

Attachment 3 Final draft Katoa, Ka Ora: Auckland speed management plan 2024-7 certification information including three-year implementation plan, safety infrastructure and safety camera information

Certification

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Certification template

The Land Transport Rule: Setting of Speed Limits 2022 (the Rule) states that a speed management plan must be in the form, if any, set by Waka Kotahi as regulator. Waka Kotahi has not yet set a form for plans.

Instead, this speed management plan for Auckland follows the optional certification template for a speed management plan which was designed to provide a straightforward process for completing the basic requirements of a speed management plan for certification.

Plan information

Road controlling authority or regional transport committee	<i>Auckland Regional Transport Committee</i>
Submitted by	<i>Auckland Transport</i>
National Land Transport Programme (NLTP) period	<i>July 2024 to June 2027</i>

Pre-submission checklist

Complete this checklist following completion of the plan, prior to submitting for certification.

Category	Confirmation	Clause ^	Yes/no
Public consultation complete	Consultation for this speed management plan has been carried out in accordance with the Land Transport Rule: Setting of Speed Limits 2022, clause 3.9	3.11(1)(a)	Yes
Plan content check	Includes objectives, policies, and measures for managing speed on relevant roads for at least 10 financial years from the start of the plan.	3.8(1)(a)	Yes
	Includes an explanation of how the plan is consistent with the road safety aspects of the Government Policy Statement (GPS) on land transport and any Government road safety strategy.	3.8(1)(b)	Yes
	Include a general explanation of how a whole-of-network approach was taken to changing speed limits, safety cameras and safety infrastructure, including the approach when deciding whether to invest in making a road safer at higher speeds or to set a lower speed limit.	3.8(1)(c)	Yes
	Includes an implementation programme for at least 3 financial years from the start of the plan which sets out changes to speed limits and safety infrastructure on the relevant roads, and the timeframe within which each change will occur in.	3.8(2)(b)(i-ii)	Yes
	Identifies all speed limits of 70km/h and 90km/h subject to review.	3.11(1)(b)(ii)	Yes
	Identifies all roads outside schools for which changes to speed limits are needed in order to set speed limits.	3.11(1)(b)(iii)	Yes
	Includes an explanation for any changes being proposed to a speed limit that do not align with the Agency's confirmed assessment of what is the safe and appropriate speed limit for the road.	3.8(2)(e)	Yes
	Includes comment on any review relevant to the roads or region that has been completed since the previous plan published.	3.8(2)(f)	N/A

^ The clauses are from the Land Transport Rule: Setting of Speed Limits 2022.

Speed management plan content

10-year vision: Objectives, strategic alignment, and whole-of-network approach

1. Describe objectives, policies and measures for managing speed on relevant roads for at least 10 financial years from the start of the plan

Principles: These principles have been developed based on mana whenua, local board, partner, stakeholder and community engagement. They are intended to consistently guide how we will manage speed for at least the next 10 years.

Tiakitanga: The top priority of speed management is to keep people alive and well on Tāmaki Makaurau, Auckland’s roads.

Easy to understand: Speed limits are a critical part of an integrated safe road system; we will ensure they are easy to understand.

Keeping children safe: Safe speeds around schools will ensure the safety of children (and all ages of people).

Safe speed limits: Speed limits align with government requirements. We consider complex factors ranging from the function of our roads and streets to how many people travel outside of vehicles.

Safe infrastructure: Investment in engineering and safety improvements will be prioritised on roads that have high safety needs and provide active mode benefits.

Partnership: We work with our Te Tiriti o Waitangi/Treaty of Waitangi and other partners in governance, design, delivery, education, communication, enforcement and monitoring.

Healthy communities: Safe speeds support more walking and cycling; this improves health and is better for the environment.

Measure results: We constantly monitor the roads to evaluate any changes required to make our roads and streets safe.

Active monitoring and managing change: A key element of Katoa, Ka Ora is the active monitoring of the network to ensure that the speed management plan delivers the expected benefits, and any unexpected negative outcomes can be addressed. Before-and-after measurement and evaluation data used will include the crash and risk data, traffic flow and speed profiles, travel times, levels of active mode use, enforcement statistics, and community sentiment. After implementation, regular monitoring of these indicators will assist in planning for further interventions, which may include communications, engineering or enforcement as appropriate.

The full objectives, policies and measures for managing speed may be found on pages 28 to 34 of the Katoa, Ka Ora: Auckland speed management plan 2024-2027 main document attached separately.

Objectives and measures

The New Zealand Transport Agency Waka Kotahi speed management guide provides all road controlling authorities in New Zealand with consistent safe and appropriate speed limits for types of roads and streets. The long-term vision of Katoa, Ka Ora is to align with government requirements and guidance.

We will measure success using these indicators aligned to Road to Zero indicators:

- Intervention indicator
- % schools with safe and appropriate speed limits.

- Safety performance indicators
 - • % of road network where speed limits align with Safe and Appropriate Speed.
 - • Mean speed of vehicles (urban, rural, urban centres).
 - Safety outcome indicator
 - # overall death and serious injury reduction
-

2. Demonstrate consistency with the road safety aspects of the Government Policy Statement (GPS) on land transport and any other government road safety strategy

Katoa, Ka Ora is consistent with the strategic priority of safety in the Government Policy Statement 2024-2034 because it contributes to the outcome of a reduction in death and serious injuries.

The Government Policy Statement requires road safety and speed management to be delivered in an efficient and cost-effective manner with public sentiment and acceptability considered more directly. It continues to prioritise the safety of young New Zealanders outside schools. This plan has been reviewed following the release of the 2024-34 Government Policy Statement and draft Land Transport Rule: Setting of Speed Limits 2024 to consider opportunities for consistency and alignment.

The Minister of Transport wrote in December 2023 that Road to Zero is no longer the government's road safety strategy. At the time of writing, a replacement strategy has not been issued. Once a new strategy is approved, we will work to align with this.

A table and further information on consistency with road safety aspects of the Government Policy Statement may be found in pages 24 and 25 the Katoa, Ka Ora: Auckland speed management plan 2024-2027 main document attached separately.

3. Describe how a whole-of-network approach to changing speed limits, safety cameras and safety infrastructure has been taken

We take a network-wide approach to speed management planning. This means we consider the whole network together when planning speed limit changes, other safety infrastructure and safety cameras; rather than taking a piecemeal, road-by-road approach. This includes working with neighbouring road controlling authorities to ensure consistency where our roads cross over boundaries. More information may be found on pages 30 to 37 of the Katoa, Ka Ora: Auckland speed management plan 2024-2027 main document attached separately.

3-year Implementation programme

4. Speed limits

This implementation plan covers Auckland Council controlled roads, followed by Auckland Transport controlled roads. Auckland Transport controlled roads are provided by local board in alphabetical order. Following the table, maps are provided for speed limit zones or areas.

Note: Geospatial shape files will be provided separately to the NZTA.

5. Table 1 – Speed limit changes

Auckland Council Controlled Roads

Road/area <i>(Includes the start and end locations)</i>	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Is proposed speed limit different from the Waka Kotahi confirmed assessment of safe and appropriate speed (SAAS) limit?	Further information <i>(Include review of roads with 70km/h and 90km/h speed limits, consideration of speed limits on adjoining roads, explanation for speed limits that do not match the Waka Kotahi confirmed assessment of the safe and appropriate speed, and note any confirmed assessments)</i>	Dates and times <i>(If seasonal type, provide start and finish dates. If variable type, provide operational times.)</i>
Karioitahi Beach, between Karioitahi Road and Waikato District Boundary (approx. 1km southward)	NA	20	Permanent	Year 1	Not available	<p>Beach front recreation area with high use by people outside of vehicles.</p> <p>Notes,</p> <p>i. Includes the carpark area and the beach.</p> <p>ii. Section northward from Karioitahi Road is under AT control (proposed as matching 20 but in the AT list)</p>	NA

iii. Section beyond the Waikato boundary is existing 40, however speed change is appropriate as this is approximately 1km from the carpark and the number of pedestrians/beach users decreases.

iv. Separate from the speed limit proposal Auckland Council also prohibits vehicles from the beach between the Karioitahi Road (north access to the beach) and the southern access at the south end of the car park. Vehicles transiting between the north and south beach areas are required to use the carpark and avoid the beachfront area immediately in front of the car park where pedestrians/beach users are most concentrated.

Auckland Transport Controlled Roads (these roads are listed by Local Board Area)

Albert-Eden Local Board

Road/area <i>(Includes the start and end locations)</i>	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Is proposed speed limit different from the Waka Kotahi confirmed assessment of safe and appropriate speed (SAAS) limit?	Further information <i>(Include review of roads with 70km/h and 90km/h speed limits, consideration of speed limits on adjoining roads, explanation for speed limits that do not match the Waka Kotahi confirmed assessment of the safe and appropriate speed, and note any confirmed assessments)</i>	Dates and times <i>(If seasonal type, provide start and finish dates. If variable type, provide operational times.)</i>
Mountain Road between Khyber Pass Road and Clive Road	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to a One Network Framework (ONF) classification of activity street. Auckland Transport’s assessment is that Urban Connector is a more realistic ONF classification for the function of this road and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
Market Road between Campbell Crescent and Ranfurly road	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.

<p>Campbell Crescent between Market Road and the southern end of Campbell Crescent</p>	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to a One Network Framework (ONF) classification of activity street. Auckland Transport’s assessment is that Urban Connector is a more realistic ONF classification for the function of this road and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<p>Wapiti Avenue between Market Road and 150m south east of Market Road</p>	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport’s assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>

Green Lane West between 149m east of Wheturangi Road and 59m east of Puriri Drive	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Wheturangi Road between Momona Road and Green Lane West	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
The Drive between King George Avenue and Wilding Avenue	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
King George Avenue between The Drive and 100m west of Gillies Avenue	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Onslow Road between Kowhai Street and Sandringham Road	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.

Sandringham Road between 200m east of Walters Road and New North Road	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Kowhai Street full length	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
Gillies Avenue between Epsom Avenue and King George Avenue	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.

Kohia Terrace full length	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
Ranfurly Road West full length	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>

Aotea Local Board

Road/area <i>(Includes the start and end locations)</i>	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Is proposed speed limit different from the Waka Kotahi confirmed assessment of safe and appropriate speed (SAAS) limit?	Further information <i>(Include review of roads with 70km/h and 90km/h speed limits, consideration of speed limits on adjoining roads, explanation for speed limits that do not match the Waka Kotahi confirmed assessment of the safe and appropriate speed, and note any confirmed assessments)</i>	Dates and times <i>(If seasonal type, provide start and finish dates. If variable type, provide operational times.)</i>
Kaitoke Lane, between 300m west of Walter Blackwell Rd and western end of Kaitoke Lane	100	30/60	Variable	Year 1	Lower then SAAS	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds of 30 km/h outside all schools.	NA
Aotea Rd, Between 60 m east of Mabey Rd and 530 m west of Mabey Rd	100	30/40	Variable	Year 1	Lower then SAAS	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds of 30 km/h outside all schools.	NA
Mabey Rd, Between Aotea Rd and 290 m north of Aotea Rd	100	30/40	Variable	Year 1	Lower then SAAS	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds of 30 km/h outside all schools.	NA
Rosalie Bay Rd, Between 30 m east of Pohutukawa Pl and Shoal Bay Rd	100	30/40	Variable	Year 1	Lower then SAAS	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds of 30 km/h outside all schools.	NA

Pohutukawa Pl, Full length	100	30/40	Variable	Year 1	Lower then SAAS	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds of 30 km/h outside all schools.	NA
Shoal Bay Rd, Between Garden Rd and 65 m south of Mulberry Grove Rd	100	30/40	Variable	Year 1	Lower then SAAS	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds of 30 km/h outside all schools.	NA

Devonport-Takapuna Local Board

Road/area <i>(Includes the start and end locations)</i>	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Is proposed speed limit different from the Waka Kotahi confirmed assessment of safe and appropriate speed (SAAS) limit?	Further information <i>(Include review of roads with 70km/h and 90km/h speed limits, consideration of speed limits on adjoining roads, explanation for speed limits that do not match the Waka Kotahi confirmed assessment of the safe and appropriate speed, and note any confirmed assessments)</i>	Dates and times <i>(If seasonal type, provide start and finish dates. If variable type, provide operational times.)</i>
Shakespeare Road between 110m northeast of Stratford Avenue and the western end of Shakespeare Road	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this road as having multiple sections with different Safe and Appropriate Speeds of 30km/h and 40km/h at all times due to its One Network Framework (ONF) classifications of Activity Street and Urban Connector. Auckland Transports assessment is that Urban Connector is the more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
Forrest Hill Road between 180m north of Wairau Road and Quebec Road	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.

Taharoto Road between Shakespeare Road and 195m southeast of Shakespeare Road	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Wairau Road between Forrest Hill Road and Shakespeare Road	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification as main street. Auckland Transport's assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.

Fred Thomas Drive between 150m south of Anzac Street and 70m north of Des Swann Drive	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification as activity street. Auckland Transport's assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
Taharoto Drive between 75m north of Dominion Street and Fred Thomas Drive	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification as main street. Auckland Transport's assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>

Killarney Street between Taharoto Road and 100m east of Taharoto Road	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification as activity street. Auckland Transport's assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
Anzac Street between Taharoto Road and 100m east of Taharoto Road	50	30/50	Variable	Year 1	Same	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.</p>	<p>Variable speed limit applies at school start and finish times.</p>

Dominion Street between Taharoto Road and 400m west of Taharoto Road	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
Aberdeen Road between 367m northeast of East Coast Road and 83m west of Beach Road	50	30/50	Variable	Year 1	Same	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.</p>	<p>Variable speed limit applies at school start and finish times.</p>
Northcote Road between Taharoto Road and 350m west of Taharoto Road	50	30/50	Variable	Year 1	Same	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.</p>	<p>Variable speed limit applies at school start and finish times.</p>

Vauxhall Road between 160m south of Morrison Avenue and 135m north of Morrison Avenue	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Sunnynook Road between 200m north of Sycamore Drive and 100m south of Becroft Drive	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification as activity street. Auckland Transport's assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.

Becroft Drive between 75m east of Kennedy Avenue and Sunnynook Road	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification as activity street. Auckland Transport's assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
Morrison Avenue full length	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.

North Avenue between Morrison Avenue and 75 metres north of Morrison Avenue	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
Bayswater Avenue between Lake Road and 150m west of Preston Avenue	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification as activity street. Auckland Transports assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>

Roberts Avenue between Lake Road and 20m west of Portsmouth Street	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
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Franklin Local Board

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

O'Sullivan Place full length	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
Leonard Street between 44m east of Constable Road and Constable Road	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.

Yates Road between 75m west of Logan Road and 450m west of Logan Road	60	30/60	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Blake Road between 50m east of Foy Road and 275m west of Foy Road	60	30/60	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Foy Road between Blake Road and 200m northwest of Blake Road	60	30/60	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Burt Road between 200m north of Cheriton Lane and 600m north of Cheriton Lane	80	30/60	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Permanent speed limit reduction to 60km/h also proposed along this section. New school, St Ignatius of Loyola Catholic College.	Variable speed limit applies at school start and finish times.

Burtt Road, between 100m north of Cheriton Lane and 700m north of Cheriton Lane	80	60	Permanent	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	NA
Alfriston Road between 100m west of Mill Road and 315m east of Mill Road	80	30/60	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Permanent speed limit reduction to 60km/h also proposed along this section.	Variable speed limit applies at school start and finish times.
Mill Road between 220m south of Alfriston Road and 120m north of Alfriston Road	80	30/60	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Permanent speed limit reduction to 60km/h also proposed along this section.	Variable speed limit applies at school start and finish times.
Alfriston Road, between 280m west of Mill Road and 500m east of Mill Road	80	60	Permanent	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	NA
Mill Road, between 120m north of Alfriston Road and 400m south of Alfriston Road	80	60	Permanent	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	NA

Steel Road between Ararimu Road and 280m west of Ararimu Road	80	30/60	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Permanent speed limit reduction to 60km/h also proposed along this section.	Variable speed limit applies at school start and finish times.
Ararimu Road between 70m south of Steel Road and 300m north of Steel Road	80	30/60	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Permanent speed limit reduction to 60km/h also proposed along this section.	Variable speed limit applies at school start and finish times.
Ararimu Road, between 120m south of Markham Road and 220m south of Steel Road	80	60	Permanent	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	NA
Steel Road, Between 490m west of Ararimu Road and Ararimu Road	80	60	Permanent	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	NA
Papakura-Clevedon Road between Burnside Road and Church Road	80	30/60	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Permanent speed limit reduction to 60km/h also proposed along this section.	Variable speed limit applies at school start and finish times.

Burnside Road between Papakura Clevedon Road and 110m north of Papakura Clevedon Road	80	30/60	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Permanent speed limit reduction to 60km/h also proposed along this section.	Variable speed limit applies at school start and finish times.
Papakura-Clevedon Road, between 175m east of Burnside Road and 175m west of Church Road	80	60	Permanent	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	NA
Burnside Road, between Papakura Clevedon Road and 210m north of Papakura Clevedon Road	80	60	Permanent	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	NA
Awhitu Road between 275m west of Matakawau Road and 100m east of Matakawau Road	60	30/60	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.

Matakawau Road, between Awhitu Road and 400m southeast of Awhitu Road	40	30/40	Variable	Year 1	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds of 30 km/h outside all schools.	NA
Paparata Road between 50m east of Jayar Heights and 50m west of Cranleigh Way	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Barber Road between 100m north of Paparata Road and 20m south of Paparata Road	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Brookby Road between 275m west of West Road and 125m north of West Road	60	30/60	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
West Road between Brookby Road and 250m south of Brookby Road	60	30/60	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.

Buckland Road between 175m south of George Crescent and 175m north of George Crescent	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
George Crescent between Buckland Road and 250m west of Buckland Road	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
North Road between Papakura-Clevedon Road and 350m north of Papakura-Clevedon Road	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification as activity street. Auckland Transport's assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.

Clevedon- Kawakawa Road between North Road and 275m east of North Road	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification as activity street. Auckland Transport's assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
Twilight Road between North Road and 100m west of North Road	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that Peri-Urban Road is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
Glenbrook- Waiuku Road between 1010 metres north east of Mission	60	30/60	Variable	Year 1	Same	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.</p>	<p>Variable speed limit applies at school start and finish times.</p>

Bush Road and Brookside Road								
Lockwood Road between 70m north of Hunua Road and 370m north of Hunua Road	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.	
Blackbridge Road between Karaka Road and 350m north of Karaka Road	60	30/60	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.	
Maraetai Drive between 50m east of Maraetai School Road and 50m east Albacore Way	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 40km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.	

Te Pene Road between Alexander Avenue and Maraetai Drive	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
Beachlands Road between 50m west of Wakelin Road and 50m east of Bell Road	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Wakelin Road between Fourth View Avenue and Beachlands Road	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable	Variable speed limit applies at school start and finish times.

							speed limit of 30km/h in front of the school is more appropriate.	
Bell Road between Beachlands Road and 110m north of Barmaree Lane	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.	
Union Road between 125m west of Titi Road and 325m east of Titi Road	60	30/60	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.	
Titi Road between Union Road and 175m south of Union Road	60	30/60	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.	

Orere Point Road between Kawakawa-Orere road and 300m north of Kawakawa-Orere Road	60	30/60	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Orere-Matingarahi Road between Orere Point Road and 50m south of Orere Point Road	60	30/60	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Kawakawa-Orere Road between Orere Point Road and 50m west of Orere Point Road	60	30/60	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Paparimu Road between 125m south of Matheson Road and 250m north of Matheson Road	80	30/60	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Permanent speed limit reduction to 60km/h also proposed along this section.	Variable speed limit applies at school start and finish times.
Matheson Road between Paparimu Road and 155m east	80	30/60	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Permanent speed limit reduction to	Variable speed limit applies at school start and finish times.

of Paparimu Road							60km/h also proposed along this section.	
Paparimu Road, between 275m south of Matheson Road and 400m north of Matheson Road	80	60	Permanent	Year 1	Different		Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	NA
Matheson Road, between Paparimu Road and 325m east of Paparimu Road	80	60	Permanent	Year 1	Same		Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	NA

<p>Patumahoe Road between 44m west of Mareretu Avenue and 81m east of Clive Howe Road</p>	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification as part activity street and part rural connector. Auckland Transports assessment is that Urban/Rural Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
<p>Clive Howe Road between 150m north of Patumahoe Road and Patumahoe Road</p>	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>

Carter Road between Patumahoe Road and 50m south of Patumahoe Road	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Runciman Road between 230m north of Rutherford Road and 680m north of Rutherford Road	60	30/60	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Harris Street between Manukau Road and 150m west of Queen Street	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification as part activity street and part urban connector. Auckland Transports assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.

Queen Street between Wesley Street and 50m south of Harris Street	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification as activity street. Auckland Transport's assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
Waiuku Road between 240m east of Aka Aka Road and 150m west of Aka Aka Road	80	30/60	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Aka Aka Road between Waiuku Road and 165m south of Waiuku Road	80	30/60	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Permanent speed limit reduction to 60km/h also proposed along this section.	Variable speed limit applies at school start and finish times.
Waiuku Road between 340m east of Aka Aka Road and 250m west of Aka Aka Road	80	60	Permanent	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	NA

Aka Aka Road, between Waiuku Road and 300m south of Waiuku Road	80	60	Permanent	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	NA
Ararimu Road between 50m west of McEldownie Road and 325m east of McEldownie Road	60	30/60	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
McEldownie Road between Ararimu Road and 50m north of Ararimu Road	60	30/60	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Hillview Road between Ararimu Road and 50m south of Ararimu Road	80	30/60	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Permanent speed limit reduction to 60km/h also proposed along this section.	Variable speed limit applies at school start and finish times.

Hillview Road, between Ararimu Road and 200m south of Ararimu Road	80	60	Permanent	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	NA
Seddon Street between 80m north of Albert Street and 50m south of Dublin Street	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification as part activity street and part urban connector. Auckland Transports assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.

Dublin Street between 175m south of Princes Street and 20m northeast of Childs Avenue	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification as local street. Auckland Transports assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
Kidd Road between Linwood Road and 75m north of Linwood Road	60	30/60	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Batty Road between Linwood Road and 250m south of Linwood Road	60	30/60	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Linwood Road between 250m west of Batty Road and 125m east of Linwood Road	60	30/60	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.

East Street between 50m east of Prospect Terrace and 75m west of Len Brown Place	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
The Glade (South) full length	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
Clarks Beach Road between 125m north of McKenzie Road and 275m south of McKenzie Road	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
McKenzie Road between Clarks Beach Road and 100m east of McKenzie Road	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.

Creamery Road between 375m east of Creamery Road and Kotare Road	60	30/60	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Karioitahi Beach, Full length	60	20	Permanent	Year 1	N/A	Beach Speed Limit	NA
Clevedon- Kawakawa Road, between 1820m west of Townson Road and 2420m west of Townson Road	80	30/80	Variable	Year 1	Same	The underlying 80 zone aligns with assessment. Variable speed limit is proposed to manage localised crash risk at intersection. Note site already has existing VMS signs to warn drivers when activity is occurring at the Marae which would help alert drivers before they encounter the variable limit	Marae variable speed limit activated when activity is occurring on the roadside/roadway.

Henderson-Massey Local Board

Road/area <i>(Includes the start and end locations)</i>	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Is proposed speed limit different from the Waka Kotahi confirmed assessment of safe and appropriate speed (SAAS) limit?	Further information <i>(Include review of roads with 70km/h and 90km/h speed limits, consideration of speed limits on adjoining roads, explanation for speed limits that do not match the Waka Kotahi confirmed assessment of the safe and appropriate speed, and note any confirmed assessments)</i>	Dates and times <i>(If seasonal type, provide start and finish dates. If variable type, provide operational times.)</i>
Lincoln Road between 100m north of Daytona Road and Paramount Drive	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification as city hub. Auckland Transports assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.

Paramount Drive between Lincoln Road and Soljan Drive	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>
Soljan Drive between Paramount Drive and 100m north of Paramount Drive	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>

Bruce McLaren Road between 75m north of Corban Avenue and 75m south of Silverstone Place	50	30/50	Variable*	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification as activity street. Auckland Transports assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
Corban Avenue between 300m east of Henderson Valley Road and Bruce McLaren Road	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification as activity street. Auckland Transports assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>

Silverstone Place full length	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
Hulme Place full length	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.

Summerland Drive between Parkcrest Drive and 240m north of Harvest Drive	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Harvest Drive between Summerland Drive and 120m east of Summerland Drive	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
Fred Taylor Drive, Between Don Buck Road and Northside Drive	80	50	Permanent	Year 1	Different	ONF Street Category should be Peri-Urban Roads instead of Rural Roads, therefore the SAAS should be 50 km/h. Responding to changing land use.	NA

Hibiscus and Bays

Road/area <i>(Includes the start and end locations)</i>	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Is proposed speed limit different from the Waka Kotahi confirmed assessment of safe and appropriate speed (SAAS) limit?	Further information <i>(Include review of roads with 70km/h and 90km/h speed limits, consideration of speed limits on adjoining roads, explanation for speed limits that do not match the Waka Kotahi confirmed assessment of the safe and appropriate speed, and note any confirmed assessments)</i>	Dates and times <i>(If seasonal type, provide start and finish dates. If variable type, provide operational times.)</i>
Browns Bay Road between 50m north of Hyde Road and 130m southwest of Masterton Road	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Masterton Road between Browns Bay Road and Miri Road	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.

Glamorgan Drive between 40m southwest of Thelma Crescent and Lingham Crescent	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Weatherly Road between Glamorgan Drive and 100m east of Glamorgan Drive	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
East Coast Road between 25m north of Andersons Road and 150m north of Sartors Avenue	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.

Sartors Avenue between East Coast Road and 30m west of Robin Lane	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
Woodridge Avenue between Sartors Avenue and 75m north of Sartors Avenue	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>

Millwater Parkway between The Settlement and 75m south of Stella Maris Lane	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Longmore Lane full length	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
Deep Creek Road between 110m south of Bethel Road and 280m northeast of Alexander Avenue	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.

Alexander Avenue between Deep Creek Road and 282m west of Deep Creek Road	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	Variable speed limit applies at school start and finish times.
Whangaparaoa Road, between 80m northeast of Gulf Harbour Drive and Mariner Dr	60	50	Permanent	Year 1	Different	<p>This is a short section of Whangaparaoa Road, the majority length of Whangaparaoa Road is 50km/h, the proposed 50 km/h will make the speed limit on this section consistent with the whole length of road. Aligning speed limit to land use.</p>	NA
Weranui Road, Between Waiwera Road and 400m west of Waiwera Road	100	50	Permanent	Year 2	Different	<p>Extension of urban zone at west of Waiwera Road. Assessed as peri-urban should be reassessed based on urban criteria. Aligning speed limit to land use.</p>	NA

East Coast Road, between 200m north of Spur Road and 200 south of Spur Road	80	60/80	Variable	Year 1	Different	<p>East Coast Road north of Spur Road is assessed as 60 while East Coast Road south of Spur Road is assessed as 80. This area was only recently lowered from 100 to 80 and it is considered that a variable intersection speed limit is more likely to achieve compliance than further lowering of the permanent speed limit at this stage.</p>	<p>Rural intersection variable speed zone, activated when turning traffic is detected.</p>
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Howick Local Board

Road/area <i>(Includes the start and end locations)</i>	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Is proposed speed limit different from the Waka Kotahi confirmed assessment of safe and appropriate speed (SAAS) limit?	Further information <i>(Include review of roads with 70km/h and 90km/h speed limits, consideration of speed limits on adjoining roads, explanation for speed limits that do not match the Waka Kotahi confirmed assessment of the safe and appropriate speed, and note any confirmed assessments)</i>	Dates and times <i>(If seasonal type, provide start and finish dates. If variable type, provide operational times.)</i>	
Bucklands Beach Road between Macleans Road and 50m south of Loloma Drive	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.	
Macleans Road between Bucklands Beach Road and 60m west of Murvale Drive	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.	
Pigeon Mountain Road between Pakuranga Road and 100m south of Casuarina Drive	50	30/50	Variable		Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.

Jeffs Road between 50m west of Norwood Drive and 50m east of Valderama Drive	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p> <p>Variable speed limit applies at school start and finish times.</p>
Valderama Drive between Terrasini Drive and Jeffs Road	50	30/50	Variable	Year 1	Same	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.</p> <p>Variable speed limit applies at school start and finish times.</p>

Ormiston Road between 160m west of Te Ara Kahikatea and 135m east of Helianthus Avenue	50	30/50	Variable	Year 2	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.</p> <p>Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification as activity street. Auckland Transport's assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
Botany Road between 100m south of Pinewood Grove and 60m south of Headcorn Place	50	30/50	Variable	Year 2	Same	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.</p>	<p>Variable speed limit applies at school start and finish times.</p>

Headcorn Place full length	50	30/50	Variable	Year 2	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.</p> <p>Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
Mirrabooka Avenue between Yarra Place and Kookaburra Place	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.</p> <p>Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>

Loloma Drive between 40m west of Marina Heights and Bucklands Beach Road	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
Gossamer Drive between Ussher Place and Leewood Place	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Butley Drive between 75m east of Glenmore Road and 50m west of Driscoll Place	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Prince Regent Drive between 43m south of Raddock Place and 29m south of Skilling Place	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.

Galloway Crescent between southern end of Galloway Crescent and 34m west of Askew Place	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
Skilling Place full length	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>

Reeves Road between 175m east of William Roberts Road and 40m east of Grassways Avenue	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Lewis Road between Ayr Road and Reeves Road	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
Chapel Road between Dawson Road and 325m north of Dawson Road	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.

Dawson Road between Chapel Road and Dissmeyer Drive	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
Somerville Road between Haven Crest and 125m east of Ramoana Mews	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Meadowland Drive between Bronte Place and 50m east of Woodgers Way	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Kilkenny Drive between Chapel Road and 40m south of Westerham Drive	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.

Chapel Road between 50m north of Armoy Drive and 410m north of Armoy Drive	50	30/50	Variable	Year 2	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification as activity street. Auckland Transport's assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
Kilkenny Drive between 28m south of Westerham Drive and 19m north of Maghera Drive	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Middlefield Drive between Dunloy Place and Gracechurch Drive	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Gracechurch Drive between Browns Lane and Middlefield Drive	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.

Golfland Drive between Pebble Beach Place and 80m north of Bard Place	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.</p> <p>Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
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Kaipātiki Local Board

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

Bayview Road between 21m east of Spinella Drive and the western end of Bayview Road	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Lynn Road between Bayview Road and 75m west of Bayview Road	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
Chivalry Road between 88m north of Colin Wild Place and 38m southeast of Edgeworth Road	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.

Diana Drive between Chivalry Road and 23m southwest of Rosalind Road	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Chartwell Avenue between 137m south of Chivalry Road and Chivalry Road	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Rangatira Road between 39m north of Island Bay Road and 119m west of Kia Ora Road	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.

Kia Ora Road between Rangatira Road and 28m north of McGlashen Place	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
McGlashen Place full length	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>

Manuka Road between 124m west of Glenfield Road and 176m west of Easton Park Parade	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Easton Park Parade between Gladys Avenue and Manukau Road	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Chartwell Avenue between Archers Road and 100m north of Lingfield Street	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.

Lingfield Street between Chartwell Avenue and 80m southwest of Wykeham Place	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
Wykeham Place full length	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>

Lake Road between 14m north of Fraser Avenue and 446m south of Fraser Avenue	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Sunnybrae Road between 38m southeast of Everlyn Place and 53m northwest of Tulward Glade	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Target Road between 100m south of Sunnynook Road and 400m north of Sunnynook Road	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Sunnynook Road between Target Road and 310m east of Target Road	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.

Hillside Road between 342m southwest of Poland Road and 47m southeast of Diana Drive	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification as activity street. Auckland Transport's assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
Moore Street between 100m west of Compton Street and Eban Avenue	50	30/50	Variable	Year 1	Same	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.</p>	<p>Variable speed limit applies at school start and finish times.</p>

Eban Avenue between 40m north of Compton Street and 100m east of Moore Street	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses part of this road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification as local road. Auckland Transports assessment is that a consistent application of Urban Connector along this road is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
Compton Street full length	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>

Sylvia Road between Eban Avenue and 135m east of Eban Avenue	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Seaview Road between Valley View Road and 50m north of Tamahere Drive	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.

Māngere-Ōtāhuhu Local Board

The are no changes proposed in this local board area.

Manurewa Local Board

Road/area <i>(Includes the start and end locations)</i>	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Is proposed speed limit different from the Waka Kotahi confirmed assessment of safe and appropriate speed (SAAS) limit?	Further information <i>(Include review of roads with 70km/h and 90km/h speed limits, consideration of speed limits on adjoining roads, explanation for speed limits that do not match the Waka Kotahi confirmed assessment of the safe and appropriate speed, and note any confirmed assessments)</i>	Dates and times <i>(If seasonal type, provide start and finish dates. If variable type, provide operational times.)</i>
MNR 15- Manurewa town centre	50	40	Permanent	Year 1	Different	Manurewa Town Centre. MegaMaps has recommended a mix of 30km/h and 40km/h as the safe and appropriate speed limit for the roads within the town centre. While we agree with the SaAS of 30km/h, we have received a diverse range of feedback during the speed limit consultation for this area and the proposed 40km/h speed limit looks to provide a consistent, phased approach towards this vision with our communities and to explore the right time to consult on further speed limit changes that meet the SaAS.	NA

Maungakiekie-Tāmaki Local Board

Road/area <i>(Includes the start and end locations)</i>	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Is proposed speed limit different from the Waka Kotahi confirmed assessment of safe and appropriate speed (SAAS) limit?	Further information <i>(Include review of roads with 70km/h and 90km/h speed limits, consideration of speed limits on adjoining roads, explanation for speed limits that do not match the Waka Kotahi confirmed assessment of the safe and appropriate speed, and note any confirmed assessments)</i>	Dates and times <i>(If seasonal type, provide start and finish dates. If variable type, provide operational times.)</i>
Main Highway between 90m east of Great South Road and 75m west of Kalmia Street	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification as an activity street. Auckland Transport's assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
Walpole Street between Newhaven Street and Main Highway	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.

Orākei Local Board

Road/area <i>(Includes the start and end locations)</i>	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Is proposed speed limit different from the Waka Kotahi confirmed assessment of safe and appropriate speed (SAAS) limit?	Further information <i>(Include review of roads with 70km/h and 90km/h speed limits, consideration of speed limits on adjoining roads, explanation for speed limits that do not match the Waka Kotahi confirmed assessment of the safe and appropriate speed, and note any confirmed assessments)</i>	Dates and times <i>(If seasonal type, provide start and finish dates. If variable type, provide operational times.)</i>
Kohimarama Road between 100m south of Allum Street and 50m south of Kepa Road	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification as an activity street. Auckland Transport's assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.

Allum Street between Hopkins Crescent and Kohimarama Road	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification as an activity street. Auckland Transport's assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
Shore Road between eastern end of Burwood Crescent and 225m west of Orakei Road	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification as an activity street. Auckland Transport's assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>

Victoria Avenue between 40m south of Manawa Road and 30m north of Shore Road	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification as an activity street. Auckland Transport's assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
Kohimarama Road between 185m north of Rawhitiroa Road and 107m south of Selwyn Avenue	50	30/50	Variable	Year 1	Same	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.</p>	<p>Variable speed limit applies at school start and finish times.</p>

Rawhitiroa Road between Kohimarama Road and 30m east of Piccadilly Place	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
Selwyn Avenue between 100m west of Kohimarama Road and Kohimarama Road	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>

Piccadilly Place full length	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
Coates Avenue between Sudeley Street and 50m north of Puna Street	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.

Grace Street between 50m south of Rautara Street and Coates Avenue	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
Ascot Avenue between Cotter Avenue and Green Lane East	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification as an activity street. Auckland Transports assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>

St Vincent Avenue between Risk Road and Green Lane East	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
St Heliers Bay Road between 30m south of Gifford Road and 188m south of Parkside Street	50	30/50	Variable	Year 1	Same	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.</p>	<p>Variable speed limit applies at school start and finish times.</p>
Maskell Street between St Heliers Bay Road and 15m west of Berwick Street	50	30/50	Variable	Year 1	Same	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.</p>	<p>Variable speed limit applies at school start and finish times.</p>

Riddell Road between St Heliers Bay Road and 82m west of Kesteven Avenue	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Walmsley Road between Maskell Street and 305m north of Maskell Street	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
Kepa Road between 38m west of Nehu Street and 41m west of Kupe Street	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.

Coates Avenue between 39m south of Reihana Street and Kepa Road	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Nehu Street between Kepa Road and 10m south of Rautara Street	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.

Brenton Place full length	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
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Ōtara-Papatoetoe Local Board

Road/area <i>(Includes the start and end locations)</i>	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Is proposed speed limit different from the Waka Kotahi confirmed assessment of safe and appropriate speed (SAAS) limit?	Further information <i>(Include review of roads with 70km/h and 90km/h speed limits, consideration of speed limits on adjoining roads, explanation for speed limits that do not match the Waka Kotahi confirmed assessment of the safe and appropriate speed, and note any confirmed assessments)</i>	Dates and times <i>(If seasonal type, provide start and finish dates. If variable type, provide operational times.)</i>
Puhinui Road between 80m east of Norman Spencer Drive and York Road	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Preston Road between Dawson Road and Capstick Road	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
OPT 10 - Hunters Corner Papatoetoe town centre, Papatoetoe	50	40	Permanent	Year 1 (or when required to align with engineering works in town centre)	Different	Hunters Corner Town Centre. MegaMaps has recommended a mix of 30km/h and 40km/h as the safe and appropriate speed limit for the roads within the town centre. While we agree with the SaAS of 30km/h, we have received a diverse range of feedback during the speed limit consultation for this area and the proposed 40km/h speed limit looks to provide a consistent, phased approach towards this vision with our communities and to explore the right time to consult	NA

on further speed limit changes that meet the SaAS.

Papakura Local Board

Road/area <i>(Includes the start and end locations)</i>	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Is proposed speed limit different from the Waka Kotahi confirmed assessment of safe and appropriate speed (SAAS) limit?	Further information <i>(Include review of roads with 70km/h and 90km/h speed limits, consideration of speed limits on adjoining roads, explanation for speed limits that do not match the Waka Kotahi confirmed assessment of the safe and appropriate speed, and note any confirmed assessments)</i>	Dates and times <i>(If seasonal type, provide start and finish dates. If variable type, provide operational times.)</i>
Sutton Road between 50m east of Great South Road and 300m east of Great South Road	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.

York Street full length	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
Murray Street full length	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.

Great South Road between 30m south of Sutton Road and 50m south of East Street	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Young Crescent full length	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.

East Street full length	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
Ray Small Drive between 66m south of Wellington Street and 45m west of Ashdown Place	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.

Beach Road between 260m east of Elliot Street and 610m east of Elliot Street	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Takanini School Road between 47m north of Airfield Road and 33m north of Manuroa Road	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Manuroa Road between 36m east of Le Havre Place and 81m east of Takanini School Road	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.

Puketāpapa Local Board

Road/area <i>(Includes the start and end locations)</i>	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Is proposed speed limit different from the Waka Kotahi confirmed assessment of safe and appropriate speed (SAAS) limit?	Further information <i>(Include review of roads with 70km/h and 90km/h speed limits, consideration of speed limits on adjoining roads, explanation for speed limits that do not match the Waka Kotahi confirmed assessment of the safe and appropriate speed, and note any confirmed assessments)</i>	Dates and times <i>(If seasonal type, provide start and finish dates. If variable type, provide operational times.)</i>
Mount Albert Road between 110m west of Peet Avenue and 80m west of Pah Road	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Manukau Road between 100m north of Haydn Avenue and Turama Road	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.

Rodney Local Board

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

Tobruk Road full length	50	30/50	Variable	Year 1 (or to align with school zone changes on State Highway)	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
Woodcocks Road between Auckland Rd and Morrison Drive	50	30/50	Variable	Year 1 (or to align with school zone changes on State Highway)	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.

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

Awaroa Road between Rautawhiri Road and 150m north of Rautawhiri Road	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
Sidwell Road between Wainui Road and 300m south of Wainui Road	50	30/50	Variable	Year 1	Same	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.</p>	<p>Variable speed limit applies at school start and finish times.</p>
Wainui Road between 70m east of Sidwell Road and 125m north of Sidwell Road	50	30/50	Variable	Year 1	Same	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.</p>	<p>Variable speed limit applies at school start and finish times.</p>

Pakiri Road between 115m west of Pakiri River Road and 110m east of Pakiri River Road	60	30/60	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Pakiri River Road between Pakiri Road and 115m north of Pakiri River Road	60	30/60	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Bathgate Road full length	60	30/60	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Okahukura Road between Run Road and 175m south of Run Road	100	30/60	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Permanent speed limit reduction to 60km/h also proposed along this section.	Variable speed limit applies at school start and finish times.
Run Road between 150m northeast of Okahukura Road and Okahukura Road	100	30/60	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Permanent speed limit reduction to 60km/h also proposed along this section.	Variable speed limit applies at school start and finish times.

Journeys End between Run Road and 150m north of Run Road	100	30/60	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Permanent speed limit reduction to 60km/h also proposed along this section.	Variable speed limit applies at school start and finish times.
Okahukura Road between Run Road and 300m south of Run Road	100	60	Permanent	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	NA
Run Road between 275m northeast of Okahukura Road and Okahukura Road	100	60	Permanent	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	NA
Journeys End between Run Road and 275m north of Run Road	100	60	Permanent	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	NA
Tauhoa Road between Kaipara Coast Highway and 300m east of Kaipara Coast Highway	100	30/60	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Permanent speed limit reduction to 60km/h also proposed along this section.	Variable speed limit applies at school start and finish times.

Tauhoa Road between Kaipara Coast Highway and 425m east of Kaipara Coast Highway	100	60	Permanent	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	NA
Pakiri Block Road between School Road and 220m north of School Road	100	30/60	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Permanent speed limit reduction to 60km/h also proposed along this section.	Variable speed limit applies at school start and finish times.
School Road between 150m west of Pakiri Block Road and 150 east of Pakiri Block Road	100	30/60	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Permanent speed limit reduction to 60km/h also proposed along this section.	Variable speed limit applies at school start and finish times.
Pakiri Block Road Between School Road and 345m north of School Road	100	60	Permanent	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	NA
School Road between 275m west of Pakiri Block Road and 275m east of Pakiri Block Road	100	60	Permanent	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	NA

School Road between 50m west of McGillvray Road and 130m east of Ahuru Street	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
Wellsford Valley Road, between 400m west of School Road and School Road	100	50	Permanent	Year 1	Different	<p>Road near school. Proposal to support variable 30km/h speed limit at school start and finish times.</p>	NA

Astrid Lane full length	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p> <p>Variable speed limit applies at school start and finish times.</p>
McGillvray Road between School Road and 150m north of School Road	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p> <p>Variable speed limit applies at school start and finish times.</p>

Ahuru Street full length	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
Ahuroa Road between 490m south of Clifford Road to 190m south of Clifford Road	80	30/60	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Permanent speed limit reduction to 60km/h also proposed along this section.	Variable speed limit applies at school start and finish times.
Ahuroa Road between 590m south of Clifford Road to 90m south of Clifford Road	80	60	Permanent	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	NA

Mahoenui Valley Road between Coastesville Riverhead Highway and 390m east of Coastesville Riverhead Highway	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Garfield Road between 35m north of Captain Street and 50m south of Rimu Street	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.

Rata Street full length	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
Rimu Street full length	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.

Makiri Street between 100m north of Rata Street and 100m south of Rimu Street	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
Station Road between 250m north of Schoolside Road and 100m south of Schoolside Road	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>

Matakana Road between 95m east of Tamahunga Drive and 25m west of Riverglade Lane	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
Fordyce Road between 51m west of Parkhurst Road and 16m east of Raabia Close	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>

Parkhurst Road between 107m southeast of Parakai Avenue and 24m southeast of Chic Gardens	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Cottle Road between Waitakere Road and 380m south of Waitakere Road	60	30/60	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Waitakere Road between 175m north of Cottle Road to Cottle Road	60	30/60	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Muriwai Road between State Highway 16 and Freshfields Road	50	30/50	Variable	Year 1 (may change to align with school zone changes on State Highway)	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.

Waitoki Road between 420m south of Wainui Road and 900m south of Wainui Road	60	30/60	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
South Head Road between 1040m east of Monk Road and 680m east of Monk Road	100	30/60	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Permanent speed limit reduction to 60km/h also proposed along this section.	Variable speed limit applies at school start and finish times.
South Head Road Between 1165m east of Monk Road and 555m east of Monk Road	100	60	Permanent	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	NA
Kahikatea Flat Road between 175m east of Waitoki Road and 425m west of Waitoki Road	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Waitoki Road between Kahikatea Flat Road and 100m north of Waitoki Road	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.

Hill Street between 75m west of Brown Road and 40m west of Victoria Street	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Kasper Street full length	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
Kaipara Flats Road	70	60	Permanent	Year 3	Same	Proposal to meet Waka Kotahi requirement for reviewing/removing remaining 90 and 70 zones. Requires a local board resolution before implementing.	NA
Hall Lane	70	60	Permanent	Year 3	Same	Proposal to meet Waka Kotahi requirement for reviewing/removing remaining 90 and 70 zones. Requires a local board resolution before implementing.	NA

Naumai Road, Full length	100	30/60	Variable	Year 1	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds of 30 km/h outside all schools.	NA
Naumai Road, Full length	100	60	Permanent	Year 1	Different	Road near school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds of 30 km/h outside all schools.	NA
School Road, Full-length	50	30/50	Variable	Year 1	Different	Road near Kaipara Flats school. Proposal to meet Waka Kotahi requirement for safe and appropriate speeds outside all schools.	NA
Old North Road, between 200m north of Deacon Road and 200m south of Deacon Road	80	60/80	Variable	Year 1	Same	The underlying 80 zone aligns with assessment. Variable speed limit is proposed to manage localised crash risk at intersection.	Rural intersection variable speed zone, activated when turning traffic is detected.

Upper Harbour

Road/area <i>(Includes the start and end locations)</i>	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Is proposed speed limit different from the Waka Kotahi confirmed assessment of safe and appropriate speed (SAAS) limit?	Further information <i>(Include review of roads with 70km/h and 90km/h speed limits, consideration of speed limits on adjoining roads, explanation for speed limits that do not match the Waka Kotahi confirmed assessment of the safe and appropriate speed, and note any confirmed assessments)</i>	Dates and times <i>(If seasonal type, provide start and finish dates. If variable type, provide operational times.)</i>
East Coast Road between Rosedale Road and 150m east of Sunrise Avenue	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Sunrise Avenue between East Coast Road and 150m north of East Coast Road	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Trig Road between 385m north of Hobsonville Road and 760m north of Hobsonville Road	60	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Greenhithe Road between 31m west of Sunnyview Road and 89m west of Wainoni Heights	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.

Churchouse Road between Greenhithe Road and 60m north of Greenhithe Road	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
Isobel Road between Greenhithe Road and 76m northwest of Outlook Road	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>

Sunnyview Road between Greenhithe Road and 62m northwest of Outlook Road	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
Hobsonville Road between 175m southwest of Hendrika Court and 39m northeast of Suncrest Drive	50	30/50	Variable	Year 1	Same	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.</p>	<p>Variable speed limit applies at school start and finish times.</p>

Hendrika Court full length	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
Dowdens Lane between Hobsonville Road and Westpoint Drive	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.

McClymonts Road between Hugh Green Drive and 100m south of Kerekin Drive	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Hugh Green Drive between Spencer Road and 50m south of Arirangi Rise	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Spencer Road between Hugh Green Drive and 200m east of Arirangi Rise	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Kerekin Drive between Spencer Road and 100m west of Spencer Road	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Totara Road, Whenuapai, between Dale Road and 930m north of Dale Road	60	50	Permanent	Year 2 (or when required for proposed development)	Different	Provides for proposed development (subject to EPA/consent outcome) Assessed as 60 based on peri-urban road function, would likely be reassessed to urban connector as a result of development	NA

Trig Road, between 210m north of Hobsonville Road and Upper Harbour Motorway	60	50	Permanent	Year 1	Different	ONF Street Category should be Peri-Urban Roads instead of Rural Roads, therefore the SAAS should be 50 km/h. Existing location of the 50/60 boundary clashes with proposed variable school zone, proposed change moves the extent of 50 out to beyond the school zone.	NA
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Waiheke Local Board

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

Waitākere Ranges Local Board

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

						front of the school is more appropriate.	
Sunray Avenue full length	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
Captain Scott Road between Atkinson Road and 35m north of Atkinson Road	50	30/50		Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.

Atkinson Road between 30m east of Captain Scott Road and 270m south of Kaurilands Road	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Glenview Road between 10m south of Clayburn Road and 20m north of Glenorchy Street	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.

Waikumete Road full length	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
Clayburn Road between Glenview Road and 40m east of Panzic Place	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a	Variable speed limit applies at school start and finish times.

							variable speed limit of 30km/h in front of the school is more appropriate.	
Panzic Place full length	50	30/50	Variable	Year 1	Different		Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
Henderson Valley Road between 275m west of Candia Road and 300m north of Gum Road	60	30/60	Variable	Year 1	Same		Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.

Victory Road between 60m west of Laingfield Terrace and 115m west of Tane Road	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
Shaw Road between West Coast Road and 375m south of West Coast Road	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
West Coast Road between 120m east of Shaw Road and 330m west of Shaw Road	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.

Rosier Road between Lasque Place and 35m south of Pisces Road	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Swanson Road between 90m east of Redlands Grove and 115m west of Church Street	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification as an activity street. Auckland Transport's assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.

Church Street between Swanson Road and 80m north of Swanson Road	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
Swanson Oaks full length	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a</p>	<p>Variable speed limit applies at school start and finish times.</p>

							variable speed limit of 30km/h in front of the school is more appropriate.	
Atkinson Road between Titirangi Road and 210m north of Titirangi Road	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.	
Titirangi Road between Atkinson Road and 50m east of Atkinson Road	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.	
Huia Road between Atkinson Road and 100m south of Atkinson Road	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.	

Scenic Drive between Atkinson Road and 100m south of Atkinson Road	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Bethells Road between Waitakere Road and 360m west of Anzac Valley Road	60/50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Permanent speed limit reduction to 50km/h also proposed along this section.	Variable speed limit applies at school start and finish times.
Waitākere Road between 100m north of Bethells Road and 100m south of Bethells Road	60	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Permanent speed limit reduction to 50km/h also proposed along this section.	Variable speed limit applies at school start and finish times.
Anzac Valley Road between Bethells Road and 100m south of Bethells Road	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Bethells Road, between Waitakere Road and 75m west of Waitakere Road	60	50	Permanent	Year 1	Different	Road near school. Proposal to support variable 30km/h speed limit at school start and finish time	NA

Waitakere Road, between 190m north of Bethells Road and 220m south of Township Road	60	50	Permanent	Year 1	Different	Road near school. Proposal to support variable 30km/h speed limit at school start and finish time. Needed to facilitate a safe crossing facility on Waitakere Road between the school and the township. Historic underpass along the stream bank under the road bridge no longer viable following storm damage in 2023.	NA
Woodlands Park Road between 155m north of Jays Road and 110m north of Huia Road	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.

Jays Road full length	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
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Waitematā Local Board

Road/area <i>(Includes the start and end locations)</i>	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Is proposed speed limit different from the Waka Kotahi confirmed assessment of safe and appropriate speed (SAAS) limit?	Further information <i>(Include review of roads with 70km/h and 90km/h speed limits, consideration of speed limits on adjoining roads, explanation for speed limits that do not match the Waka Kotahi confirmed assessment of the safe and appropriate speed, and note any confirmed assessments)</i>	Dates and times <i>(If seasonal type, provide start and finish dates. If variable type, provide operational times.)</i>
Mountain Road between Khyber Pass Road and Clive Road	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification as an activity street. Auckland Transport's assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.

Khyber Pass Road between 100m west of Mountain Road and 100m east of Mountain Road	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification as a main street. Auckland Transport's assessment is that Urban Connector is a more appropriate ONF classification and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
Surrey Crescent between 75m west of Browning Street and 25m west of Prime Road	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Great North Road between 25m west of Surrey Crescent and 300m west of Surrey Crescent	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Curran Street between 75m south of Tweed Street and Sarsfield Street	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.

Emmett Street between 50m west of Shelly Beach Road and Curran Street	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.
Great North Road between 35m east of Coleridge Street and Crummer Road	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Garnet Road between 50m north of Old Mill Road and Meola Road	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.

Larchwood Avenue between Garnet Road and 275m east of Garnet Road	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
Warwick Avenue between Garnet Road and 100m east of Warwick Avenue	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>

Whau Local Board

Road/area <i>(Includes the start and end locations)</i>	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Is proposed speed limit different from the Waka Kotahi confirmed assessment of safe and appropriate speed (SAAS) limit?	Further information <i>(Include review of roads with 70km/h and 90km/h speed limits, consideration of speed limits on adjoining roads, explanation for speed limits that do not match the Waka Kotahi confirmed assessment of the safe and appropriate speed, and note any confirmed assessments)</i>	Dates and times <i>(If seasonal type, provide start and finish dates. If variable type, provide operational times.)</i>
Godley Road between 105m west of Stottholm Road and 50m west of Avonleigh Road	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Stottholm Road between Godley Road and 35m north of Dolbear Street	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of	Variable speed limit applies at school start and finish times.


							30km/h in front of the school is more appropriate.
Bolton Street between Taylor Street and 70m east of Portage Road	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Castlewood Grove full length	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.

Fruitvale Road between Croydon Road and 200m east of Croydon Road	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Croydon Road between 35m west of Titirangi Road and Rua Road	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Tomo Street between Rua Road and 115m south of Rua Road	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.

Rua Road between Tomo Street and 50m north of Tomo Street	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Hutchinson Avenue between Margan Avenue and 165m south of Margan Avenue	50	30/50	Variable	Year 1	Same	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school.	Variable speed limit applies at school start and finish times.
Margan Avenue between Seabrook Avenue and 130m east of Hutchinson Avenue	50	30/50	Variable	Year 1	Different	Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.	Variable speed limit applies at school start and finish times.

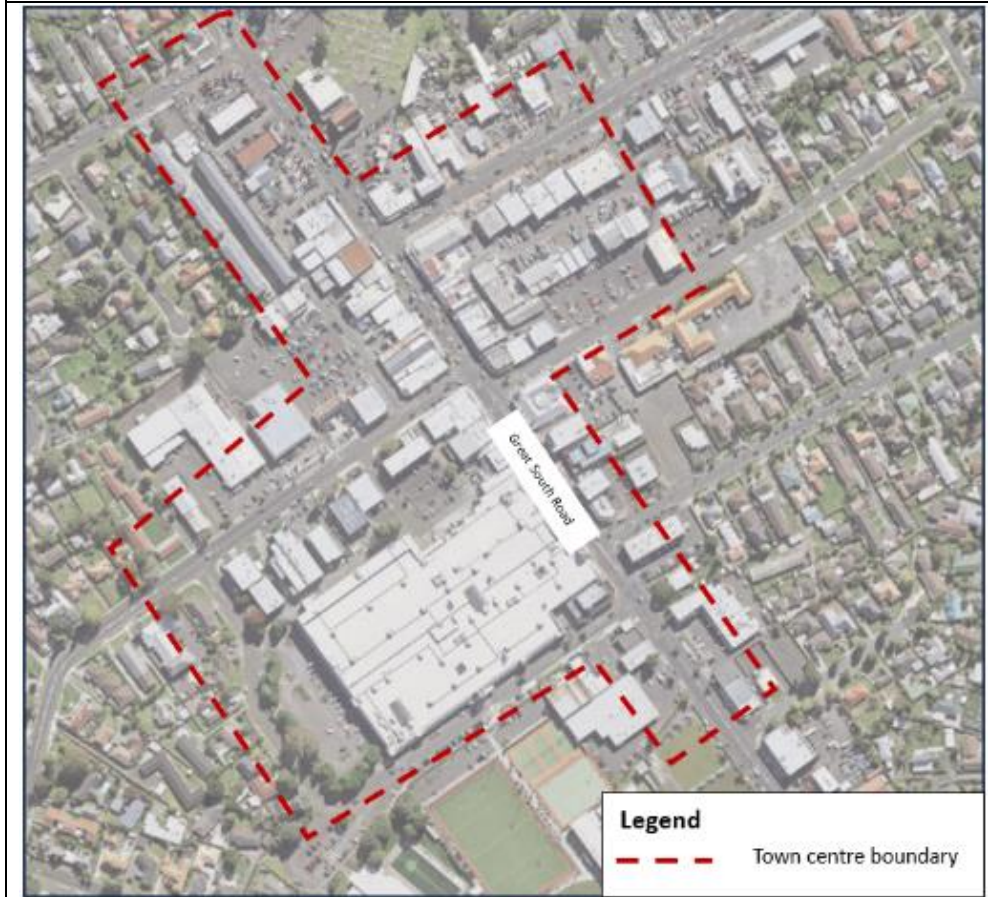
Rankin Avenue between 120m north of Margan Avenue and Margan Avenue	50	30/50	Variable	Year 1	Different	<p>Road near school. Proposed speed change to set safe and appropriate speed limits outside category 1 school. Megamaps assesses this section of road as having a Safe and Appropriate Speed of 30km/h at all times due to its One Network Framework (ONF) classification. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h in front of the school is more appropriate.</p>	<p>Variable speed limit applies at school start and finish times.</p>
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Maps of speed limit areas

<p>Manurewa Local Board</p>	
<p>MNR 15</p>	
 <p>The image is an aerial photograph of a town centre area. A red dashed line traces the perimeter of the town centre. A white label with a black border points to a road, with the text 'Grey South Road' written inside. In the bottom right corner, there is a legend box with the title 'Legend' and a red dashed line next to the text 'Town centre boundary'.</p>	

Otara-Papatoetoe Local Board

OPT 10



6. Speed limits around schools

This table shows schools in the alphabetical order of their local board. It follows the same order as the above table.

Table 2 – Speed limits around schools

School name	Category	Further information
Auckland Grammar	1	Variable speed limit only. The proposed variable speed limit is on streets with a high movement function where Urban Connector is an appropriate One Network Framework (ONF) classification (Mountain Road) and a variable speed limit is considered more appropriate than a permanent speed limit reduction.
St Cuthberts College (Epsom)	1	Variable speed limit only. A short section of the proposed variable speed limit is on a street where MegaMaps has suggested 30km/h as the safe and appropriate permanent speed limit (Wapiti Avenue). Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
Cornwall Park District School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h. Therefore, the proposed variable speed limit is considered to be appropriate.
Epsom Normal School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h. Therefore, the proposed variable speed limit is considered to be appropriate.
Kowhai Intermediate	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h for the majority of the proposed variable speed limit. Therefore, the proposed variable speed limit is considered to be appropriate for these sections. A 225-metre section of the proposed variable speed limit is on a street where MegaMaps has suggested 30km/h as the safe and appropriate permanent speed limit (Kowhai Street). Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
Kohia Terrace School	1	Variable speed limit only. The proposed variable speed limit is primarily on a street with a high movement function where the assessed safe and appropriate permanent speed limit is higher than 30km/h (Gillies Avenue). Therefore, the proposed variable speed limit is considered to be appropriate.
Carmel College	1	Variable speed limit only. The proposed variable speed limit is on a street with a high movement function where Urban Connector is an appropriate ONF classification (Shakespeare Road), and a variable speed limit is considered more appropriate than a permanent speed limit reduction.
Takapuna Grammar School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h

		(Lake Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Westlake Boys High School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Forrest Hill Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Westlake Girls' High School	1	Variable speed limit only. The proposed variable speed limit is on streets with a high movement function where Urban Connector is an appropriate ONF classification (Shakespeare Road and Wairau Road), and a variable speed limit is considered more appropriate than a permanent speed limit reduction.
Rosmini College	1	Variable speed limit only. The proposed variable speed limit is primarily on streets with a high movement function where Urban Connector is an appropriate ONF classification (Anzac Street, Killarney Street, Fred Thomas Drive, and Taharoto Drive) and a variable speed limit is considered more appropriate than a permanent speed limit reduction. A section of the proposed variable speed limit is on a street where MegaMaps has suggested 30km/h as the safe and appropriate permanent speed limit (Dominion Street). Auckland Transports assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
Summit Point School	1	Variable speed limit only. The proposed variable speed limit is primarily on streets with a high movement function where Urban Connector is an appropriate ONF classification (Anzac Street, Killarney Street, Fred Thomas Drive, and Taharoto Drive) and a variable speed limit is considered more appropriate than a permanent speed limit reduction. A section of the proposed variable speed limit is on a street where MegaMaps has suggested 30km/h as the safe and appropriate permanent speed limit (Dominion Street). Auckland Transports assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
Campbells Bay School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Aberdeen Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Forrest Hill School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Forrest Hill Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Milford School	1	Variable speed limit only. The proposed variable speed limit is on a street with a high movement function where Urban Connector is an appropriate ONF classification (Shakespeare Road), and a variable speed limit is considered more appropriate than a permanent speed limit reduction.
St Joseph's Catholic School (Takapuna)	1	Variable speed limit only. The proposed variable speed limit is primarily on streets with a high movement function where Urban Connector is an appropriate ONF

		classification (Anzac Street, Killarney Street, Fred Thomas Drive, and Taharoto Drive) and a variable speed limit is considered more appropriate than a permanent speed limit reduction. A section of the proposed variable speed limit is on a street where MegaMaps has suggested 30km/h as the safe and appropriate permanent speed limit (Dominion Street). Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
Takapuna Normal Intermediate	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Northcote Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Vauxhall School	1	Variable speed limit only. The proposed variable speed limit is primarily on a road where the assessed safe and appropriate permanent speed limit is higher than 30km/h (Vauxhall Road). There are short sections of side roads where a variable speed limit has been proposed and MegaMaps has suggested 30km/h as the safe and appropriate speed limit (Morrison Avenue and North Avenue). Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h on these sections is more appropriate.
Wairau Intermediate	1	Variable speed limit only. The proposed variable speed limit is on streets with a high movement function where Urban Connector is an appropriate ONF classification (Sunnynook Road and Becroft Drive), and a variable speed limit is considered more appropriate than a permanent speed limit reduction.
Wilson School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Lake Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Pukekohe High School	1	Variable speed limit only. The proposed variable speed limit is on streets with a high movement function where Urban Connector is an appropriate ONF classification (Harris Street and Queen Street), and a variable speed limit is considered more appropriate than a permanent speed limit reduction.
Waiuku College	1	Variable speed limit only. The proposed variable speed limit is primarily on a street with a high movement function where Urban Connector is an appropriate ONF classification (Constable Road), and a variable speed limit is considered more appropriate than a permanent speed limit reduction.
Pukekohe Christian School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Yates Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Kingsgate School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h

		(Blake Road and Foy Road). Therefore, the proposed variable speed limit is considered to be appropriate.
St Ignatius of Loyola Catholic College	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Burt Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Alfriston School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Alfriston Road and Mill Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Ararimu School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Steel Road and Ararimu Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Ardmore School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Papakura-Clevedon Road and Burnside Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Awhitu District School	1	Variable speed limit only. A variable speed limit has been proposed on Awhitu Road and Matakawau Road where the assessed safe and appropriate permanent speed limit is higher than 30km/h.
Beachlands School	1	Variable speed limit only. Prior engagement with Franklin local board identified that a permanent area wide speed limit reduction was unlikely to be supported around the school. A variable speed limit for the section adjacent to the school's frontage has been proposed instead.
Bombay School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Paparata Road and Barber Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Brookby School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Brookby Road and West Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Buckland School	1	Variable speed limit only. The proposed variable speed limit is primarily on a road where the assessed safe and appropriate permanent speed limit is higher than 30km/h (Buckland Road). There is a short section of side road (George Crescent) where a variable speed limit has been proposed and MegaMaps has suggested 30km/h as the safe and appropriate speed limit. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
Clevedon School	1	Variable speed limit only. The proposed variable speed limit is on streets with a high movement function where Rural Connector is an appropriate ONF classification (North Road and Clevedon-Kawakawa Road), and a variable speed limit is considered more appropriate than a permanent speed limit reduction.

Glenbrook School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Glenbrook-Waiuku Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Hunua School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Lockwood Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Karaka School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Blackbridge Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Maraetai Beach School	1	Variable speed limit only. The proposed variable speed limit is primarily for a road where the assessed safe and appropriate permanent speed limit is higher than 30km/h (Maraetai Drive). There is a section of side road (Te Pene Road) where a variable speed limit has been proposed and MegaMaps has suggested 30km/h as the safe and appropriate speed limit. Auckland Transports assessment is that a section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
Mauku School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Union Road and Titi Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Orere School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Orere Point Road, Orere-Matingarahi Road, and Kawakawa-Orere Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Paparimu School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Paparimu Road and Matheson Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Patumahoe Primary School	1	Variable speed limit only. The proposed variable speed limit is primarily on a road with a high movement function where Rural Connector is an appropriate ONF classification (Patumahoe Road). There is a section of side road (Clive Howe Road) where a variable speed limit has been proposed and MegaMaps has suggested 30km/h as the safe and appropriate speed limit. Auckland Transport’s assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
Pukekohe East School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Runciman Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Pukekohe Intermediate	1	Variable speed limit only. The proposed variable speed limit is on streets with a high movement function where Urban Connector is an appropriate ONF classification

		(Harris Street and Queen Street), and a variable speed limit is considered more appropriate than a permanent speed limit reduction.
Puni School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Aka Aka Road and Waiuku Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Ramarama School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Ararimu Road, Hillview Road, and Mceldownie Road). Therefore, the proposed variable speed limit is considered to be appropriate.
St Joseph's School (Pukekohe)	1	Variable speed limit only. The proposed variable speed limit is on streets with a high movement function where Urban Connector is an appropriate ONF classification (Seddon Street and Dublin Street), and a variable speed limit is considered more appropriate than a permanent speed limit reduction.
Te Hihi School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Linwood Road and Batty Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Valley School	1	Variable speed limit only. The proposed variable speed limit is primarily on a road where the assessed safe and appropriate permanent speed limit is higher than 30km/h (East Street). There is a section of side road (The Glade) where a variable speed limit has been proposed and MegaMaps has suggested 30km/h as the safe and appropriate speed limit. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
Waiau Pa School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Clarks Beach Road, Mckenzie Road, and Waiau Pa Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Waipipi School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Creamery Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Massey High School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Don Buck Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Middle School West	1	Variable speed limit only. The proposed variable speed limit is primarily on a road with a high movement function where Urban Connector is an appropriate ONF classification (Lincoln Road). There are short sections of minor roads (Paramount Drive and Souljan Drive) where a variable speed limit has been proposed and MegaMaps has suggested 30km/h as the safe and appropriate speed limit. Auckland Transport's assessment is that a short section of permanent speed limit change would not align

		with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
Bruce McLaren Intermediate	1	Variable speed limit only. The proposed variable speed limit is primarily on a road with a high movement function where Urban Connector is an appropriate ONF classification (Bruce McLaren Road). There are short sections of minor roads (Corban Avenue, Silverstone Place, and Hulme Place) where a variable speed limit has been proposed and MegaMaps has suggested 30km/h as the safe and appropriate speed limit. Auckland Transport’s assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
Massey Primary School	1	Variable speed limit only. The proposed variable speed limits are on streets where the assessed safe and appropriate permanent speed limit is higher than 30km/h (Don Buck Road and Red Hills Road) and the proposed variable speed limits are considered to be appropriate.
Waitakere SDA School	1	Variable speed limit only. The proposed variable speed limit is primarily on a road with a high movement function where Urban Connector is an appropriate ONF classification (Bruce McLaren Road). There are short sections of minor roads (Corban Avenue, Silverstone Place, and Hulme Place) where a variable speed limit has been proposed and MegaMaps has suggested 30km/h as the safe and appropriate speed limit. Auckland Transport’s assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
Summerland Primary	1	Variable speed limit only. The proposed variable speed limit is primarily on a road where the assessed safe and appropriate permanent speed limit is higher than 30km/h (Summerland Drive). There is a section of side road (Harvest Drive) where a variable speed limit has been proposed and MegaMaps has suggested 30km/h as the safe and appropriate speed limit. Auckland Transport’s assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
Browns Bay School	1	Variable speed limit only. The proposed variable speed limit is primarily on a road where the assessed safe and appropriate permanent speed limit is higher than 30km/h (Browns Bay Road). There is a section of side road (Masterton Road) where a variable speed limit has been proposed and MegaMaps has suggested 30km/h as the safe and appropriate speed limit. Auckland Transport’s assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.

Glamorgan School	1	Variable speed limit only. The proposed variable speed limit is primarily on a road where the assessed safe and appropriate permanent speed limit is higher than 30km/h (Glamorgan Drive). There is a section of side road (Weatherly Road) where a variable speed limit has been proposed and MegaMaps has suggested 30km/h as the safe and appropriate speed limit. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
Silverdale School	1	Variable speed limit only. The proposed variable speed limit is primarily on a road where the assessed safe and appropriate permanent speed limit is higher than 30km/h (Millwater Parkway). There is a section of side road (Longmore Lane) where a variable speed limit has been proposed and MegaMaps has suggested 30km/h as the safe and appropriate speed limit. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
Torbay School	1	Variable speed limit only. The proposed variable speed limit is primarily on a road where the assessed safe and appropriate permanent speed limit is higher than 30km/h (Deep Creek Road). There is a section of side road (Alexander Avenue) where a variable speed limit has been proposed and MegaMaps has suggested 30km/h as the safe and appropriate speed limit. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
Macleans College	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Macleans Road, Bucklands Beach Road, and Pigeon Mountain Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Pakuranga College	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Pigeon Mountain Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Mission Heights Junior College	1	Variable speed limit only. The proposed variable speed limit is primarily on a road where the MegaMaps assessed safe and appropriate permanent speed limit is higher than 30km/h (Valderama Drive). There is a section of variable speed limit (Jeffs Road) where MegaMaps has suggested 30km/h as the safe and appropriate speed limit. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.

Ormiston Senior College	1	Variable speed limit only. The proposed variable speed limit is on a street with a high movement function where Urban Connector is an appropriate ONF classification (Ormiston Road), and a variable speed limit is considered more appropriate than a permanent speed limit reduction.
Mission Heights Primary School	1	Variable speed limit only. The proposed variable speed limit is primarily on a road where the MegaMaps assessed safe and appropriate permanent speed limit is higher than 30km/h (Valderama Drive). There is a section of variable speed limit (Jeffer Road) where MegaMaps has suggested 30km/h as the safe and appropriate speed limit. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
Ormiston Primary School	1	Variable speed limit only. The proposed variable speed limit is on a street with a high movement function where Urban Connector is an appropriate ONF classification (Ormiston Road), and a variable speed limit is considered more appropriate than a permanent speed limit reduction.
Ormiston Junior College	1	Variable speed limit only. The proposed variable speed limit is on a street with a high movement function where Urban Connector is an appropriate ONF classification (Ormiston Road), and a variable speed limit is considered more appropriate than a permanent speed limit reduction.
Elim Christian College	1	Variable speed limit only. The proposed variable speed limit is primarily on a road where the assessed safe and appropriate permanent speed limit is higher than 30km/h (Botany Road). There is a section of side road (Headcorn Place) where a variable speed limit has been proposed and MegaMaps has suggested 30km/h as the safe and appropriate speed limit. Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
Botany Downs School	1	Variable speed limit only. The proposed 30km/h variable speed limit is replacing an existing 40km/h variable speed limit (Mirrabooka Avenue). MegaMaps has suggested 30km/h as the safe and appropriate speed limit, however, Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
Bucklands Beach Intermediate	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Macleans Road, Bucklands Beach Road, and Pigeon Mountain Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Elm Park School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Gossamer Drive). Therefore, the proposed variable speed limit is considered to be appropriate.
Farm Cove Intermediate	1	Variable speed limit only. The proposed variable speed limit is primarily on roads where the assessed safe and

		appropriate permanent speed limit is higher than 30km/h (Butley Drive and Prince Regent Drive). There are sections of side road (Galloway Crescent and Skilling Place) where a variable speed limit has been proposed and MegaMaps has suggested 30km/h as the safe and appropriate speed limit. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h on these sections is more appropriate.
Pakuranga Intermediate	1	Variable speed limit only. The proposed variable speed limit is primarily on roads where the assessed safe and appropriate permanent speed limit is higher than 30km/h (Reeves Road). There are sections of side road (Lewis Road) where a variable speed limit has been proposed and MegaMaps has suggested 30km/h as the safe and appropriate speed limit. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
Pigeon Mountain School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Macleans Road, Bucklands Beach Road, and Pigeon Mountain Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Wakaaranga School	1	Variable speed limit only. The proposed variable speed limit is primarily on roads where the assessed safe and appropriate permanent speed limit is higher than 30km/h (Butley Drive and Prince Regent Drive). There are sections of side road (Galloway Crescent and Skilling Place) where a variable speed limit has been proposed and MegaMaps has suggested 30km/h as the safe and appropriate speed limit. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h on these sections is more appropriate.
Chapel Downs School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Chapel Road and Dawson Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Somerville Intermediate School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Somerville Road and Meadowland Drive). Therefore, the proposed variable speed limit is considered to be appropriate.
Point View School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Kilkenny Drive). Therefore, the proposed variable speed limit is considered to be appropriate.
Botany Downs Secondary College	1	Variable speed limit only. The proposed variable speed limit is primarily on roads where the assessed safe and appropriate permanent speed limit is higher than 30km/h (Kilkenny Drive). There are sections of the proposed variable speed limit where MegaMaps has suggested 30km/h as the safe and appropriate speed limit (Chapel

		Road). Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
Willowbank School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Middlefield Drive and Gracechurch Drive). Therefore, the proposed variable speed limit is considered to be appropriate.
Elim Junior Campus	1	Variable speed limit only. The proposed 30km/h variable speed limit is replacing an existing 40km/h variable speed limit (Golfland Drive). MegaMaps has suggested 30km/h as the safe and appropriate speed limit, however, Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
Birkenhead College	1	Variable speed limit only. The proposed variable speed limit is primarily on roads where the assessed safe and appropriate permanent speed limit is higher than 30km/h (Birkdale Road and Salisbury Road). There are sections of the proposed variable speed limit on Birkdale Road where MegaMaps has suggested 30km/h as the safe and appropriate speed limit. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
Bayview School	1	Variable speed limit only. The proposed variable speed limit is primarily on roads where the assessed safe and appropriate permanent speed limit is higher than 30km/h (Bayview Road). There is a short section of the proposed variable speed limit where MegaMaps has suggested 30km/h as the safe and appropriate speed limit (Lynn Road). Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
Birkdale Intermediate	1	Variable speed limit only. The proposed variable speed limit is primarily on roads where the assessed safe and appropriate permanent speed limit is higher than 30km/h (Birkdale Road and Salisbury Road). There are sections of the proposed variable speed limit on Birkdale Road where MegaMaps has suggested 30km/h as the safe and appropriate speed limit. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
Birkdale North School	1	Variable speed limit only. The proposed variable speed limit is primarily on roads where the assessed safe and appropriate permanent speed limit is higher than 30km/h (Birkdale Road and Salisbury Road). There are sections of the proposed variable speed limit on Birkdale Road where

		MegaMaps has suggested 30km/h as the safe and appropriate speed limit. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
Birkdale Primary School	1	Variable speed limit only. The proposed variable speed limit is primarily on roads where the assessed safe and appropriate permanent speed limit is higher than 30km/h (Birkdale Road and Salisbury Road). There are sections of the proposed variable speed limit on Birkdale Road where MegaMaps has suggested 30km/h as the safe and appropriate speed limit. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
Glenfield Intermediate	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Chivalry Road, Chartwell Avenue, and Diana Drive). Therefore, the proposed variable speed limit is considered to be appropriate.
Glenfield Primary School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Chivalry Road, Chartwell Avenue, and Diana Drive). Therefore, the proposed variable speed limit is considered to be appropriate.
Kauri Park School	1	Variable speed limit only. The proposed variable speed limit is primarily on roads where the assessed safe and appropriate permanent speed limit is higher than 30km/h (Rangatira Road). There are sections of the proposed variable speed limit where MegaMaps has suggested 30km/h as the safe and appropriate speed limit (Kia Ora Road and Mcglashen Place). Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
Manuka Primary School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Manuka Road and Easton Park Parade). Therefore, the proposed variable speed limit is considered to be appropriate.
Marlborough School	1	Variable speed limit only. The proposed variable speed limit is partially on roads where the assessed safe and appropriate permanent speed limit is higher than 30km/h (Chartwell Avenue). There are sections of the proposed variable speed limit where MegaMaps has suggested 30km/h as the safe and appropriate speed limit (Lingfield Street and Wykeham Place). Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.

Northcote Intermediate	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Lake Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Onepoto School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Lake Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Sunnybrae Normal School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Sunnybrae Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Target Road School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Target Road and Sunnynook Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Wairau Valley Special School	1	Variable speed limit only. The proposed 30km/h variable speed limit is replacing an existing 40km/h variable speed limit (Hillside Road). MegaMaps has suggested 30km/h as the safe and appropriate speed limit, however, Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
Willow Park School	1	Variable speed limit only. The proposed variable speed limit is partially on roads where the assessed safe and appropriate permanent speed limit is higher than 30km/h (Moore Street, Sylvia Road). There are sections of the proposed variable speed limit where MegaMaps has suggested 30km/h as the safe and appropriate speed limit (Eban Avenue, Compton Street). Auckland Transport's assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
Windy Ridge School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Seaview Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Zayed College for Girls	1	Variable speed limit. The proposed variable speed limit is on streets where the assessed safe and appropriate permanent speed limit is higher than 30km/h (Kirkbride Road and Westney Road) and the proposed variable speed limit is considered to be appropriate.
Al-Madinah School	1	Variable speed limit. The proposed variable speed limit is on streets where the assessed safe and appropriate permanent speed limit is higher than 30km/h (Kirkbride Road and Westney Road) and the proposed variable speed limit is considered to be appropriate.
St Mary's School (Ellerslie)	1	Variable speed limit only. The proposed 30km/h variable speed limit is replacing an existing 40km/h variable speed limit (Main Highway and Walpole Street). MegaMaps has suggested 30km/h as the safe and appropriate speed limit,

		however, Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate. A permanent 30km/h speed limit area has also been proposed adjacent to the school (MKT 7).
Selwyn College	1	Variable speed limit only. The proposed variable speed limit is primarily on roads where the assessed safe and appropriate permanent speed limit is higher than 30km/h (Kohimarama Road). There are sections of side road (Allum Street) where a variable speed limit has been proposed and MegaMaps has suggested 30km/h as the safe and appropriate speed limit. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
Saint Kentigern Girls’ School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Shore Road and Victoria Avenue). Therefore, the proposed variable speed limit is considered to be appropriate.
Baradene College	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Shore Road and Victoria Avenue). Therefore, the proposed variable speed limit is considered to be appropriate.
Kohimarama School	1	Variable speed limit only. The proposed variable speed limit is primarily on roads where the assessed safe and appropriate permanent speed limit is higher than 30km/h (Kohimarama Road). There are sections of side road (Rawhitiroa Road, Piccadilly Place, and Selwyn Avenue) where a variable speed limit has been proposed and MegaMaps has suggested 30km/h as the safe and appropriate speed limit. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
Orakei School	1	Variable speed limit only. The proposed variable speed limit is primarily on roads where the assessed safe and appropriate permanent speed limit is higher than 30km/h (Coates Avenue). There are sections of side road (Grace Street) where a variable speed limit has been proposed and MegaMaps has suggested 30km/h as the safe and appropriate speed limit. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
Remuera Intermediate	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Ascot Avenue). Therefore, the proposed variable speed limit is considered to be appropriate.

St Heliers School	1	Variable speed limit only. The proposed variable speed limit is primarily on roads where the assessed safe and appropriate permanent speed limit is higher than 30km/h (St Heliers Bay Road, Maskell Street, Riddell Road, and Kepa Road). There are sections of side road (Walmsley Road) where a variable speed limit has been proposed and MegaMaps has suggested 30km/h as the safe and appropriate speed limit. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
St Joseph’s School (Orakei)	1	Variable speed limit only. The proposed variable speed limit is primarily on roads where the assessed safe and appropriate permanent speed limit is higher than 30km/h (Kepa Road and Coates Avenue). There are sections of side road (Nehu Street and Brenton Place) where a variable speed limit has been proposed and MegaMaps has suggested 30km/h as the safe and appropriate speed limit. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
St Thomas School	1	Variable speed limit only. The proposed variable speed limit is primarily on roads where the assessed safe and appropriate permanent speed limit is higher than 30km/h (Kohimarama Road). There are sections of side road (Allum Street) where a variable speed limit has been proposed and MegaMaps has suggested 30km/h as the safe and appropriate speed limit. Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
Victoria Avenue School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Shore Road and Victoria Avenue). Therefore, the proposed variable speed limit is considered to be appropriate.
Saint Kentigern Boys’ School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Shore Road and Victoria Avenue). Therefore, the proposed variable speed limit is considered to be appropriate.
Puhinui School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Puhinui Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Drury School	1	Variable speed limit only. The proposed variable speed limit is primarily on roads where the assessed safe and appropriate permanent speed limit is higher than 30km/h (Great South Road). There are sections of side road (Young Crescent) where a variable speed limit has been proposed and MegaMaps has suggested 30km/h as the safe and appropriate speed limit. Auckland Transports assessment is that a short section of permanent speed limit

		change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
Papakura Central School	1	Variable speed limit only. The proposed 30km/h variable speed limit is replacing an existing 40km/h variable speed limit (Ray Small Drive). MegaMaps has suggested 30km/h as the safe and appropriate speed limit, however, Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
Takanini School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Manuroa Road and Takanini School Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Marcellin College	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Mount Albert Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Royal Oak School	1	Variable speed limit only. The proposed 30km/h variable speed limit is replacing an existing 40km/h variable speed limit (Manukau Road). MegaMaps has suggested 30km/h as the safe and appropriate speed limit, however, Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
Rodney College	1	Variable speed limit only. A variable speed limit is expected to be proposed on State Highway 1 as part of Waka Kotahi NZTA’s proposal for Rodney College. The proposed variable speed limits in this Speed Management Plan are on streets where MegaMaps has suggested 30km/h as the safe and appropriate speed limit (Tomas Street and Tobruk Road), however, Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
Mahurangi College	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Woodcocks Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Kaipara College	1	Variable speed limit only. The proposed variable speed limit extent is for a short length near the school. While MegaMaps has suggested 30km/h as the safe appropriate speed limit, Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
Meraki Montessori School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h

		(Sidwell Road and Wainui Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Pakiri School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Pakiri Road and Pakiri River Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Tapora School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Journeys End and Tauhoa Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Tomarata School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Pakiri Block Road and School Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Wellsford School	1	Variable speed limit only. The proposed variable speed limit extent is for a short length near the school. While MegaMaps has suggested 30km/h as the safe appropriate speed limit, Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
Ahuroa School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Ahuroa Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Coatesville School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Mahoenui Valley Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Dairy Flat School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Dairy Flat Highway). Therefore, the proposed variable speed limit is considered to be appropriate.
Helensville School	1	Variable speed limit only. The proposed variable speed limit extent is for a short length near the school. While MegaMaps has suggested 30km/h as the safe appropriate speed limit, Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
Huapai District School	1	Variable speed limit only. The proposed variable speed limit extent is for a short length near the school. While MegaMaps has suggested 30km/h as the safe appropriate speed limit, Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.

Kaipara Flats School	1	Variable speed limit only. The proposed variable 30km/h speed limit covers School Road, which is a minor side road off Kaipara Flats Road,
Matakana School	1	Variable speed limit only. The proposed variable speed limit is on streets with a high movement function where Rural Connector is an appropriate One Network Framework (ONF) classification (Matakana Road), and a variable speed limit is considered more appropriate than a permanent speed limit reduction.
Parakai School	1	Variable speed limit only. The proposed variable speed limit extent is for a short length near the school. While MegaMaps has suggested 30km/h as the safe appropriate speed limit, Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
Taupaki School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Cottle Road and Waitakere Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Waimauku School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Muriwai Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Wainui School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Waitoki Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Waioneke School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (South Head Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Waitoki School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Kahikatea Flat Road and Waitoki Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Warkworth School	1	Variable speed limit only. The proposed variable speed limit is primarily on roads where the assessed safe and appropriate permanent speed limit is higher than 30km/h (Hill Street). There are sections of the proposed variable speed limit where MegaMaps has suggested 30km/h as the safe and appropriate speed limit (Kasper Street). Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
Rangitoto College	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (East Coast Road and Sunrise Avenue). Therefore, the proposed variable speed limit is considered to be appropriate.

Massey-Redhills Primary School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Trig Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Greenhithe School	1	Variable speed limit only. The proposed variable speed limit is primarily on roads where the assessed safe and appropriate permanent speed limit is higher than 30km/h (Greenhithe Road). There are sections of the proposed variable speed limit on side roads where MegaMaps has suggested 30km/h as the safe and appropriate speed limit (Sunnyview Road, Isobel Road, and Churchose Road). Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
Hobsonville School	1	Variable speed limit only. The proposed variable speed limit is primarily on roads where the assessed safe and appropriate permanent speed limit is higher than 30km/h (Hobsonville Road). There are sections of the proposed variable speed limit where MegaMaps has suggested 30km/h as the safe and appropriate speed limit (Hendrika Court). Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
Fossil Bay School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Korora Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Waiheke Primary School	1	Variable speed limit only. The proposed variable speed limit is on streets on the urban fringe where Peri-urban is an appropriate One Network Framework (ONF) classification (Sea View Road), and a variable speed limit is considered more appropriate than a permanent speed limit reduction.
Glen Eden Intermediate	1	Variable speed limit only. The proposed variable speed limit is primarily on roads where the assessed safe and appropriate permanent speed limit is higher than 30km/h (Kaurilands Road, Atkinson Road, and Captain Scott Road). There are sections of the proposed variable speed limit on side roads where MegaMaps has suggested 30km/h as the safe and appropriate speed limit (Willowbrook Place and Sunray Avenue). Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
Glen Eden School	1	Variable speed limit only. The proposed variable speed limit is primarily on streets with a high movement function where Urban Connector is an appropriate One Network Framework (ONF) classification (Glenview Road), and a variable speed limit is considered more appropriate than a permanent speed limit reduction. There are sections of the proposed variable speed limit where MegaMaps has suggested 30km/h as the safe and appropriate speed limit

		(Waikumete Road, Clayburn Road, and Panzic Place). Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
Henderson Valley School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Henderson Valley Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Kaurilands School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Kaurilands Road and Atkinson Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Laingholm School	1	Variable speed limit only. The proposed 30km/h variable speed limit is replacing an existing 40km/h variable speed limit (Victory Road). MegaMaps has suggested 30km/h as the safe and appropriate speed limit, however, Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
Oratia School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Shaw Road and West Coast Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Prospect School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Rosier Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Swanson School	1	Variable speed limit only. The proposed variable speed limit is primarily on roads where the assessed safe and appropriate permanent speed limit is higher than 30km/h (Swanson Road). There are sections of side road (Church Street and Swanson Oaks) where a variable speed limit has been proposed and MegaMaps has suggested 30km/h as the safe and appropriate speed limit. Auckland Transports assessment is that a section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
Titirangi School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Atkinson Road, Huia Road, Scenic Drive and Titirangi Road). Therefore, the proposed variable speed limit is considered to be appropriate
Waitakere School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Waitakere Road, Bethells Road, and Anzac Valley Road). Therefore, the proposed variable speed limit is considered to be appropriate

Woodlands Park School	1	Variable speed limit only. The proposed variable speed limit is on streets on the urban fringe where Peri-urban is an appropriate One Network Framework (ONF) classification (Woodlands Park Road and Jays Road), and a variable speed limit is considered more appropriate than a permanent speed limit reduction.
St Mary's College (Ponsonby)	1	Variable speed limit only. The proposed variable speed limit is primarily for roads where the assessed safe and appropriate permanent speed limit is higher than 30km/h (College Hill). There are sections of side road (New Road) where a variable speed limit has been proposed and MegaMaps has suggested 30km/h as the safe and appropriate speed limit. Auckland Transports assessment is that a section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
St Paul's College (Ponsonby)	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Richmond Road). Therefore, the proposed variable speed limit is considered to be appropriate.
St Peter's College (Epsom)	1	Variable speed limit only. The proposed variable speed limit is primarily on roads where the assessed safe and appropriate permanent speed limit is higher than 30km/h (Mountain Road and Khyber Pass Road). There are sections of Mountain Road where a variable speed limit has been proposed and MegaMaps has suggested 30km/h as the safe and appropriate speed limit. Auckland Transports assessment is that a section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
Grey Lynn School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Surrey Crescent and Great North Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Ponsonby Primary School	1	Variable speed limit only. The proposed variable speed limit is primarily on roads where the assessed safe and appropriate permanent speed limit is higher than 30km/h (Curran Street). There are sections of the proposed variable speed limit where MegaMaps has suggested 30km/h as the safe and appropriate speed limit (Emmett Street). Auckland Transports assessment is that a short section of permanent speed limit change would not align with the "easy to understand" principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
Richmond Road School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Richmond Road). Therefore, the proposed variable speed limit is considered to be appropriate.
St Joseph's School (Grey Lynn)	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Great North Road). Therefore, the proposed variable speed limit is considered to be appropriate.

Westmere School	1	Variable speed limit only. The proposed variable speed limit is primarily on roads where the assessed safe and appropriate permanent speed limit is higher than 30km/h (Garnet Road). There are sections of the proposed variable speed limit where MegaMaps has suggested 30km/h as the safe and appropriate speed limit (Warwick Avenue and Larchwood Avenue). Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
Auckland Secondary Schools’ Centre	1	Variable speed limit only. The proposed variable speed limit is primarily on roads where the assessed safe and appropriate permanent speed limit is higher than 30km/h (Jervois Road and Wes End Road). There are sections of road (Clifton Road and Jervois Road) where a variable speed limit has been proposed and MegaMaps has suggested 30km/h as the safe and appropriate speed limit. Auckland Transports assessment is that a section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
Green Bay High School	1	Variable speed limit only. The proposed variable speed limit is primarily on roads where the assessed safe and appropriate permanent speed limit is higher than 30km/h (Godley Road). There are sections of the proposed variable speed limit where MegaMaps has suggested 30km/h as the safe and appropriate speed limit (Stottholm Road). Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
Kelston Girls’ College	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (Great North Road). Therefore, the proposed variable speed limit is considered to be appropriate.
Blockhouse Bay Intermediate	1	Variable speed limit only. The proposed variable speed limit is primarily on roads where the assessed safe and appropriate permanent speed limit is higher than 30km/h (Bolton Street). There are sections of the proposed variable speed limit where MegaMaps has suggested 30km/h as the safe and appropriate speed limit (Castlewood Grove). Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
Fruitvale Road School	1	Variable speed limit only. The proposed variable speed limit is primarily on roads where the assessed safe and appropriate permanent speed limit is higher than 30km/h (Fruitvale Road and Croydon Road). There are sections of the proposed variable speed limit where MegaMaps has suggested 30km/h as the safe and appropriate speed limit (Tomo Street). Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed

		Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
Green Bay Primary School	1	Variable speed limit only. The proposed variable speed limit is primarily on roads where the assessed safe and appropriate permanent speed limit is higher than 30km/h (Godley Road). There are sections of the proposed variable speed limit where MegaMaps has suggested 30km/h as the safe and appropriate speed limit (Stottholm Road). Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.
New Lynn School	1	Variable speed limit only. The proposed variable speed limit is on streets with a high movement function where Urban Connector is an appropriate One Network Framework (ONF) classification (Hutchinson Avenue, Margan Avenue, and Rankin Avenue), and a variable speed limit is considered more appropriate than a permanent speed limit reduction.
New Windsor School	1	Variable speed limit only. The assessed safe and appropriate permanent speed limit is higher than 30km/h (New Windsor Road, Tiverton Road, and Maioro Street). Therefore, the proposed variable speed limit is considered to be appropriate.
St Dominic’s Catholic School (Blockhouse Bay)	1	Variable speed limit only. The proposed variable speed limit is primarily on roads where the assessed safe and appropriate permanent speed limit is higher than 30km/h (Bolton Street). There are sections of the proposed variable speed limit where MegaMaps has suggested 30km/h as the safe and appropriate speed limit (Castlewood Grove). Auckland Transports assessment is that a short section of permanent speed limit change would not align with the “easy to understand” principle of this Speed Management Plan and that a variable speed limit of 30km/h on this section is more appropriate.

6.) Safety Infrastructure

We consider whether to invest in safety infrastructure, set a lower speed limit or invest in a combination of both. Installing safety infrastructure is complex. We have to consider many factors before making a decision to install infrastructure: Crash risk; Funding and technical constraints; Community, stakeholder and partner feedback. If installing safety infrastructure is not possible or practical, then a speed limit review may be considered. Our monitoring and evaluation plan covers how we will know what is working and informs where we may need to adjust our approach over time.

A full description of the approach taken to safety infrastructure options for speed management may be found on pages 30 – 31 and 34-37 of the Katoa, Ka Ora: Auckland speed management plan 2024-2027 main document attached separately.

As part of a whole-of-network approach to speed management, in some situations safety infrastructure may be considered instead or, or alongside speed limit changes. For example, this may be a raised pedestrian crossing outside a school where this has been requested by the community or elected members.

Table 3 – Safety Infrastructure changes

This table shows some potential locations for pedestrian infrastructure improvements outside schools. Note that no funding is confirmed and any delivery is subject to separate public consultation. Inclusion in this document does not confirm whether any of these projects will be funded or constructed.

Location	Proposed change	Year of commencement	Funding certainty (committed or not committed)	Further information
Litten Road near Cockle Bay School	<i>Pedestrian improvements</i>	<i>tbc</i>	Not committed	

Safety cameras

We currently have 72 safety cameras; 30 for speeding and 42 for red light running. We are working in partnership with the New Zealand Transport Agency on future average speed camera sites. We are working with our partners to continue to identify high risk locations with proven speeding issues to prioritise installation of safety cameras.

There are existing fixed safety cameras for speed enforcement at these locations in Auckland:

- West Coast Road, Glen Eden
- Candia Road, Henderson Valley
- Great North Road, Kelston
- Old North Road, Kumeu
- Coatesville-Riverhead Highway, Coatesville
- Great North Road, Henderson
- Twin Coast Discovery Highway, Dome Valley
- Rata Street, New Lynn
- East Coast Road, Redvale
- Ngapipi Road, Orakei
- Tamaki Drive, Parnell
- Hillsborough Road, Hillsborough
- Great North Road Grey Lynn
- Great South Road, Otahuhu
- Mill Road, Totara
- Murphys Road, Totara Park
- Mahia Road, Wattle Downs
- Massey Road Mangere
- Waiuku Road, Mauku
- Glenbrook Road, Kingseat
- Awhitu Road, Karioitahi
- Mill Road, Pukekohe East
- Waiuku Road
- Glenbrook-Waiuku Road
- Dairy Flat Road
- Papakura-Clevedon Road
- Linwood Road, Karaka
- McKenzie Road, Kingseat
- Ostrich Road
- Waitakere Road, Rodney

7. State highway components

The New Zealand Transport Agency interim state highway speed management plan 2023-2024 is attached as an appendix to this plan. This covers state highway changes consulted on in 2022.

Further appendices also include more recent information on state highway speed limit changes in Auckland that have been progressed through the alternative method under the Setting of Speed Limits Rule. These include changes on Constellation Drive, north Auckland locations and SH1 Puhoi to Warkworth.

Reference table: Rule requirements for plan content

Content requirements of a plan (with reference to clause 3.8 of Land Transport Rule: Setting of Speed Limits 2022)

- (1) A plan must—
 - (a) set out objectives, policies and measures for managing speed on relevant roads for at least 10 financial years from the start of the plan; and
 - (b) include an explanation of how the plan is consistent with the road safety aspects of the GPS on land transport[#] and any Government road safety strategy;[†] and
 - (c) include a general explanation of how a whole-of-network approach was taken to changing speed limits, safety cameras and safety infrastructure, including the approach when deciding whether to invest in making a road safer at higher speeds or to set a lower speed limit.
- (2) A plan must also—
 - (a) identify the changes (if any) being proposed to speed limits (other than temporary speed limits) and safety infrastructure on the relevant roads; and
 - (b) include an implementation programme for at least 3 financial years from the start of the plan that sets out —
 - (i) the changes (if any) being proposed to (A) speed limits on the relevant roads, including, to the extent practicable, information on each proposed speed limit relating to the geographical area of the proposed speed limit, the type of speed limit, the proposed speed limit expressed in kilometres per hour, and, for a seasonal or variable speed limit, the conditions under which each speed limit will apply; and (B) safety infrastructure on the relevant roads; and
 - (ii) the timeframe within which each change is proposed to occur; and
 - (c) for speed limits of 70 km/h or 90 km/h, include any content required by clause 4.3(2); and
 - (d) in relation to schools, include—
 - (i) any content required by clause 5.2(4); and
 - (ii) any designation of a category 2 school; and
 - (iii) if required by clause 5.3, an explanation for why, having regard to any guidance provided by the Agency about speed limits outside schools, the speed limit outside the category 2 school is safe and appropriate for the road; and
 - (e) include, for any changes being proposed to a speed limit that do not align with the Agency's confirmed assessment of what is the safe and appropriate speed limit for the road, an explanation for why, after considering the matters in clause 3.2(1), the road controlling authority proposes a speed limit that differs from the Agency's confirmed assessment (unless subclause (3) applies);[^] and
 - (f) include comment on any review relevant to the roads or region that has been completed under clause 3.17 since the previous plan published under clause 3.3(8) or 3.4(13).

Content requirements of a plan (with reference to clause 3.8 of Land Transport Rule: Setting of Speed Limits 2022)

State highway speed management plan – clause 3.8(5)	Regional speed management plans – clause 3.8(6)
<p>(5) A State highway speed management plan—</p> <p>(g) must also include a general explanation of how the Agency (as RCA) has, when proposing a change to a speed limit, had regard under clause 3.2(2) to the desirability of a road under its control and an adjoining road under the control of another road controlling authority having the same speed limit, unless there is good reason for different speed limits; and</p> <p>(h) may also include changes to safety cameras on roads that are not State highways.</p>	<p>(6) A regional speed management plan must—</p> <p>(i) identify, for any proposed change to a speed limit for a road under the control of a territorial authority (the first road) that adjoins a road under the control of another territorial authority (the second road), any instances where the speed limit for the first road is different or is proposed to differ from the speed limit for the second road; and</p> <p>(j) include information from the State highway speed management plan (either the consultation draft or the published copy, depending on which is most recently available) relating to State highways in the region.</p>
<p>(7) A plan may include discussion of other matters related to speed management on the relevant roads, including temporary speed limits.</p>	
<p>(8) A plan must be in the form (if any) set by the Agency. (Note that this template is not a required form, but an optional guide).</p>	

Notes

New Zealand Government. 2020. *Government Policy Statement on Land Transport: 2021/22 – 2030/31*. Wellington: Ministry of Transport

† New Zealand Government. 2019. *Road to Zero: New Zealand's road safety strategy 2020–2030*. Wellington: Waka Kotahi NZ Transport Agency.

* A territorial authority must not publish a consultation draft territorial authority speed management plan if the regional transport committee has notified its intention to publish, within the next 28 days, a consultation draft regional speed management plan—the territorial authority must instead join in the process for a consultation draft regional speed management plan. (See clauses 3.5(2) and 12.10(3).)

^ Clauses 3.8(3) and 12.(4): A plan does not need to include explanation of where a proposed change to a speed limit does not align with the Waka Kotahi confirmed assessment of what is the safe and appropriate speed limit for the road (a) where the proposed speed limit is 70km/h and the Waka Kotahi assessment of the safe and appropriate speed limit for the road is 80km/h; (b) where the proposed speed limit is 90km/h and the Waka Kotahi assessment of the safe and appropriate speed limit for the road is 100km/h; and (c) where the proposed speed limit is to a road outside a school and complies with section 5 of the Rule.