurewa, and Alfriston College	50	30
Manurewa	Zones	Zone 2 in Manurewa	50	30
Manurewa	Zones	Zone 3 in Hillpark, east of Claude Road	50	30
Manurewa	Zones	Zone 4 in Hillpark, west of Claude Road	50	30
Manurewa	Zones	Zone 5 in Manurewa	50	30
Manurewa	Zones	Zone 6 near Manurewa Central School	50	30
Manurewa	Zones	Zone 7 north of Hillpark School	50	30
Manurewa	Zones	Zone 8 near The Gardens School	50	30
Manurewa	Zones	Zone 9 near Wiri Central School	50	30
Manurewa	Zones	Zone 10 near Everglade School	50	30
Manurewa	Zones	Zone 11 in Goodwood Heights	50	30
Manurewa	Zones	Zone 12 in Wattle Downs	50	30
Manurewa	Zones	Zone 13 near Clayton Park School	50	30
Manurewa	Zones	Zone 14 near South Auckland Middle School	50	30
Manurewa	Zones	Zone 15 around Manurewa Town Centre	50	30
Manurewa	Variable Limit	near Alfriston College and Te Kura Akonga o Manurewa	50	30/50 Variable
Manurewa	Variable Limit	near Homai School and Manurewa High School	50	30/50 Variable
Manurewa	Variable Limit	near Clayton Park School	50	30/50 Variable
Manurewa	Variable Limit	near Everglade School	50	30/50 Variable
Manurewa	Variable Limit	near Hillpark School	50	30/50 Variable
Manurewa	Variable Limit	near Wiri Central School	50	30/50 Variable
Manurewa	Variable Limit	near South Auckland Middle School	50	30/50 Variable
Manurewa	Variable Limit	near Manurewa Intermediate, Manurewa West School, and St Anne's Catholic School	50	30/50 Variable
Manurewa	Permanent Limit	Grande Vue Road, Russell Road, Wattle Farm Road, Tington Avenue and Coxhead Road	50km/h	40km/h

Local board area	Type of proposal	Location	Existing speed limit (km/h)	Proposed speed limit (km/h)
Maungakiekie-Tāmaki	Zones	Zone 1 near Glen Innes School and St Pius X Catholic School	50	30
Maungakiekie-Tāmaki	Zones	Zone 2 near Sommerville School	50	30
Maungakiekie-Tāmaki	Zones	Zone 3 near St Patrick's School and Panmure Bridge School	50	30
Maungakiekie-Tāmaki	Zones	Zone 4 near Stanhope Road School	50	30
Maungakiekie-Tāmaki	Zones	Zone 5 near Panmure District School	50	30
Maungakiekie-Tāmaki	Zones	Zone 6 Sylvia Park School and Bailey Road School	50	30
Maungakiekie-Tāmaki	Zones	Zone 7 near Oranga School	50	30
Maungakiekie-Tāmaki	Zones	Zone 8 near Royal Oak Intermediate School	50	30
Maungakiekie-Tāmaki	Zones	Zone 9 near Onehunga High School	50	30
Maungakiekie-Tāmaki	Zones	Zone 10 around the Onehunga Town Centre	50	30
Maungakiekie-Tāmaki	Zones	Zone 11 near ATEA College	50	30
Maungakiekie-Tāmaki	Zones	Zone 12 near Ruapotaka School	50	30
Maungakiekie-Tāmaki	Variable Limit	near St Joseph's Catholic School	50	30/50 Variable
Maungakiekie-Tāmaki	Variable Limit	near Stanhope Road School	50	30/50 Variable
Maungakiekie-Tāmaki	Variable Limit	near Tamaki College	50	30/50 Variable
Maungakiekie-Tāmaki	Variable Limit	near One Tree Hill College	50	30/50 Variable
Maungakiekie-Tāmaki	Variable Limit	near Glen Innes School	50	30/50 Variable
Maungakiekie-Tāmaki	Variable Limit	near St Mary's School	50	30/50 Variable
Maungakiekie-Tāmaki	Variable Limit	near Te Papapa School	50	30/50 Variable
Maungakiekie-Tāmaki	Variable Limit	near Panmure District School	50	30/50 Variable
Maungakiekie-Tāmaki	Variable Limit	near Sylvia Park School	50	30/50 Variable
Maungakiekie-Tāmaki	Variable Limit	near Bailey Road School	50	30/50 Variable
Maungakiekie-Tāmaki	Variable Limit	near Golden Grove School and Onehunga Primary	50	30/50 Variable
Maungakiekie-Tāmaki	Variable Limit	near Royal Oak Intermediate	50	30/50 Variable

Local board area	Type of proposal	Location	Existing speed limit (km/h)	Proposed speed limit (km/h)
Maungakiekie-Tāmaki	Variable Limit	near Sommerville School and Tāmaki School	50	30/50 Variable
Maungakiekie-Tāmaki	Permanent Limit	Tripoli Road (between Pilkington Road and Te Koa Road)	50km/h	40km/h
Ōrākei	Zones	Zone 1 around Ōrākei Marae	50	30
Ōrākei	Zones	Zone 2 near Churchill Park School	50	30
Ōrākei	Variable Limit	near Remuera Intermediate School	50	30/50 Variable
Ōrākei	Variable Limit	near Ōrākei School	50	30/50 Variable
Ōrākei	Variable Limit	near St Joseph's School	50	30/50 Variable
Ōrākei	Variable Limit	near St Thomas School and Selwyn College	50	30/50 Variable
Ōrākei	Variable Limit	near Kohimarama School	50	30/50 Variable
Ōrākei	Variable Limit	near St Kentigern Girls' and Boys' Schools, Victoria Avenue School, and Baradene College	50	30/50 Variable
Ōrākei	Variable Limit	near St Heliers School	50	30/50 Variable
Ōrākei	Variable Limit	near Sacred Heart College and Glen Taylor School	50	30/50 Variable
Ōtara-Papatoetoe	Zones	Zone 1 near Redoubt North School	50	30
Ōtara-Papatoetoe	Zones	Zone 2 near Kia Aroha Campus	50	30
Ōtara-Papatoetoe	Zones	Zone 3 near Holy Cross School	50	30
Ōtara-Papatoetoe	Zones	Zone 4 near Papatoetoe South School	50	30
Ōtara-Papatoetoe	Zones	Zone 5 near Papatoetoe Intermediate School	50	30
Ōtara-Papatoetoe	Zones	Zone 6, the neighbourhood zone north of Bairds Road	50	30
Ōtara-Papatoetoe	Zones	Zone 7 near Bairds Mainfreight Primary School	50	30
Ōtara-Papatoetoe	Zones	Zone 8 near Sir Edmund Hillary Collegiate Schools and TKKM o Piripono te Kura Whakahou ki Ōtara	50	30
Ōtara-Papatoetoe	Zones	Zone 9 near Aorere College and Papatoetoe West School	50	30
Ōtara-Papatoetoe	Zones	Zone 10, the neighbourhood zone around Hunters Corner town centre	50	30
Ōtara-Papatoetoe	Zones	Zone 11, the neighbourhood zone east of Hunters Corner town centre	50	30

Local board area	Type of proposal	Location	Existing speed limit (km/h)	Proposed speed limit (km/h)
Ōtara-Papatoetoe	Zones	Zone 12 near Papatoetoe East School	50	30
Ōtara-Papatoetoe	Zones	Zone 13 near Papatoetoe High School	50	30
Ōtara-Papatoetoe	Zones	Zone 14 between Preston Road and Dawson Road	50	30
Ōtara-Papatoetoe	Zones	Zone 15 near Rongomai School	50	30
Ōtara-Papatoetoe	Zones	Zone 16 near Manukau Sports Bowl	50	30
Ōtara-Papatoetoe	Variable Limit	near Holy Cross School	50	30/50 Variable
Ōtara-Papatoetoe	Variable Limit	near Tangaroa College and Dawson School	50	30/50 Variable
Ōtara-Papatoetoe	Variable Limit	near De La Salle College	50	30/50 Variable
Ōtara-Papatoetoe	Variable Limit	near Papatoetoe High School	50	30/50 Variable
Ōtara-Papatoetoe	Variable Limit	near Papatoetoe Intermediate School	50	30/50 Variable
Ōtara-Papatoetoe	Variable Limit	near St John the Evangelist Catholic School	50	30/50 Variable
Ōtara-Papatoetoe	Variable Limit	near Kedgley Intermediate School and Aorere College	50	30/50 Variable
Ōtara-Papatoetoe	Variable Limit	near East Tamaki School	50	30/50 Variable
Ōtara-Papatoetoe	Variable Limit	near Rongomai School	50	30/50 Variable
Ōtara-Papatoetoe	Variable Limit	near Puhinui School	50	30/50 Variable
Ōtara-Papatoetoe	Variable Limit	near South Auckland SDA School	50	30/50 Variable
Ōtara-Papatoetoe	Variable Limit	near Papatoetoe Central School	50	30/50 Variable
Ōtara-Papatoetoe	Variable Limit	near Papatoetoe West School	50	30/50 Variable
Ōtara-Papatoetoe	Variable Limit	near Papatoetoe East School and Papatoetoe High School	50	30/50 Variable
Papakura	Zones	Zone 1 near Holy Trinity Catholic Primary School		
Papakura	Zones	Zone 2 in the Papakura Town Centre		
Papakura	Zones	Zone 3 in Papakura Normal School		
Papakura	Zones	Zone 4 near Kauri Flats School		
Papakura	Zones	Zone 5, the neighbourhood zone within Clevedon Road, Willis Road, and Kelvin Road		

Local board area	Type of proposal	Location	Existing speed limit (km/h)	Proposed speed limit (km/h)
Papakura	Zones	Zone 6, the neighbourhood zone within Clevedon Road, Dominion Road, and Settlement Road		
Papakura	Zones	Zone 7 near Papakura High School zone		
Papakura	Zones	Zone 8 near Kelvin Road School		
Papakura	Zones	Zone 9, the neighbourhood zone within Opaheke Road and Great South Road		
Papakura	Zones	Zone 10, the neighbourhood zone in Opaheke which includes Alexander Street, Albert Street, and King Edward Avenue		
Papakura	Zones	Zone 11, the neighbourhood zone in Opaheke which includes Alexander Street, Albert Street, and King Edward Avenue		
Papakura	Zones	Zone 12 near Hingaia Peninsula School		
Papakura	Zones	Zone 13 near Mangapikopiko School		
Papakura	Zones	Zone 14 near Conifer Grove School		
Papakura	Zones	Zone 15 in the Kauri Heart Park area		
Papakura	Variable Limit	near Holy Trinity Catholic Primary School	50	30/50 Variable
Papakura	Variable Limit	around Kereru Park Campus	50	30/50 Variable
Papakura	Variable Limit	near Cosgrove School	50	30/50 Variable
Papakura	Variable Limit	near Drury School and Drury Christian School	50	30/50 Variable
Papakura	Variable Limit	near Hingaia Peninsula School	50	30/50 Variable
Papakura	Variable Limit	near Papakura Normal School	50	30/50 Variable
Papakura	Variable Limit	near Papakura Central School	50	30/50 Variable
Papakura	Variable Limit	around Papakura Intermediate School and Edmund Hillary School	50	30/50 Variable
Papakura	Variable Limit	near Takanini School	50	30/50 Variable
Papakura	Variable Limit	near Kauri Flat School	50	30/50 Variable
Papakura	Variable Limit	near Papakura High School	50	30/50 Variable
Papakura	Permanent Limit	Willis Road	50	40

Local board area	Type of proposal	Location	Existing speed limit (km/h)	Proposed speed limit (km/h)
Papakura	Permanent Limit	Kelvin Road	50	40
Papakura	Permanent Limit	Otuwairoa Esplanade	50	40
Papakura	Permanent Limit	Sheehan Avenue	50	40
Puketāpapa	Zones	Zone 1 near Marshall Laing Primary School	50	30
Puketāpapa	Zones	Zone 2 near Monte Cecilia Catholic School	50	30
Puketāpapa	Zones	Zone 3 near Waikowhai Intermediate and Hay Park School	50	30
Puketāpapa	Zones	Zone 4 near May Road School	50	30
Puketāpapa	Zones	Zone 5, neighbourhood zone between Richardson Road and Hillsborough Road	50	30
Puketāpapa	Zones	Zone 6 near Central Auckland Specialist School and Dominion Road School	50	30
Puketāpapa	Zones	Zone 7 near Mt Roskill Intermediate, Mt Roskill Primary, and Mt Roskill Grammar Schools	50	30
Puketāpapa	Zones	Zone 8, south of Denbigh Avenue, near the Mount Roskill schools	50	30
Puketāpapa	Variable Limit	along Boundary Road & White Swan Road outside Lynfield College	50	30/50 Variable
Puketāpapa	Variable Limit	along Chandler Ave outside Royal Oak School	50	30/50 Variable
Puketāpapa	Variable Limit	along Denbigh Avenue, Somerset, Frost and Mt Albert Roads near the Mt Roskill Schools and St Therese School	50	30/50 Variable
Puketāpapa	Variable Limit	along Hillsborough Road near Hillsborough School	50	30/50 Variable
Puketāpapa	Variable Limit	along Hillsborough Road outside Waikowhai School	50	30/50 Variable
Puketāpapa	Variable Limit	along May Road & Richardson Road round May Road School	50	30/50 Variable
Puketāpapa	Variable Limit	along Mt Albert Road & Warren Avenue outside Three Kings School	50	30/50 Variable
Puketāpapa	Variable Limit	along Mt Albert Road outside Dominion Road School	50	30/50 Variable
Puketāpapa	Variable Limit	along Mt Albert Road outside Marcellin College	50	30/50 Variable
Puketāpapa	Variable Limit	along Richardson Road outside Christ the King Catholic School (Ōwairaka)	50	30/50 Variable
Puketāpapa	Variable Limit	along Richardson Road outside Waikowhai Intermediate and Hay Park School	50	30/50 Variable
Puketāpapa	Variable Limit	along Sandringham Road near Wesley Primary & Intermediate Schools	50	30/50 Variable

Local board area	Type of proposal	Location	Existing speed limit (km/h)	Proposed speed limit (km/h)
Rodney	Zones	Zone 1 near Riverhead School	50	30
Rodney	Zones	Zone 2 near Ahutoetoe School	50	30
Rodney	Zones	Zone 3 in Warkworth	50	30
Rodney	Zones	Zone 4 near Snells Beach School	50	30
Rodney	Zones	Zone 5 in southwest Riverhead	NA	30
Rodney	Zones	Zone 6 around the Ara Hills Development	50	30
Rodney	Zones	Zone 7 around Matakana Town Centre	50	30
Rodney	Zones	Zone 8, the South Head area	100	60
Rodney	Zones	Zone 9 from Kaukapakapa to Tapora	100	60
Rodney	Zones	Zone 10 in Central Rodney	100	60
Rodney	Zones	Zone 11 between Wellsford and Port Albert Road	100	60
Rodney	Zones	Zone 12 in rural Rodney	100	60
Rodney	Zones	Zone 13 in northern Rodney	100	60
Rodney	Zones	Zone 14 in northeast of Wellsford	100	60
Rodney	Zones	Zone 15 in southeast of Wellsford	100	60
Rodney	Zones	Zone 16 in southeast of Wellsford	100	60
Rodney	Zones	Zone 17 around Whangaripo, Tomorata, and Te Arai	100	60
Rodney	Variable Limit	near Pakiri School	60	30/60 Variable
Rodney	Variable Limit	around Tapora School	100	30/60 Variable
Rodney	Variable Limit	near Tomarata School	100	30/60 Variable
Rodney	Variable Limit	near Wellsford School	50	30/50 Variable
Rodney	Variable Limit	near Tauhoa School	100	30/60 Variable
Rodney	Variable Limit	near Rodney College	50	30/50 Variable
Rodney	Variable Limit	on Whangaripo Valley Road	80	60/60 Variable

Local board area	Type of proposal	Location	Existing speed limit (km/h)	Proposed speed limit (km/h)
Rodney	Variable Limit	around Warkworth School	50	30/50 Variable
Rodney	Variable Limit	near Horizon School	50	30/50 Variable
Rodney	Variable Limit	near Matakana School	50	30/50 Variable
Rodney	Variable Limit	near Mahurangi College	50	30/50 Variable
Rodney	Variable Limit	near Ahuroa School	100	30/60 Variable
Rodney	Variable Limit	near Dairy Flat School	80	30/60 Variable
Rodney	Variable Limit	at the Dairy Flat Highway and Wilks Road intersection	80	60/80 Variable
Rodney	Variable Limit	near Waitoki School	50	30/50 Variable
Rodney	Variable Limit	along Kahikatea Flat Road	80	60/80 Variable
Rodney	Variable Limit	near Coatesville School	50	30/50 Variable
Rodney	Variable Limit	near Meraki Montessori School	50	30/50 Variable
Rodney	Variable Limit	near Helensville Primary School	50	30/50 Variable
Rodney	Variable Limit	near Parakai School	50	30/50 Variable
Rodney	Variable Limit	on Peak Road	80	60/80 Variable
Rodney	Variable Limit	on Kaipara College	50	30/50 Variable
Rodney	Variable Limit	on Waioneke School	100	30/60 Variable
Rodney	Variable Limit	on Riverhead School	50	30/50 Variable
Rodney	Variable Limit	on Waimauku School	50	30/50 Variable
Rodney	Variable Limit	on Old North Road at its intersections with Deacon Road and Old Railway Road	80	60/80 Variable
Rodney	Variable Limit	near Huapai District School	50	30/50 Variable
Rodney	Variable Limit	near Taupaki School	60	30/60 Variable
Rodney	Permanent Limit	northern Rodney (Taura, Wellsford, Te Arai, Mangawhai)	100	Mix of 40/ 50/60/80
Rodney	Permanent Limit	eastern Rodney (Puhoi, Warkworth)	100	
Rodney	Permanent Limit	central-south Rodney (Dairy Flat, Waitoki, Wainui)	100	

Local board area	Type of proposal	Location	Existing speed limit (km/h)	Proposed speed limit (km/h)
Rodney	Permanent Limit	southern Rodney (Waimauku, Coatesville, Riverhead)	100	Refer to maps for details
Rodney	Permanent Limit	western Rodney (South Head, Helensville)	100	
Upper Harbour	Zones	Zone 1 in Scotts Point	50	30
Upper Harbour	Zones	Zone 2 in Scotts Point and Hobsonville point	50	30
Upper Harbour	Zones	Zone 3 in Hobsonville Point	50	30
Upper Harbour	Zones	Zone 4 near Whenuapai School	50	30
Upper Harbour	Zones	Zone 5 in Unsworth Heights	50	30
Upper Harbour	Zones	Zone 6 in Albany	50	30
Upper Harbour	Zones	Zone 7 along Totara Road	N/A	30
Upper Harbour	Zones	Zone 8 west of Totara Road	50	30
Upper Harbour	Variable Limit	near Whenuapai School	50	30/50 Variable
Upper Harbour	Variable Limit	around Westminster Christian School	50	30/50 Variable
Upper Harbour	Variable Limit	near Greenhithe School	50	30/50 Variable
Upper Harbour	Variable Limit	near Hobsonville School	50	30/50 Variable
Upper Harbour	Variable Limit	near Rangitoto College	50	30/50 Variable
Upper Harbour	Variable Limit	near Hobsonville Point Primary School	50	30/50 Variable
Upper Harbour	Variable Limit	near Hobsonville Point Secondary School	50	30/50 Variable
Upper Harbour	Variable Limit	around Pinehill School	50	30/50 Variable
Upper Harbour	Variable Limit	near Scott Point School	50	30/50 Variable
Upper Harbour	Variable Limit	near Massey-Redhills Primary School (opening in 2026) on Trig Road	60	30/50 Variable
Upper Harbour	Permanent Limit	Totara Road	60	50
Upper Harbour	Permanent Limit	Trig Road	60	50
Upper Harbour	Permanent Limit	Squadron Drive	50	30
Upper Harbour	Permanent Limit	Gills Road	50	40

Local board area	Type of proposal	Location	Existing speed limit (km/h)	Proposed speed limit (km/h)
Upper Harbour	Permanent Limit	Ceres Court	50	30
Upper Harbour	Permanent Limit	Mamari Road	50	30
Waiheke	Variable Limit	on Korora Road	40	30/40 Variable
Waiheke	Variable Limit	on Sea View Road	40	30/40 Variable
Waiheke	Permanent Limit	Ostend Road from the Belgium Street intersection to Tawaipareira Reserve	50	30
Waiheke	Permanent Limit	Ocean View Road between Puriri Road and Moa Road	50	30
Waitākere Ranges	Zones	Piha Village Neighbourhood Zone	50	30
Waitākere Ranges	Variable Limit	on roads near Glen Eden Intermediate & Kaurilands Schools	50	30/50 Variable
Waitākere Ranges	Variable Limit	near Glen Eden Primary School	50	30/50 Variable
Waitākere Ranges	Variable Limit	on Henderson Valley Road	60	30/60 Variable
Waitākere Ranges	Variable Limit	near Oratia School	50	30/50 Variable
Waitākere Ranges	Variable Limit	on Rosier Road	50	30/50 Variable
Waitākere Ranges	Variable Limit	near Swanson School	50	30/50 Variable
Waitākere Ranges	Variable Limit	near Titirangi School	50	30/50 Variable
Waitākere Ranges	Variable Limit	on Victory Road near Laingholm School	50	30/50 Variable
Waitākere Ranges	Variable Limit	near Waitakere Primary School	50	30/50 Variable
Waitākere Ranges	Variable Limit	near Woodlands Park School	50	30/50 Variable
Waitākere Ranges	Permanent Limit	Full length of Helios Place in Titirangi	40	30
Waitākere Ranges	Permanent Limit	Bethells Road / Waitākere Road intersection	60	50
Waitematā	Zones	Zone 1 in Parnell	50	30
Waitematā	Zones	Zone 2 in Newmarket	50	30
Waitematā	Zones	Zone 3 around Mt Eden Station	50	30
Waitematā	Variable Limit	along near St Mary's College	50	30/50 Variable
Waitematā	Variable Limit	around Ponsonby Primary School	50	30/50 Variable

Local board area	Type of proposal	Location	Existing speed limit (km/h)	Proposed speed limit (km/h)
Waitematā	Variable Limit	along Gillies Avenue	50	30/50 Variable
Waitematā	Variable Limit	along Gladstone Road	50	30/50 Variable
Waitematā	Variable Limit	near Grey Lynn School	50	30/50 Variable
Waitematā	Variable Limit	near St Joseph's School	50	30/50 Variable
Waitematā	Variable Limit	near Bayfield School	50	30/50 Variable
Waitematā	Variable Limit	near Auckland Grammar School and St Peter's College	50	30/50 Variable
Waitematā	Variable Limit	near Westmere School	50	30/50 Variable
Waitematā	Variable Limit	near Richmond Road School and St Paul's College	50	30/50 Variable
Waitematā	Permanent Limit	Gladstone Road	50km/h	40km/h
Waitematā	Permanent Limit	St Stephens Avenue	50km/h	40km/h
Whau	Zones	Zone 1 near Glenavon School	50	30
Whau	Zones	Zone 2 near St Mary's Catholic School	50	30
Whau	Zones	Zone 3 near Jireh Christian School	50	30
Whau	Zones	Zone 4 near IQRA School	50	30
Whau	Zones	Zone 5, which is west of Rosebank School and Rosebank Road, and north of Ash Street	50	30
Whau	Zones	Zone 6, south of New Windsor School	50	30
Whau	Variable Limit	along Blockhouse Bay Road near Glenavon School	50	30/50 Variable
Whau	Variable Limit	near Blockhouse Bay Intermediate and St Dominic's Schools	50	30/50 Variable
Whau	Variable Limit	around Fruitvale School	50	30/50 Variable
Whau	Variable Limit	around Green Bay High School and Green Bay Primary School	50	30/50 Variable
Whau	Variable Limit	near St Mary's Catholic School	50	30/50 Variable
Whau	Variable Limit	near Kelston Girls' College	50	30/50 Variable
Whau	Variable Limit	near New Lynn School	50	30/50 Variable
Whau	Variable Limit	near New Windsor School	50	30/50 Variable

Local board area	Type of proposal	Location	Existing speed limit (km/h)	Proposed speed limit (km/h)
Whau	Variable Limit	near Rosebank School, Avondale College, and Avondale Intermediate	50	30/50 Variable
Whau	Variable Limit	near Jireh Christian School	50	30/50 Variable

Attachment 3: Key interest group feedback

Below is a list of the key interest groups that submitted feedback on the proposed changes. Their full submissions are available at [Katoa, Ka Ora consultation webpage](#).

What is the name of your organisation / business?	Regional or local board area-based interest group?
Auckland Kindergarten Association	Regional
AA	Regional
All Aboard	Regional
Australasian College of Road Safety	Regional
Big Street Bikers	Regional
Bike Auckland	Regional
Brake	Regional
Cycling Action Network	Regional
Federated Farmers	Regional
Healthy Auckland together	Regional
Kainga Ora	Regional
Ministry of Education	Regional
NZ Police	Regional
Safekids Aotearoa	Regional
Safety Collective Tamaki Makaurau	Regional
Waikato Regional Council	Regional
Waste & Recycling Industry Forum	Regional
Waste Management	Regional
Bike Kingsland	Albert-Eden Local Board
Bike Pt Chev	Albert-Eden Local Board
Driver Education	Albert-Eden Local Board
Friends of Pt Chevalier Road committee.	Albert-Eden Local Board
Kaitoke School	Aotea/Great Barrier Local Board
Okiwi School	Aotea/Great Barrier Local Board
Browns Bay School	Devonport-Takapuna Local Board
Vauxhall School	Devonport-Takapuna Local Board
Pukekohe Intermediate School	Franklin Local Board
Clarks Beach Wharf Society	Franklin Local Board
Surf lifesaving Kariaotahi	Franklin Local Board
The Kitchen Krewe Limited	Henderson-Massey Local Board

What is the name of your organisation / business?	Regional or local board area-based interest group?
Bike Te Atatū	Henderson-Massey Local Board
Onwood Properties Ltd	Hibiscus and Bays Local Board
Road Users for Common Sense	Hibiscus and Bays Local Board
Momentum Signs & Graphics Ltd	Hibiscus and Bays Local Board
Macleans College	Howick Local Board
Jamax Construction,	Howick Local Board
KJC CONSULTANT LTD	Howick Local Board
Springsgate Body Corporate	Howick Local Board
Target Road School	Kaipātiki Local Board
End urban SUVs	Kaipātiki Local Board
Showers of Blessing Tamaki Makaurau Aotearoa Ltd	Māngere-Ōtāhuhu Local Board
Te Hononga o Tamaki me Hoturoa	Māngere-Ōtāhuhu Local Board
Manukau City Bike Burb	Manurewa Local Board
Weymouth residents and ratepayers Inc	Manurewa Local Board
RSVL	Maungakiekie Local Board
Glendowie College	Ōrākei Local Board
Parnell District School	Ōrākei Local Board
Ellerslie Residents Association	Ōrākei Local Board
Felton Mathew Avenue residents	Ōrākei Local Board
Orakei Community Association	Ōrākei Local Board
Animal Justice Auckland	Ōtara-Papatoetoe Local Board
Halsey Drive School - Board Member	Puketāpapa Local Board
Waikowhai Primary School	Puketāpapa Local Board
Stamford Park Road Families	Puketāpapa Local Board
West Lawn Mowing	Puketāpapa Local Board
Dairy Flat School - Board of trustees	Rodney Local Board
Clarke engineering	Rodney Local Board
Fulton Hogan Land Development Ltd	Rodney Local Board
Fulton Hogan Land Development LTD (Milldale Development)	Rodney Local Board

What is the name of your organisation / business?	Regional or local board area-based interest group?
Ln Higham and sons	Rodney Local Board
Mahurangi Oysters	Rodney Local Board
Malcolm Architectural Design Ltd	Rodney Local Board
N Clarke Earthmoving	Rodney Local Board
St Mary's School Northcote	Upper Harbour Local Board
Fossil Bay School and Kindergarten	Waiheke Local Board
Waiheke Primary School	Waiheke Local Board
Protect Our Gulf	Waiheke Local Board
Waiheke Bus Company	Waiheke Local Board
Piha Ratepayers and residents Association, Inc.	Waitākere Ranges Local Board
Grey Lynn School	Waitematā Local Board
Grey Lynn Residents Association	Waitematā Local Board
Garden Landscapes Limited	Waitematā Local Board
Herne Bay Residents Association	Waitematā Local Board
NZ Marketing Association	Waitematā Local Board
Ponsonby Community Centre	Waitematā Local Board
Avondale Primary School	Whau Local Board
Rosebank School	Whau Local Board
Rosebank School Board (I am the Presiding Member/Chairperson)	Whau Local Board
Rosebank Business Association	Whau Local Board

Attachment 4: Proposal recommendations

After reviewing and considering all public feedback, requests for changes to the proposal, and other requests, were presented to each local board as a set of recommendations. Each Local Board responded to the recommendations made for their area via a resolution stating their level of support and listing any other requests or suggestions they may have for speed limit changes. While some requests can be incorporated into the current plan, most of the local board supported requests will be considered in future phases of the safe speed programme.

All local board [resolutions are available on the Katoa, Ka Ora consultation webpage](#).

The tables below summarise requested suggestions and changes to the proposal, categorised by the type of request and ordered by Local Board.

Requests to include in the 2024-27 plan

This section is a list of requests that are proposed to be incorporated into Katoa, Ka Ora draft speed management plan 2024-27. Local Board views have been requested.

Local Board	Location	Request/Issue	AT Recommendation	Local Board view
Albert-Eden	King George Avenue near Epsom Normal Primary School	Request to extend the variable speed limit to the school driveway on King George Avenue near Epsom Normal School.	To extend the proposed 30 km/h variable zone to King George Avenue (from The Drive to 100m west of Gillies Avenue) and Gillies Avenue (from King George Avenue to 40m south of Kimberly Road). This would link with the existing variable speed on Gillies Avenue, which is also proposed to be reduced to 30 km/h.	Support AT recommendation
Franklin	Beachlands Primary School - Beachlands Road	Request to include section of Beachlands Road within the proposed variable speed limit zone	Recommend that a short section of Beachlands Road (between 50 metres west of Wakelin Road and 50 metres east of Bell Road) is included in the variable speed limit zone to capture where school children cross Beachlands Road near the school.	Support AT recommendation

Local Board	Location	Request/Issue	AT Recommendation	Local Board view
Henderson-Massey	Millbrook Road, at back of Sunnyvale School	Proposed variable 30 zone left out part of existing variable 40 zone at western end of Awaroa Road.	Revise extent of the proposed variable 30 zone to match the existing variable 40 zone.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation
Hibiscus and Bays	Slip road between East Coast Road and Sunrise Avenue	Request to include this road within the Rangitoto College variable 30 km/h zone.	The slip lane is part of East Coast Road and is included within the description for the variable 30 km/h speed limit. The map will be updated accordingly.	No specific view given
Howick	Bucklands Beach area	The proposed permanent speed limit zones for Bucklands Beach received mixed feedback with some fully opposed to the changes, and many expressing only partial support or partial opposition to the proposals. The most supported speed reductions were for the roads on the immediate frontage of the school, and the beach front road on the western side of the peninsula. Least supported were the main roads running north to south along the peninsula.	<p>Option 1 (original proposal): Implement the permanent 30 km/h as proposed for the full extent of HWK-5 and HWK-6 zones.</p> <p>Option 2 (minimum treatment of Buckland Beach Primary School): Variable 30 km/h on Clovelly Road replacing the existing variable 40 km/h between Devon Road and Gulf Crescent. Provide a new variable 30 km/h for the full length of Waller Avenue to address the walkway access from the school grounds.</p> <p>Option 3 (compromise option): Proceed with proposed permanent 30 km/h on the minor roads and the western beach front road (The Parade). Amend the proposed speed limits on the main road loop to either 40 km/h or 50 km/h for Clovelly Road, Musick Point Road, Hattaway Avenue, The Parade (east of Hattaway Avenue) and Bucklands Beach Road northwest of Clovelly Road. Clovelly Road would also require a variable 30 km/h at school times as for option 2 above.</p>	Support option 2: minimum treatment of Bucklands Beach Primary School

Local Board	Location	Request/Issue	AT Recommendation	Local Board view
Kaipatiki	Onewa Road and Lake Road	Extend the variable zone on Onewa Road to cover St Mary's School and Northcote School.	Extend variable 30km/h zone to cover both schools, including Lake Road frontage of Northcote School.	Oppose any reduction in speed limit on Onewa Road outside Northcote College, St Mary's School, and Northcote School.
Kaipatiki	Sunnyhaven Road	Include the shops in Sunnyhaven Road within the proposed Beach Haven town centre zone.	Extend permanent 30 zone on Sunnyhaven Road to cover from Rangitira Road to 100m west of Rangitira Road	Support the location and scope of the proposed permanent 30km/h speed limit changes identified for this local board area in the vicinity of Beach Haven shops (with an extension of 100m along Sunnyhaven Avenue) and Birkenhead Village shops
Orakei	Shore Road	Extend the proposed variable zone on Shore Road further west.	Extend variable zone approximately 90 metres west to the intersection of Burwood Crescent.	No specific view given
Papakura	Airfield Road	Extend variable speed zone outside Holy Trinity Catholic Primary School Note – this feedback came from Holy Trinity Catholic Primary School through a separate school survey conducted at the same time as the Katoa, Ka Ora consultation and not specifically through the Katoa, Ka Ora consultation.	Extend variable zone approximately 100 metres further west.	Supports the extension of the variable speed zone on Airfield Road outside Holy Trinity Catholic Primary School by approximately 100m further west and requests that the variable speed zone also be extended by 100m further east

Local Board	Location	Request/Issue	AT Recommendation	Local Board view
Papakura	Willis Road	<p>Extend variable speed zone outside Papakura High School</p> <p>Note – this feedback came from Papakura High School through a separate school survey conducted at the same time as the Katoa, Ka Ora consultation and not specifically through the Katoa, Ka Ora consultation.</p>	Extend variable zone on Willis Road approximately 125m further east.	Supports the extension of the variable speed zone on Willis Road outside Papakura High School by approximately 125m further east.
Puketapapa	Boundary Road	Request to extend the section of variable speed limit proposed outside Lynfield College	Recommend extending the variable speed limit extent on Boundary Road to the entrance of the retirement home where the existing active warning sign is, approximately 100 metres further south than the initial proposal.	No specific view given
Rodney	Horizon School – Mahurangi East Road	<p>Extend the proposed variable 30km/h zone further north to cover students crossing near the shops at the Dalton Road intersection.</p> <p>Note – this feedback came from Horizon School through a separate school survey conducted at the same time as the Katoa, Ka Ora consultation and not specifically through the Katoa, Ka Ora consultation.</p>	Extend the variable zone to the intersection with Dalton Road. This would also cover students from Snells Beach Primary School walking along or crossing Mahurangi East Road.	No specific view given
Rodney	Milldale Development	Extend the proposed variable 30km/h zone further north and west to cover the entire development zone roughly bordered by Young Access, Wainui Road, Sidwell Road and Old Pine Valley Road	Extend the permanent 30 km/h zone to cover the entire development area.	No specific view given

Local Board	Location	Request/Issue	AT Recommendation	Local Board view
Waitemata	Roads near Newmarket Town Centre	Request to extend the proposed 30 km/h on Khyber Pass Road	<p>Extend the proposed 30 km/h around Newmarket Town Centre on Khyber Pass Road (between Crowhurst Street and Maungawhau Road), Crowhurst Street (Between Seccombes Road and Khyber Pass Road).</p> <p>Also convert the proposed variable 30 km/h on Gillies Avenue (between Mortimer Pass and Seccombes Road) near Newmarket School to a permanent 30 km/h.</p> <p>This new extent is aligned with the current investigation of Newmarket town centre safety improvement, which is being undertaken by a working Group. Waitemata Local Board are part of this working group.</p>	Support lower speed neighbourhoods as proposed in Newmarket

Requests to include in a future consultation

This section is a list of requests that are proposed to be incorporated into the next future speed management plan. Local Board views have been requested.

Local Board	Location	Request/Issue	AT Recommendation	Local Board view
Rodney	Lynton Masters Lane	Request 60 km/h	This is a 100 km/h rural no exit road, which is accessed off Ridge Road. This needs to be assessed and have a consistent speed limit with Ridge Road.	No specific view given
Rodney	Robinson Road	Request lower speed limit	This is a 100 km/h rural no exit road, which is accessed off Sunnyside Road. This needs to be assessed and have a consistent speed limit with Sunnyside Road.	Request that Robinson Road in Coatesville be included in the 2024-2027 plan, due to the road: a) being a non-exit road with 100km/h speed limit b) having an entrance into the Riverhead Forest - popular for horse riding, walking and cycling c) being off Sunnyside Road, which is 60km/h d) the understanding that residents did not provide feedback on the speed limit review due to the assumption that it would be implemented following consultation in the first tranche

Local Board views requested

This section is a list of requests that have been referred to the local board for the area, asking for their feedback. Options were provided to address the request or suggestion and the local board gave their preference via a resolution at the October 2023 business meeting.

Local Board	Location	Request/Issue	AT Recommendation	Local Board view
Albert-Eden	Woodward Road	<p>The proposed 30 km/h on Woodward Road has received some opposition to the change, with a request to keep the road at 50 km/h.</p> <p>The issue with Woodward Road is that it currently serves a through traffic function as a connection between Carrington Road and New North Road, although somewhat constrained by the operation of the level crossing barriers where it intersects the western rail line.</p> <p>Given the level of through traffic achieving compliance with a 30km/h speed limit is likely to be difficult. The existing average speed on Woodward Road is 43km/h. There is also potential for a change to result in some redistribution of the existing traffic onto Carrington Road and New North Road through the Mt Albert town centre area.</p> <p>A compromise option of setting 40km/h on Woodward Road may be more practical in the short term. We note that longer term the function of this road will need to be considered as part of region wide work on grade separation of rail crossings.</p>	<p>Option 1 is to keep the original proposal, which recommend implementing the permanent 30 km/h. This option will potentially reduce the amount of traffic on Woodward Road and treat the road consistent with other local streets.</p> <p>Option 2 is a stepped change to 40 km/h. The safety performance and compliance with the 40 km/h would need to be monitored and a further reduction may still need to be progressed in a later plan.</p>	Support a 30km/h speed limit for Woodward Road

Local Board	Location	Request/Issue	AT Recommendation	Local Board view
Aotea	Near Medlands Beach	Request 30 km/h speed limit on Sandhills Road and the surrounding roads as there are a high number of pedestrians during summer.	<p>The Setting of Speed Limits Framework provides the rationale for identifying the safe and appropriate speed limits for all streets and roads. The speed limits proposed in Katoa, Ka Ora align with this framework and are consistent with similar roads in other local boards across the region.</p> <p>The proposed 40 km/h speed limit is assessed based on the rural setting of Aotea and the level of on-street activities near Medlands Beach.</p> <p>Option 1: Keep the proposed change as assessed.</p> <p>Option 2: Reduce the speed limit to 30 km/h as the community requested. To further reduce the speed limit could potentially improve the overall safety benefits, however the current mean operating speed for the roads around Medland Beach vary between 24 and 39 km/h based on Waka Kotahi MegaMaps. The operating speeds on the straight sections of road are likely to be higher and achieving compliance with a 30km/h speed limit may be unlikely.</p>	Support option 1

Local Board	Location	Request/Issue	AT Recommendation	Local Board view
Aotea	Okiwi Settlement Area	<p>Request a low-speed zone of 30km/h from the Okiwi sign (Fitzroy End) past the bridge (Bay End) to the DOC entrance (South end) for preserve wildlife.</p> <p>Request a 30km/h zone from Ashley Rose Cottage (last house on way to Fitzroy) to the bridge on Mabey Road and the river reserve walk on Aotea Road due to high numbers of children walking in this area</p>	<p>Option 1: Keep the original proposed extent.</p> <p>Option 2: Extend the proposed 30 km/h to cover all residential areas and the DOC entrance. The proposed extension on Aotea Road is approximately 650 m between the driveway of 1640 Aotea Road and 150m east of Mabey Road, and 400m on Mabey Road between Aotea Road and the one-way bridge (400m north of Aotea Road).</p> <p>Note: We are seeking feedback from the Local Board on the two options.</p>	Recommend extending 30km/h from southern speed bump outside Okiwi School through to Ashley Rose Cottage and including Mabey Road from the intersection of Aotea Road through to the bridge. The board does not recommend extending to the DoC entrance.
Aotea	Kaitoke Lane	Request the starting section of the road is kept at a higher speed limit and only reduce the speed limit outside the school and playcentre as school activities are mainly on the western part of Kaitoke Lane.	<p>Legislative requirements from central government require all schools to have safe and appropriate speed limits by December 2027. Kaitoke Lane is a no- exit road with Kaitoke School located towards the western end of the Lane.</p> <p>Option 1: Keep the original proposal of 30 km/h for the entire length of Kaitoke Lane.</p> <p>Option 2: Propose a 60 km/h for the eastern length of Kaitoke Lane between Walter Blackwell Road and 150m east of Kaitoke School's entrance, an approx. length of 300m. The remain length of Kaitoke Lane outside the school is proposed to be 30km/h. This proposal is more appropriate as school activities are concentrated near the school.</p>	Support option 2

Local Board	Location	Request/Issue	AT Recommendation	Local Board view
Aotea	Fitzroy Settlement Area (Aotea Road/ Kaiaraara Bay Road)- speed limit	Request 30 km/h for Fitzroy area due to high number of pedestrians.	<p>Option 1: Keep the original proposal.</p> <p>Option 2: Reduce the speed limit to 30 km/h as the community requested. To further reduce the speed limit could potentially improve the overall safety benefits. The current mean operating speed for Aotea Road and Kaiaraara Bay Road is 30 km/h based on Waka Kotahi MegaMaps.</p>	Support option 1
Aotea	Fitzroy Settlement Area (Aotea Road/ Kaiaraara Bay Road)	Request 30 km/h outside the Fitzroy Store (between Fitzroy club and the wharf) as people are unaware of children crossings the road.	<p>Option 1: Keep the original proposed extents.</p> <p>Option 2: Extend the proposed speed limit on the northern end by 200m to cover the location where children cross the road.</p>	Support option 2 at 40km/h
Aotea	Claris – Hector Sanderson Road (southeastern end)	Request a 30km speed limit in Claris and around ‘Burga Shak’, ‘Baked on Barrier’ as these areas are often congested and very busy.	<p>Option 1: Keep the original proposal.</p> <p>Option 2: Extend the proposed 40 km/h, for approximately 100m, on the southeastern end of Hector Sanderson Road to include the shops.</p>	Support option 1 - 40km/h between Oceanview Road to the Police station
Aotea	Claris – Hector Sanderson Road (northwestern end)	<p>Request a lower speed limit between Blackwell Driveway (1 km north of Ocean View Road) and the Police Station or the bus stop.</p> <p>Request to extend the 40 km/h to the Police station.</p>	<p>Option 1: Keep the original proposal.</p> <p>Option 2: Extend the proposed 40 km/h, for approximately 300m, on the northwestern end of Hector Sanderson Road to include the Police station.</p> <p>The mean operating speed for this length of road is 51 km/h based on Waka Kotahi MegaMaps. Achieving compliance with a 40km/h speed limit may be unlikely.</p>	Support option 2 - 40km/h between Oceanview Road to the Police station

Local Board	Location	Request/Issue	AT Recommendation	Local Board view
Aotea	Claris Area – Hector Sanderson Road - speed limit	Request a 30km/h slow zone on Hector Sanderson Road past the Claris Shop and service centre.	<p>Option 1: Keep the original proposal of 40 km/h.</p> <p>Option 2: Reduce the speed limit to 30 km/h as the community requested. To further reduce the speed limit could potentially improve the overall safety benefits, however for this length of road the mean operating speed is 51 km/h based on Waka Kotahi MegaMaps. This could result in a very low compliance of a 30km/h speed limit.</p>	Support option 2 - 40km/h between Oceanview Road to the Police station

Local Board	Location	Request/Issue	AT Recommendation	Local Board view
Aotea	Tryphena Area	Request a 30 km/h between Tryphena Hall and Mulberry Grove School due to the high movements of walking and cycling near beaches and playgrounds.	<p>Option 1: Keep the original proposal.</p> <p>Option 2: reduce the speed limit to 30 km/h at the following locations: Shoal Bay Road (between Garden Road and Medland Road), Puriri Bay Road (between Medland Road and 120 m west of Medland Road), Medland Road (between Puriri Bay Road and 300m north of Puriri Bay Road), Blackwell Drive (full length), Omanawa Place (full length), Mulberry Grove Road (full length), Garden Road (full length).</p> <p>If this option is chosen, then for consistency the proposed speed limit on Rosalie Bay Road, between Pohutukawa Place and 260 m east of Pohutukawa Place, should also be reduced to 30 km/h.</p> <p>The mean operating speed on Shoal Bay Road (between Garden Road and Medland Road), varies between 26 and 34 km/h based on Waka Kotahi MegaMaps.</p>	Support option 1

Local Board	Location	Request/Issue	AT Recommendation	Local Board view
Manurewa	Wattle Downs area	<p>Requests to keep the main roads in and out of Wattle Downs area at a higher speed (e.g. Wattle Farm Road, Tington Avenue, Muirfield Street and Carnoustie Drive)</p> <p>The issue with Wattle Downs is that while there are no major arterials beyond Mahia Road, the peninsula extends 3.3kms from Mahia Road. As a consequence the key feeder roads, Coxhead Road, Wattle Farm Road, and Tington Road were proposed as 40km/h.</p> <p>Note that under both options the school frontage will have variable 30km/h limits at school times.</p>	<p>Option 1: keep the original proposal of 40 km/h for the full length of Wattle Farm Road, Coxhead Road (Between Mahia Road and Wattle Farm Road) and Tington Avenue (Between Coxhead Road and Glenross Drive) and 30 km/h for the rest of the residential roads.</p> <p>Option 2: extend the proposed 40 km/h to also cover the full length of Carnoustie Drive, and Muirfield Street. These roads were previously proposed as 30 km/h. This option would still be expected to give a good level of speed reduction but is less likely to have compliance issues.</p>	Prefers option 2, extending the proposed 40km/h to also cover the full length of Carnoustie Drive, and Muirfield Street.

Local Board	Location	Request/Issue	AT Recommendation	Local Board view
Rodney	South Head Road (between 200m north of Crosland Road and the northern end)	The proposed permanent 60 km/h speed limit for South Head Road (between 200m north of Crosland Road and the northern end) received a high level of feedback, the majority of which was opposed to the proposed change and some supported the changes in part.	<p>Option 1: Keep the original proposal</p> <p>Option 2: Step changes for the sealed section</p> <p>The section of South Head Road between Trig Road and the northern end of South Head Road is unsealed, therefore should keep the original proposal of 60 km/h.</p> <p>The section between 200m north of Crosland Road and Trig Road is a sealed two-lane undivided road. The proposed 60 km/h is due to the winding road alignment and the high infrastructure risk. The current mean operating speed for this section of road is 58-62 km/h based on Waka Kotahi MegaMaps. However, spot speeds are likely to vary significantly between tight curves and straighter sections. Achieving compliance with a 60km/h speed limit in the straighter sections is likely to be very challenging.</p> <p>Whilst the proposed 60 km/h speed limit would be the ideal safety outcome, a stepped change to 80 km/h on the sealed section could achieve substantial safety benefits. However, the safety performance and compliance with an 80 km/h speed limit would need to be monitored and a further speed limit reduction may be necessary in the future.</p>	No specific view given

New requests for speed limit review

This section is a list of requests received from community feedback during consultation. Local Board views have been requested.

Local Board	Location	Request/Issue	AT Recommendation	Local Board view
Albert-Eden	Area between Mt Eden Road and Manukau Road, Epsom.	Request for permanent 30 km/h speed limit zone.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given
Albert-Eden	Around Our Lady Sacred Heart School.	Request for permanent 30 km/h speed limit zone near Our Lady Sacred Heart School.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given
Albert-Eden	Carrington Road.	Request for permanent 30 km/h speed limit for the entire length.	Note this road has a higher movement function and planned infrastructure changes. Therefore, the safe and appropriate speed will be based on a detailed assessment after the infrastructure changes have been introduced.	Support Carrington Road speeds being reviewed
Albert-Eden	Charles Street.	Request for permanent 30 km/h speed limit.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given
Albert-Eden	Dominion Road.	Request for variable speed on Dominion Road between Balmoral Road and St Albans Avenue.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given
Albert-Eden	George Street.	Request for permanent 30 km/h speed limit.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given
Albert-Eden	Great North Road.	Request for permanent 30 km/h speed limit for the entire length.	Note this road has a higher movement function, and the safe and appropriate speed will be based on a detailed assessment.	No specific view given
Albert-Eden	Haslett Street.	Request for permanent 30 km/h speed limit.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given
Albert-Eden	Landscape Road.	Request for permanent 30 km/h speed limit for the entire length.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given

Local Board	Location	Request/Issue	AT Recommendation	Local Board view
Albert-Eden	Meola Road.	Request for permanent 30 km/h speed limit for the entire length.	Note this road has a higher movement function, and the safe and appropriate speed will be based on a detailed assessment.	No specific view given
Albert-Eden	New North Road.	Request for permanent 30 km/h speed limit for the length and between Alexis Avenue and Mt Albert Road.	Note this road has a higher movement function, and the safe and appropriate speed will be based on a detailed assessment.	No specific view given
Albert-Eden	New North Road.	Request for variable speed limit outside Mt Albert Primary school (between Rocky Nook Avenue and St Lukes Road).	This road/s will be considered and reviewed for including into a future speed management plan	No specific view given
Albert-Eden	Point Chevalier Road.	Request for permanent 30 km/h speed limit for between Meola Road and Great North Road.	Note this road has a higher movement function and planned infrastructure changes. Therefore, the safe and appropriate speed will be based on a detailed assessment after the infrastructure changes have been introduced.	No specific view given
Albert-Eden	Residential area between Great North Road and New North Road.	Request for permanent 30 km/h speed limit zone.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given
Albert-Eden	Residential area bordered by Carrington Road, New North Road, State Highway 16 and St Lukes Road.	Request for permanent 30 km/h speed limit zone.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given
Albert-Eden	Residential area bordered by Dominion Road, Sandringham Road, Walters Road and Burnley Terrace.	Request for permanent 30 km/h speed limit zone.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given

Local Board	Location	Request/Issue	AT Recommendation	Local Board view
Albert-Eden	Residential area bordered by Mt Albert Road, Sandringham Road, Lambeth Road and Dominion Road.	Request for permanent 30 km/h speed limit zone.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given
Albert-Eden	Residential area bordered by Richardson Rd, New North Rd, Owairaka Avenue and Mt Albert Road.	Request for permanent 30 km/h speed limit zone.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given
Albert-Eden	Residential area bordered by Sandringham Road, Morningside Drive, New North Road and Balmoral Road.	Request for permanent 30 km/h speed limit zone.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given
Albert-Eden	Residential area bordered by Valley Road, Mt Eden Road, Balmoral Road and Dominion Road.	Request for permanent 30 km/h speed limit zone.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given
Albert-Eden	Residential area bordered by Western Springs Road and New	Request for permanent 30 km/h speed limit zone.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given

Local Board	Location	Request/Issue	AT Recommendation	Local Board view
	North Road and SH 16.			
Albert-Eden	Residential area bordered by Western Springs Road, St Lukes Road and New North Road.	Request for permanent 30 km/h speed limit zone.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given
Albert-Eden	Richardson Road.	Request for permanent 30 km/h speed limit for the entire length.	Note this road has a higher movement function, and the safe and appropriate speed will be based on a detailed assessment.	No specific view given
Albert-Eden	Richardson Road.	Request for extending the variable speed limit near Owairaka District School further west to the raised pedestrian crossing on between Halston Road and Weston Road.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given
Albert-Eden	Roads around Eden Park.	Request for permanent 30 km/h speed limit zone.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given
Albert-Eden	Sandringham Road.	Request for permanent 30 km/h speed limit for the length and between Mount Albert Road and Jason Avenue.	Note this road has a higher movement function, and the safe and appropriate speed will be based on a detailed assessment.	No specific view given
Albert-Eden	Walters Road.	Request for variable speed limit on Walters Road that borders Eden Park	This road/s will be considered and reviewed for including into a future speed management plan	No specific view given
Devonport-Takapuna	Bayswater Primary School	Request for a permanent 30 zone like other schools in the area.	A wider 30 residential area could be considered for Bayswater, but the appropriate function of Bayswater Avenue should be assessed for whether it is compatible with a permanent 30 zone. A variable speed limit immediately outside the school is included in the proposal.	Supports speed limit review of additional locations requested in public consultation feedback, as well as preschools, and recommended for the next future consultation
Devonport-Takapuna	Bond Crescent and adjacent side roads.	Request for variable 30 zone in the local roads behind Forrest Hill School. Main gate on Forrest Hill Road is already proposed as	A permanent 30 may be more appropriate given the very low traffic function of these roads.	Supports speed limit review of additional locations requested in public consultation feedback, as well as

Local Board	Location	Request/Issue	AT Recommendation	Local Board view
		variable 30 but back gate not picked up in the plan.		preschools, and recommended for the next future consultation
Devonport-Takapuna	Calliope Road	Request for 30 zone on Calliope Road, especially the area near Navy Daycare.	Calliope Road was excluded when the previous speed limit change was made in the area around Stanley Bay School and the Devonport Town Centre. This section of Calliope Road was considered to have a higher movement function than the nearby local streets where the speed limit was reduced to 30km/h. However, it can still be considered for a permanent speed limit reduction in future.	Supports speed limit review of additional locations requested in public consultation feedback, as well as preschools, and recommended for the next future consultation
Devonport-Takapuna	Forrest Hill Road	Request for permanent speed reduction.	Variable speed zones are already included in the plan for the section outside Forrest Hill School and Westlake Boys High School.	Supports speed limit review of additional locations requested in public consultation feedback, as well as preschools, and recommended for the next future consultation
Devonport-Takapuna	Moana Road and Egremont Street	Request for 30 zone to discourage traffic from cutting through these roads to avoid the Lake Road/Bayswater Avenue intersection.	Should be considered as part of the Bayswater Primary School request.	Supports speed limit review of additional locations requested in public consultation feedback, as well as preschools, and recommended for the next future consultation
Devonport-Takapuna	Pax Avenue, Raines Avenue, and Beecroft Drive	Request for variable 30 zone in the local roads.	This area is likely too far from a school gate to qualify for a variable limit but could be considered for a permanent speed limit reduction if appropriate.	Supports speed limit review of additional locations requested in public consultation feedback, as well as preschools, and recommended for the next future consultation
Devonport-Takapuna	Takapuna School	Request for reduced speed limit.	Most frontages of this school were included in the Takapuna town centre 30 zone, however Killarney Street currently has a variable 40 zone outside the school. This will need to be reassessed for either a variable or permanent 30 in future.	Supports speed limit review of additional locations requested in public consultation feedback, as well as preschools, and recommended for the next future consultation

Local Board	Location	Request/Issue	AT Recommendation	Local Board view
Devonport-Takapuna	Vauxhall Road Shops (Albert Road to Grove Road)	Request for a low-speed zone at the shops.	A wider assessment of the Cheltenham, Vauxhall and Narrow Neck area should be considered rather than treating the shops in isolation.	Supports speed limit review of additional locations requested in public consultation feedback, as well as preschools, and recommended for the next future consultation
Franklin	Area around Anselmi Ridge	Request for permanent 30km/h zone	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however supported speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation
Franklin	Area around Kawakawa Bay township	Request for permanent speed limit reduction	This road/s will be considered and reviewed for including into a future speed management plan.	Support the request for a permanent speed reduction around Kawakawa Bay Township
Franklin	Area around Maraetai Beach School	Request for permanent 30km/h zone Note – a variable 30 speed limit replacing the existing variable 40 limit outside the school gate is proposed in the plan.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however supported speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation
Franklin	Area around Waiuku Primary School	Request for speed limit reduction	This road/s will be considered and reviewed for including into a future speed management plan.	Support the request for speed limit reduction in the area around Waiuku Primary School
Franklin	Area around western part of Clarks Beach	Request for permanent 30km/h zone. Note – a permanent 30km/h speed limit was proposed in the adjacent Clarks Beach development area.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however supported speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation
Franklin	Beachlands	Request for permanent speed limit reduction on the residential streets in Beachlands	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however supported speed limit review of additional locations requested in public consultation feedback and

Local Board	Location	Request/Issue	AT Recommendation	Local Board view
				recommended for the next future consultation
Franklin	Glenbrook Beach Road	Request to extend the 60km/h speed limit on Glenbrook Beach Road near the Dunsmuir Road intersection approximately 200 metres further south past the bend. Note – the speed limit along Glenbrook Beach Road was reduced in phase 1 of the safe speeds programme. However, it may require review due to changing land use in the Glenbrook Beach area.	This road/s will be considered and reviewed for including into a future speed management plan.	Support the request to extend the 60km/h speed limit on Glenbrook Beach Road near the Dunsmuir Road intersection approximately 200 metres further south past the bend.
Franklin	Great South Road/Pitt Road intersection	Request for intersection speed zone	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however supported speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation
Franklin	Linwood Road/Walters Road intersection	Request for intersection speed zone	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however supported speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation
Franklin	Pukekohe Town Centre	Request for permanent speed limit reduction	This road/s will be considered and reviewed for including into a future speed management plan.	Support permanent speed reductions in Pukekohe (inside the ring road)
Franklin	Valley School	Request to extend the proposed variable school zone around Valley School further on East Street and to include additional roads near the school. Note – A variable speed limit is appropriate on East Street, however, the other streets around the school are local residential	This road/s will be considered and reviewed for including into a future speed management plan.	Support the request to extend a proposed variable school zone around Valley School in Pukekohe, further on East Street

Local Board	Location	Request/Issue	AT Recommendation	Local Board view
		streets where permanent speed limit changes may be appropriate.		
Franklin	Waiuku Town Centre	Request for permanent speed limit reduction	This road/s will be considered and reviewed for including into a future speed management plan.	Support permanent speed reduction in Waiuku Town Centre
Franklin	Whitford-Maraetai Road near Omana Regional Park	Request for permanent speed limit reduction	This road/s will be considered and reviewed for including into a future speed management plan.	Support a permanent speed limit reduction on Whitford-Maraetai Road, near Omana Regional Park, from the Beachlands roundabout to the start of the 50kph zone in Maraetai, noting this speed limit reduction is necessary to enable a bus stop at Te Puru and a pedestrian crossing at the western end of Maraetai School Road
Franklin	Whitford-Maraetai Road/Clifton Road intersection	Request for intersection speed zone	This road/s will be considered and reviewed for including into a future speed management plan.	Request Auckland Transport proceed with urgency an intersection speed zone at the Whitford Maraetai Road Clifton Road intersection, noting this is an advocacy point in the Franklin Local Board Plan 2023, and this intersection services a landfill; and also noting that engineering treatments are requested to make this intersection safer.
Henderson-Massey	Harbour View Road (Te Atatu Road to Beach Road section)	Request for permanent 30 zone	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation

Local Board	Location	Request/Issue	AT Recommendation	Local Board view
Henderson-Massey	Harbourview residential area (southeast of Te Atatu Peninsula town centre)	Request for residential 30 zone to match other areas of Te Atatu Peninsula.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation
Henderson-Massey	Ranui town centre	Request for town centre 30 zone	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation
Henderson-Massey	Residential areas around Summerland Drive and Sturges Road	Request for safe speed area around Summerland Drive / Sturges Road	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation
Henderson-Massey	Swanson Road extend variable speed zone behind Waitakere College	Request for extension of the variable zone along Swanson Road.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation
Henderson-Massey	Taikata Road	Request for permanent 30 zone	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation
Henderson-Massey	Taipari residential area (south of	Request for residential 30 zone to match other areas of Te Atatu Peninsula.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit review of additional locations requested in public

Local Board	Location	Request/Issue	AT Recommendation	Local Board view
	Taikata Road at the western end)			consultation feedback and recommended for the next future consultation
Henderson-Massey	Te Atatu Peninsula town centre	Request for town centre 30 zone	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation
Henderson-Massey	Te Atatu Road between Te Atatu Peninsula town centre and start of shared path (opposite 472 Te Atatu Road)	Request for permanent 30 zone	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation
Henderson-Massey	Te Atatu Road north of Te Atatu Peninsula town centre to Totara Road	Request for permanent 30 zone	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation
Hibiscus and Bays	Beach Road at Murrays Bay.	Request for permanent 30 km/h near the sailing club.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation.
Hibiscus and Bays	Beach Road, at Waiake Beach.	Request for permanent 30 zone.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and

Local Board	Location	Request/Issue	AT Recommendation	Local Board view
				recommended for the next future consultation.
Hibiscus and Bays	Campbells Bay School (Aberdeen Road).	Request for permanent 30 km/h.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation.
Hibiscus and Bays	Deep Creek Road, at Torbay Kindergarten.	Request for variable speed limit. Note that the legislative requirements from central government for all schools (primary to secondary) to have safe and appropriate speed limits by December 2027 does not include early childhood education or tertiary education sites. However, these can still be considered as part of a wider approach to reviewing urban speed limits.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation.
Hibiscus and Bays	Florence Avenue, section west of Centreway Road.	Request for extension of the permanent 30 km/h (existing town centre). Note this part of Florence Avenue is outside the town centre and would be better considered as part of potential residential area south of Grand Drive and west of Centreway Road.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation.
Hibiscus and Bays	Kahu Close (behind Orewa Primary School).	Request for a low-speed zone in Kahu Close. This could be considered as part of a wider review of speed limits for Orewa Primary School.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation.

Local Board	Location	Request/Issue	AT Recommendation	Local Board view
Hibiscus and Bays	Red Beach School.	Request for a safe speed zone	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation.
Hibiscus and Bays	Sunrise Avenue (between number 71 and number 113).	Request to extend variable 30 zones to span between Rangitoto College and Murrays Bay Intermediate.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation.
Howick	Bucklands Beach Intermediate (Bucklands Beach Road, Pigeon Mountain School (Loloma Drive) Macleans College (Macleans Road).	Request for permanent 30 km/h speed limit around Bucklands Beach Intermediate, Pigeon Mountain School, Macleans College. Note these schools front main roads so are already proposed for variable speed limits outside the school gates. Lower speed limits in the adjacent residential areas could be considered in future.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation.
Howick	Gracechurch Drive	Request for speed limit reduction along the entire length of Gracechurch Drive from Chapel Road (Willowbank School) to Jeffs Road (near Mission Heights School).	Change not recommended. While speed limit reductions are proposed for the schools at each end of Gracechurch Drive, the middle section of the road is more sparsely developed. A lower speed limit in this area is not recommended and would be likely to have very poor compliance.	No specific view given.
Howick	Howick Village/Picton Street.	Request for a town centre speed zone in Howick Village.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation.

Local Board	Location	Request/Issue	AT Recommendation	Local Board view
Howick	Hutchinsons Road.	Request to reduce the speed limit. Note, this could be considered with the requests for Macleans Primary School and Howick school and included in a future Plan.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation.
Howick	Local Streets between Chapel Road and Te Irirangi Drive.	Request for permanent 30 km/h zones in the local streets between Chapel Road and Te Irirangi Drive.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation.
Howick	Macleans Primary School.	Request for speed limit reduction around the school, particular concern about speeding on Gills Road. Note may need wider consideration of the area around and between Macleans Primary School and Howick School.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation.
Howick	Ormiston Schools (Primary, Junior College and Senior College).	Request for lower speed zone in the area bounded by Chapel Road, Flat Bush School Road, Murphys Road and Stancombe Road. Note, Ormiston Road has a variable speed zone, the other roads in the area surrounded by the arterials listed are local residential roads that could be considered for a permanent speed change in future.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation.
Howick	Sancta Maria Catholic College.	Request for variable zone outside the school on Te Irirangi Drive.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation.

Local Board	Location	Request/Issue	AT Recommendation	Local Board view
Howick	Side roads off Flat Bush School Road.	Request for permanent lower speed limits in the side roads of Flat Bush School Road. Note, the area east of Murphys Road is already proposed in the Plan, areas between Murphys Road and Chapel Road could be considered in a future Plan.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation.
Howick	Sunnyhills School.	Request for permanent 30 km/h area.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation.
Howick	Willowbank School.	Request for permanent 30 km/h on school frontages. Note, this location is proposed as variable 30 km/h zone in the Plan.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation.
Kaipatiki	Birkenhead Point	Request for a neighbourhood speed zone	This road/s will be considered and reviewed for including into a future speed management plan.	Refer the additional locations requested in public consultation feedback to a local board workshop
Kaipatiki	Chatswood	Request for a neighbourhood speed zone	This road/s will be considered and reviewed for including into a future speed management plan.	Refer the additional locations requested in public consultation feedback to a local board workshop
Kaipatiki	Chelsea Primary School	Request for a safe speed zone around the school.	This road/s will be considered and reviewed for including into a future speed management plan.	Refer the additional locations requested in public consultation feedback to a local board workshop
Kaipatiki	Hillcrest area (bounded by Glenfield Road, Pupuke Road, Oceanview Road, Sunnybrae Road)	Request for a neighbourhood speed zone	This road/s will be considered and reviewed for including into a future speed management plan.	Refer the additional locations requested in public consultation feedback to a local board workshop

Local Board	Location	Request/Issue	AT Recommendation	Local Board view
	and Archers Road)			
Kaipatiki	Hinemoa Street	Request for lower speed limit on Hinemoa Street down to Birkenhead Wharf	This road/s will be considered and reviewed for including into a future speed management plan.	Refer the additional locations requested in public consultation feedback to a local board workshop
Kaipatiki	Huka Road (Birkenhead)	Request to include in 30 zone	This road/s will be considered and reviewed for including into a future speed management plan.	Refer the additional locations requested in public consultation feedback to a local board workshop
Kaipatiki	Northcote (around the Kainga Ora developments)	Request for safe school/neighbourhood zone	This road/s will be considered and reviewed for including into a future speed management plan.	Refer the additional locations requested in public consultation feedback to a local board workshop
Kaipatiki	Northcote Point	Request for a 30 zone	This road/s will be considered and reviewed for including into a future speed management plan.	Refer the additional locations requested in public consultation feedback to a local board workshop
Kaipatiki	Roberts Road (Windy Ridge)	Request for speed reduction	This road/s will be considered and reviewed for including into a future speed management plan.	Refer the additional locations requested in public consultation feedback to a local board workshop
Kaipatiki	Rosebury Avenue and Park Hill Road	Request for low speed zone.	This road/s will be considered and reviewed for including into a future speed management plan.	Refer the additional locations requested in public consultation feedback to a local board workshop
Kaipatiki	Sunnybrae School	Request for a permanent 30 zone.	Note included in plan for proposed variable 30 replacing existing variable 40 on Sunnybrae Road. This road/s will be considered and reviewed for including into a future speed management plan.	Refer the additional locations requested in public consultation feedback to a local board workshop
Kaipatiki	Verbena Road	Request to reduce the speed limit	This road/s will be considered and reviewed for including into a future speed management plan.	Refer the additional locations requested in public consultation feedback to a local board workshop

Local Board	Location	Request/Issue	AT Recommendation	Local Board view
Kaipatiki	Witheford Drive, Bayview	Request for a safe speed zone on Witheford Drive	This road/s will be considered and reviewed for including into a future speed management plan.	Refer the additional locations requested in public consultation feedback to a local board workshop
Mangere-Otahuhu	Atkinson Avenue	Request to reduce speed limit Note a school variable 30 is proposed on part of this road.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support a speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation, and request that the review results are workshopped prior to final decisions on speed limits in the identified areas.
Mangere-Otahuhu	Coronation Road	Request for permanent 30 speed limit, all of road but particularly for the town centre. Note a variable 30 zone is already proposed outside the school to the south of the town centre.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support a speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation, and request that the review results are workshopped prior to final decisions on speed limits in the identified areas.
Mangere-Otahuhu	Mangere Road	Request for permanent 30 speed limit Note the area outside Otahuhu College is already proposed for a variable 30 in the plan.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support a speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation, and request that the review results are workshopped prior to final decisions on speed limits in the identified areas.

Local Board	Location	Request/Issue	AT Recommendation	Local Board view
Mangere-Otahuhu	Verissimo Drive	Request for permanent 30 speed limit. Note the road is wide with mainly industrial land use, so lower speed limit would likely have issues with poor compliance.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support a speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation, and request that the review results are workshopped prior to final decisions on speed limits in the identified areas.
Maungakiekie-Tamaki	Area between Campbell Road and Mays Road	Requests for safe speed zone	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation.
Maungakiekie-Tamaki	Area east of Onehunga Mall	Request to extend the safe speed zone to cover east of Onehunga Mall. Roughly bordered by Onehunga Mall, Captain Springs Road, Church Street, Mount Smart Road and Mays Road	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation.
Maungakiekie-Tamaki	Area Near Te Papapa School	Requests for safe speed zone near Te Papapa School	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation.
Maungakiekie-Tamaki	Royal Oak roundabout and Royal Oak town centre.	Requests for safe speed zone	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation.

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Maungakiekie-Tamaki	Taniwha Street.	Request 30 km/h for Taniwha Street. Note: Western end of Taniwha St was included in Glen Innes Town Centre changes (phase 3),	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation.
Orakei	Area around Churchill Park	Request for variable speed limit on Riddell Road and permanent speed limit reduction in the surrounding area.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given
Orakei	Area around Kohimarama School	Request for permanent 30km/h zone Note – a variable 30km/h speed limit has been proposed to replace the existing variable 40km/h speed limit in front of the school. The request is for a permanent 30km/h zone in the wider residential area around the school.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given
Orakei	Area around Madills Farm	Request for speed limit reduction	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given
Orakei	Area around Merton Reserve and Colin Maiden Park	Request for permanent 30km/h zone	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given
Orakei	Area around Michael Park School	Request for permanent 30km/h zone	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given
Orakei	Area around Selwyn College and St Thomas School	Request for permanent 30km/h zone Note – a variable 30km/h speed limit has been proposed on Kohimarama Road and Allum Street outside both schools. The request is for a permanent 30km/h speed limit in the wider residential area.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given

Local Board	Location	Request/Issue	AT Recommendation	Local Board view
Orakei	Area around St Ignatius Catholic School	Request for permanent 30km/h zone	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given
Orakei	Area around Victoria Avenue School	Request for permanent 30km/h zone. Note – a variable 30km/h speed limit has been proposed to replace the existing variable 40km/h speed limit in front of the school. The request is for a permanent 30km/h zone in the wider residential area around the school.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given
Orakei	College Road	Request for speed limit reduction	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given
Orakei	Ellerslie Town Centre	Request for speed limit reduction	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given
Orakei	Glendowie College	Request for speed limit reduction in front of the school	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given
Orakei	Glendowie Primary School	Request for speed limit reduction in front of the school	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given
Orakei	Grand Drive	Request for speed limit reduction	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given
Orakei	Meadowbank Town Centre	Request for permanent 30km/h zone	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given
Orakei	Remuera Road	Request for variable speed limit reduction near schools along Remuera Road.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given
Orakei	St Michael's Catholic School	Request for speed limit reduction in front of the school	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given
Otara-Papatoetoe	Bairds Road	Request for variable speed limit on Bairds Road outside Bairds Mainfreight Primary School	This road/s will be considered and reviewed for including into a future speed management plan.	Support speed limit review of this location
Papakura	Area around Longford Park	Request for permanent 30km/h zone	This road/s will be considered and reviewed for including into a future speed management plan.	Does not support the request for this location to be included in future

Local Board	Location	Request/Issue	AT Recommendation	Local Board view
				consultation for fixed 30km/h speed limits
Papakura	Area around Papakura Central School	Request for permanent 30km/h zone	This road/s will be considered and reviewed for including into a future speed management plan.	Does not support the request for this location to be included in future consultation for fixed 30km/h speed limits
Papakura	Kelvin Road	Request for variable speed limit outside Kelvin Road School	This road/s will be considered and reviewed for including into a future speed management plan.	Requests that a variable speed limit be considered on Kelvin Road outside Kelvin Road school as using a fixed 30km/h speed limit for this road is inconsistent with the approach taken to other main/high traffic roads. The board believes that the appropriate speed limit for this road would be either a 40 or 50km/h fixed speed limit, with variable 30km/h speed limits as appropriate on sections of the road near to schools.
Papakura	Opaheke Road	Request for a reduced speed limit	This road/s will be considered and reviewed for including into a future speed management plan.	Requests that Opaheke Road (from Boundary Road to the roundabout) be included in future consultation for a reduced speed limit.
Papakura	Pahurehure residential area	Request for permanent 30km/h zone	This road/s will be considered and reviewed for including into a future speed management plan.	Does not support the request for this location to be included in future consultation for fixed 30km/h speed limits
Puketapapa	Area around Halsey Drive School	Request for speed limit reduction on the roads around the school.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit review near schools that do not have current or proposed safe speed limits.

Local Board	Location	Request/Issue	AT Recommendation	Local Board view
Puketapapa	Area around Lynfield College	Request for permanent 30km/h zone.	This road/s will be considered and reviewed for including into a future speed management plan. Note – a variable 30km/h speed limit has been proposed on White Swan Road and Boundary Road outside Lynfield College. The request is for a permanent 30km/h zone on the streets south of White Swan Road and Donovan Street.	No specific view given, however support speed limit review near schools that do not have current or proposed safe speed limits.
Puketapapa	Area around Marcellin College	Request for permanent 30km/h zone around the school.	This road/s will be considered and reviewed for including into a future speed management plan. Note – a variable 30km/h speed limit has been proposed on Mount Albert Road outside Marcellin College. The request is for a permanent 30km/h zone on the streets north of Marcellin College.	No specific view given, however support speed limit review near schools that do not have current or proposed safe speed limits.
Puketapapa	Area around Royal Oak Primary School	Request for permanent 30km/h zone around the school.	This road/s will be considered and reviewed for including into a future speed management plan. Note – a variable 30km/h speed limit has been proposed on Manukau Road outside Royal Oak School.	No specific view given, however support speed limit review near schools that do not have current or proposed safe speed limits.
Puketapapa	Area around Three Kings School	Request for permanent 30km/h zone around the school.	This road/s will be considered and reviewed for including into a future speed management plan. Note – a variable 30km/h speed limit has been proposed on Mount Eden Road and Mount Albert Road outside Three Kings School. The request is for a permanent 30km/h zone on the surrounding streets.	No specific view given, however support speed limit review near schools that do not have current or proposed safe speed limits.
Puketapapa	Buckley Road	Request for permanent 30km/h zone.	This road/s will be considered and reviewed for including into a future speed management plan. Note – reducing the permanent speed limit on Buckley Road will need to be considered as part of the wider area to avoid diverting traffic to surrounding local roads.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation

Local Board	Location	Request/Issue	AT Recommendation	Local Board view
Puketapapa	Dominion Road	Request for speed limit reduction	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation
Puketapapa	Monte Cecilia Park area	Request for permanent 30km/h zone.	This road/s will be considered and reviewed for including into a future speed management plan. Note – Roads outside the park are Auckland Transport controlled and roads within the park are Auckland Council controlled. Changes to speed limits in this area would potentially need approval from both road controlling authorities.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation
Puketapapa	Saint Andrews Road	Request for permanent 30km/h zone	This road/s will be considered and reviewed for including into a future speed management plan. Note – reducing the permanent speed limit on Saint Andrews Road will need to be considered as part of the wider area to avoid diverting traffic to surrounding local roads.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation
Rodney	Brown Road from Auckland Road to Great North Road	Request for permanent lower speed limits	Request referred to Waka Kotahi, who manage this road.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation
Rodney	Commercial Road, Helensville	Request for permanent lower speed limits	Request referred to Waka Kotahi, who manage this road.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation

Local Board	Location	Request/Issue	AT Recommendation	Local Board view
Rodney	Huapai School	Request a safe speed zone near Huapai School.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation
Rodney	Kahikatea Flat Road between Dairy Flat Highway and Pine Valley Road.	Request 60 km/h.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation
Rodney	Kaipara Coast Highway between Henley Road and Kaukapakapa School	Request for permanent lower speed limits	Request referred to Waka Kotahi, who manage this road.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation
Rodney	Mahurangi East Road	Requests for 60 km/h on Mahurangi East Road between Sandspit Road and Arabella Lane. Requests, which will need to be assessed, were also received for 60 km/h on Mahurangi East Road from Algies Bay heading towards Martins Bay Road.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation
Rodney	Mill Road, Helensville	Request for permanent lower speed limits	Request referred to Waka Kotahi, who manage this road.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation

Local Board	Location	Request/Issue	AT Recommendation	Local Board view
Rodney	Peak Road	Request 60 km/h between Shanks Road and State Highway 16.	This road/s will be considered and reviewed for including into a future speed management plan. Note: any proposed changes for this section of Peak Road potentially need to coordinate with Waka Kotahi proposals for State Highway 16.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation
Rodney	Pine Valley Road / Kahikatea Flat Road intersection	Request for a permanent 60 zone.	This road/s will be considered and reviewed for including into a future speed management plan. Note in the Plan this intersection is proposed for variable speed limit of 60km/h on Kahikatea Flat Road. Note that the minimum length of a permanent 60km/h speed limit is 600m so any change would need to extend beyond the immediate area of the intersection.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation
Rodney	Riverhead Road	Request 60 km/h between Koraha Road and Old North Road.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation
Rodney	Riverhead School	Request to extend the safe school zone to the eastern side of Coatesville-Riverhead Highway near Riverhead School zone.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation
Rodney	Sandspit Road, Sharps Road, Mahurangi East Road intersection	Request a 50 or 60 km/h speed limit near the intersection	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation

Local Board	Location	Request/Issue	AT Recommendation	Local Board view
Rodney	Taylor Road	Request 60 km/h between Waikoukou Valley Road and Kerr-Taylor reserve.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation
Upper Harbour	Albany Mall area	Request for a speed limit reduction	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit of additional location requested in public consultation feedback and recommended for the next future consultation
Upper Harbour	Area west of Hobsonville Point Secondary School	Request for a residential 30km/h zone	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit of additional location requested in public consultation feedback and recommended for the next future consultation
Upper Harbour	Greenhithe Road	Request for a permanent 30km/h speed limit	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit of additional location requested in public consultation feedback and recommended for the next future consultation
Upper Harbour	Greenhithe school area	Request for a residential 30km/h zone	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit of additional location requested in public consultation feedback and recommended for the next future consultation
Upper Harbour	Hendrika Court	Request for a permanent 30km/h speed limit.	This road/s will be considered and reviewed for including into a future speed management plan. Note this is a minor side road near Hobsonville School and is currently included in the variable zone for the school.	No specific view given, however support speed limit of additional location requested in public consultation feedback and recommended for the next future consultation

Local Board	Location	Request/Issue	AT Recommendation	Local Board view
Upper Harbour	Hobsonville Point Road	Request for a permanent speed limit reduction	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit of additional location requested in public consultation feedback and recommended for the next future consultation
Upper Harbour	Hobsonville Road	Request for a permanent 30km/h speed limit	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit of additional location requested in public consultation feedback and recommended for the next future consultation
Upper Harbour	Marina View School	Request to include Marina View School	This road/s will be considered and reviewed for including into a future speed management plan.	support speed limit review near schools that do not have current or proposed safe speed limits.
Upper Harbour	Pinehurst School	Request to include Pinehurst School	This road/s will be considered and reviewed for including into a future speed management plan.	support speed limit review near schools that do not have current or proposed safe speed limits.
Upper Harbour	Scott Road	Request for a permanent speed limit reduction	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit of additional location requested in public consultation feedback and recommended for the next future consultation
Upper Harbour	Spencer Road	Request for a permanent 30km/h speed limit	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit of additional location requested in public consultation feedback and recommended for the next future consultation
Upper Harbour	Unsworth Heights area	Request for a residential 30km/h zone	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit of additional location requested in public consultation feedback and recommended for the next future consultation

Local Board	Location	Request/Issue	AT Recommendation	Local Board view
Upper Harbour	West Harbour area	Request for a residential 30km/h zone	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit of additional location requested in public consultation feedback and recommended for the next future consultation
Upper Harbour	Whenuapai School	Request to extend variable zone further along Brigham Creek Road and along Totara Road.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit of additional location requested in public consultation feedback and recommended for the next future consultation
Waiheke	Donald Bruce Road	Request for permanent speed limit reduction	This road/s will be considered and reviewed for including into a future speed management plan.	Support speed limit review of Donald Bruce Road - request for permanent speed limit reduction
Waiheke	Korora Road	Request for permanent 30km/h speed limit	This road/s will be considered and reviewed for including into a future speed management plan.	Support speed limit review of Korora Road - request for permanent 30km/h speed limit
Waiheke	Ocean View Road	Request to extend the proposed 30km/h zone to Goodwin Avenue	This road/s will be considered and reviewed for including into a future speed management plan.	Support speed limit review of Ocean View Road - request to integrate an extension of the proposed 30km/h zone to Moa Avenue in conjunction with prior work on traffic calming at Moa Avenue/Ocean View Road intersection
Waitakere Ranges	Hoani Waititi School	Request for a low speed zone around the school	Change not recommended. Hoani Waititi School fronts to internal roads within Parrs Park. The internal roads are speed calmed and sign posted at lower speeds in certain sections. The speed limit in the residential area immediately east of the school was lowered to 30km/h in Phase 1 of the Safe Speeds Programme.	No specific view given.
Waitakere Ranges	Lone Kauri School	Request for a variable speed limit around Lone Kauri School in Karekare.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit review of additional locations requested in public

Local Board	Location	Request/Issue	AT Recommendation	Local Board view
				consultation feedback and recommended for the next future consultation.
Waitakere Ranges	Side streets off Seymour Road in Sunnyvale	Request for reduced speed limit.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation.
Waitakere Ranges	Titirangi Township	Request for a 30km/h speed limit in the area around the Titirangi township, near the roundabout intersection Titirangi Road, Atkinson Road, Huia Road, and Scenic Drive.	This road/s will be considered and reviewed for including into a future speed management plan. Note – a variable 30km/h speed limit was proposed in this area to replace the existing variable 40km/h speed limit around Titirangi Primary School	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation.
Waitakere Ranges	Waitakere Road – between Township Road and Kay Road	Request for speed limit to be lowered to 60km/h	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation.
Waitemata	Area around Basque Park	Request for permanent 30km/h zone. Request for permanent speed limit reduction on the section of the road that has not been included in this proposal (middle section between the town centres at Parnell and Newmarket).	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given
Waitemata	Area around Grey Lynn Park	Request for permanent 30km/h zone	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however, recommend beginning to work to create lower speed neighbourhoods in other parts of Waitemata where appropriate, starting with Grey Lynn and Westmere.

Local Board	Location	Request/Issue	AT Recommendation	Local Board view
Waitemata	Area around Ponsonby Primary School	Request for permanent 30km/h zone around the school. Note – a variable 30km/h speed limit has been proposed to replace the existing variable 40km/h speed limit outside Ponsonby Primary School.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given
Waitemata	Area around St Mary's College	Request for permanent 30km/h zone around the school. Note – a variable 30km/h speed limit has been proposed outside St Mary's College to replace the existing variable 40km/h speed limit.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given
Waitemata	Clifton Road	Request for permanent 30km/h speed limit. Note – a variable 30km/h speed limit has been proposed on Clifton Road where the existing variable 40km/h speed limit is. Reducing the permanent speed limit on Clifton Road will need to be considered as part of the wider area to avoid diverting traffic to surrounding local roads.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given
Waitemata	College Hill	Request for permanent speed limit reduction. Note – a variable 30km/h speed limit is proposed near St Mary's College	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given
Waitemata	Curran Street	Request for permanent speed limit reduction. Note - a variable 30km/h speed limit has been proposed on Curran Street outside Ponsonby Primary School.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given
Waitemata	Gillies Avenue	Request for permanent speed limit reduction. Note – variable 30km/h speed limits have been proposed on Gillies Avenue outside Newmarket School and Epsom Girls Grammar.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given
Waitemata	Great North Road	Request for permanent speed limit reduction outside St Joseph's School and Grey Lynn School. Note – variable 30km/h	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given

Local Board	Location	Request/Issue	AT Recommendation	Local Board view
		speed limits have been proposed on Great North Road outside both of these schools.		
Waitemata	Jervois Road	Request for permanent 30km/h speed limit on the western end of Jervois Road.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given
Waitemata	Khyber Pass Road	Request for permanent speed limit reduction. Note – the eastern end of Khyber Pass Road within the Newmarket Town Centre has been proposed for a permanent 30km/h speed limit.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given
Waitemata	Mountain Road	Request for permanent speed limit reduction Note – a variable 30km/h speed limit has been proposed on Mountain Road outside St Peter’s College.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given
Waitemata	Northern Health School area	Request for permanent 30km/h zone	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given
Waitemata	Parnell Road	Request for permanent speed limit reduction on the section of the road that has not been included in this proposal (middle section between the town centres at Parnell and Newmarket).	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given
Waitemata	Richmond Road School	Request for permanent 30km/h zone. Note – a variable speed limit has been proposed on Richmond Road directly outside the school.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however, recommend beginning to work to create lower speed neighbourhoods in other parts of Waitemata where appropriate, starting with Grey Lynn and Westmere.
Waitemata	Richmond Road	Request for permanent speed limit reduction. Note – a variable 30km/h speed limit was proposed near Richmond Road School	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given

Local Board	Location	Request/Issue	AT Recommendation	Local Board view
Waitemata	Roads within the Auckland Domain	Request for speed limit reduction	This road/s will be considered and reviewed for including into a future speed management plan.	Support the public request for slower speeds around the Domain and recommend safe pedestrian crossings are installed near all entrances to the park.
Waitemata	St Peters College	Request for permanent 30km/h zone around the school. Note – a variable speed limit has been proposed on Mountain Road directly outside the school. This request is for a permanent 30km/h zone in the wider residential area near the school. It should be noted that much of the wider area near the school falls within the Albert-Eden Local Board area.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given
Waitemata	Surrey Crescent	Request for permanent speed limit reduction outside Grey Lynn School. Note – a variable 30km/h speed limit has been proposed on Surrey Crescent outside Grey Lynn School.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given
Waitemata	Westmere School	Request for permanent 30km/h zone around the school.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however, recommend beginning to work to create lower speed neighbourhoods in other parts of Waitemata where appropriate, starting with Grey Lynn and Westmere.
Whau	Arahoe School	Request for a permanent 30km/h zone around Arahoe School	This road/s will be considered and reviewed for including into a future speed management plan.	Support speed limit review near schools that do not have current or proposed safe speed limits including Arahoe School
Whau	Area around Avondale racecourse	Request to make the proposed 30km/h zones in the area larger to cover the gaps near the racecourse.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and

Local Board	Location	Request/Issue	AT Recommendation	Local Board view
				recommended for the next future consultation
Whau	Area around Avondale Town Centre	Request for permanent 30km/h zone	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation
Whau	Area around New Lynn Town Centre	Request for permanent 30km/h zone	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation
Whau	Area near Avondale Primary	Request to extend the 30km/h zone near Avondale Primary to include the streets north of Rosebank Road.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit review near schools that do not have current or proposed safe speed limits.
Whau	Connaught Street	Request for a permanent speed limit reduction Note – the speed limit on the eastern end of Connaught Street was reduced in previous phases of the Safe Speeds Programme.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation
Whau	Fruitvale Road School	Extend the proposed variable zone to include Northall Road.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit review near schools that do not have current or proposed safe speed limits.
Whau	Great North Road	Request for a permanent speed limit reduction	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and

Local Board	Location	Request/Issue	AT Recommendation	Local Board view
				recommended for the next future consultation
Whau	Green Bay Primary	Request for a permanent 30km/h zone around the school. Note – a variable 30km/h speed limit is proposed on Godley Road outside the school.	This road/s will be considered and reviewed for including into a future speed management plan.	Request for an extended reduced speed zone on Godley Road from Green Bay Primary School to Titirangi Road
Whau	New Lynn School	Request for reduced speed limits near New Lynn School Note – a variable 30km/h speed limit is proposed on Margan Avenue and Hutchinson Avenue near the school. The request is for reduced speed limits on the side streets in the area.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit review near schools that do not have current or proposed safe speed limits.
Whau	Residential area between New Lynn and Titirangi	Request for permanent speed limit reduction in this area.	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation
Whau	Rosebank Road	Request for permanent speed limit reduction Note – a variable 30km/h speed limit is proposed on Rosebank Road outside Rosebank School	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation
Whau	Taylor Street	Request for permanent speed limit reduction	This road/s will be considered and reviewed for including into a future speed management plan.	No specific view given, however support speed limit review of additional locations requested in public consultation feedback and recommended for the next future consultation