

Requested changes recommended to be made in 2024-7 plan

Item	Local Board	Location	Request/Issue	Proposed Recommendation	Local Board Feedback	Final Recommendation
1	Albert Eden	King George Avenue near Epsom Normal Primary School	Request to extend the variable speed limit to the school driveway on King George Avenue near Epsom Normal School.	To extend the proposed 30 km/h variable zone to King George Avenue (from The Drive to 100m west of Gillies Avenue) and Gillies Avenue (from King George Avenue to 40m south of Kimberly Road). This would link with the existing variable speed on Gillies Avenue, which is also proposed to be reduced to 30 km/h.	Support extending the 30km/h zone on Gillies Avenue and King George Avenue (from The Drive to 100m west of Gillies Avenue) and Gillies Avenue (from King George Avenue to 40m south of Kimberley Avenue) to close the gap between the 2 existing school speed limits for Epsom Normal School and Kohia Terrace School which would include the Epsom North Kindergarten and the Epsom Community Centre Creche	Extend the proposed 30 km/h variable zone to King George Avenue (from The Drive to 100m west of Gillies Avenue) and Gillies Avenue (from King George Avenue to 40m south of Kimberly Road).
2	Franklin	Beachlands Primary School - Beachlands Road	Request to include section of Beachlands Road within the proposed variable speed limit zone	Recommend that a short section of Beachlands Road (between 50 metres west of Wakelin Road and 50 metres east of Bell Road) is included in the variable speed limit zone to capture where school children cross Beachlands Road near the school.	Support	Recommend that a short section of Beachlands Road (between 50 metres west of Wakelin Road and 50 metres east of Bell Road) is included in the variable 30 speed limit zone.
3	Henderson Massey	Millbrook Road, at back of Sunnyvale School	Proposed variable 30 zone left out part of existing variable 40 zone at western end of Awaroa Road.	Revise extent of the proposed variable 30 zone to match the existing variable 40 zone.	Support	Revise extent of the proposed variable 30 zone to match the existing variable 40 zone.
4	Hibiscus and Bays	Slip road between East Coast Road and Sunrise Avenue	Request to include this road within the Rangitoto College variable 30 km/h zone.	The slip lane is part of East Coast Road and is included within the description for the variable 30 km/h speed limit. The map will be updated accordingly.	Support the location and scope of the proposed speed limit changes identified for this local board area	The slip lane is part of East Coast Road and is included within the description for the variable 30 km/h speed limit. The map will be updated accordingly.
5	Kaipatiki	Sunnyhaven Road	Include the shops in Sunnyhaven Road within the proposed Beach Haven town centre zone.	Extend permanent 30 zone on Sunnyhaven Road to cover from Rangitira Road to 100m west of Rangitira Road	Support	Extend permanent 30 zone on Sunnyhaven Road to cover from Rangitira Road to 100m west of Rangitira Road
6	Kaipatiki	Onewa Road and Lake Road	Extend the variable zone on Onewa Road to cover St Mary's School and Northcote School.	Extend variable 30km/h zone to cover both schools, including Lake Road frontage of Northcote School.	Oppose any reduction in speed limit on Onewa Road outside St Mary's School, Northcote School and Northcote College.	
7	Orakei	Shore Road	Extend the proposed variable zone on Shore Road further west.	Extend variable zone approximately 90 metres west to the intersection of Burwood Crescent.	Local board noted.	Extend variable zone approximately 90 metres west to the intersection of Burwood Crescent.
8	Papakura	Airfield Road	Extend variable speed zone outside Holy Trinity Catholic Primary School Note – this feedback came from Holy Trinity Catholic Primary School through a separate school survey conducted at the same time as the Katoa, Ka Ora consultation and not specifically through the Katoa, Ka Ora consultation.	Extend variable zone approximately 100 metres further west.	The board supports the proposed extension of the variable speed zone on Airfield Road outside Holy Trinity Catholic Primary School by approximately 100 metres further west and requests that the variable speed zone also be extended by 100 metres in the eastern direction.	Extend variable zone approximately 100 metres to the west and the east.
9	Papakura	Willis Road	Extend variable speed zone outside Papakura High School Note – this feedback came from Papakura High School through a separate school survey conducted at the same time as the Katoa, Ka Ora consultation and not specifically through the Katoa, Ka Ora consultation.	Extend variable zone on Willis Road approximately 125m further east.	The board supports the extension of the variable speed zone on Willis Road outside Papakura High School by approximately 125 metres further east.	Extend variable zone on Willis Road approximately 125m further east.
10	Papakura	Walter Strevens Drive	Feedback from the Local Board requested that Walter Strevens Drive, being the main arterial for the Conifer Grove suburb, remain at 50	Following the Local Board's feedback, it is recommended that: <ul style="list-style-type: none"> The 50 km/h remain on Walter Strevens Drive, however given the lengths, operating speeds 	Feedback included Request/Issue	it is recommended that: <ul style="list-style-type: none"> The 50 km/h remain on Walter Strevens Drive, however given the lengths, operating speeds and the need for additional signs, a 30 km/h is not recommended for the culs de sac.

			<p>kmph with the feeder roads and culs de sac being 30kmph.</p> <p>The board requests that a variable speed limit be installed on Walter Strevens Drive between Barcardi Place and Donzella Place as this is the rear entrance to the Conifer Grove School and is a highly utilised entry and exit pedestrian back entrance for the school.</p>	<p>and the need for additional signs, a 30 km/h is not recommended for the culs de sac.</p> <ul style="list-style-type: none"> • A variable 30 km/h be installed on Walter Strevens Drive between Brylee Drive and Chica Place. • A permanent 30 km/h be installed on Evanda Crescent to cover the school gate area. 		<ul style="list-style-type: none"> • A variable 30 km/h be installed on Walter Strevens Drive between Brylee Drive and Chica Place. • A permanent 30 km/h be installed on Evanda Crescent to cover the school gate area.
11	Puketapapa	Boundary Road	Request to extend the section of variable speed limit proposed outside Lynfield College	Recommend extending the variable speed limit extent on Boundary Road to the entrance of the retirement home where the existing active warning sign is, approximately 100 metres further south than the initial proposal.	Request further information from local board on the location and scope of the proposed speed limit changes	
12	Rodney	Milldale Development	Extend the proposed variable 30km/h zone further north and west to cover the entire development zone roughly bordered by Young Access, Wainui Road, Sidwell Road and Old Pine Valley Road	Extend the permanent 30 km/h zone to cover the entire development area.	Further clarification to be sought from local board	
13	Rodney	Horizon School – Mahurangi East Road	Extend the proposed variable 30km/h zone further north to cover students crossing near the shops at the Dalton Road intersection. Note – this feedback came from Horizon School through a separate school survey conducted at the same time as the Katoa, Ka Ora consultation and not specifically through the Katoa, Ka Ora consultation.	Extend the variable zone to the intersection with Dalton Road. This would also cover students from Snells Beach Primary School walking along or crossing Mahurangi East Road.	Support the location and scope of the proposed speed limit changes that apply to schools.	Extend the variable zone to the intersection with Dalton Road.

Requested changes recommended to be made in 2024-7 plan based on Local Board's feedback

Item	Local Board	Location	Request/Issue	Recommendation	Local Board Feedback	Final Recommendation
1	Albert Eden	Woodward Road	<p>The proposed 30 km/h on Woodward Road has received some opposition to the change, with a request to keep the road at 50 km/h.</p> <p>The issue with Woodward Road is that it currently serves a through traffic function as a connection between Carrington Road and New North Road, although somewhat constrained by the operation of the level crossing barriers where it intersects the western rail line.</p> <p>Given the level of through traffic achieving compliance with a 30km/h speed limit is likely to be difficult. The existing average speed on Woodward Road is 43km/h. There is also potential for a change to result in</p>	<p>Option 1 is to keep the original proposal, which recommend implementing the permanent 30 km/h. This option will potentially reduce the amount of traffic on Woodward Road and treat the road consistent with other local streets.</p> <p>Option 2 is a stepped change to 40 km/h. The safety performance and compliance with the 40 km/h would need to be monitored and a further reduction may still need to be progressed in a later plan.</p> <p>Note: We are seeking feedback from the Local Board on the two options.</p>	Support a 30km/h speed limit for Woodward Road (Option 1)	No change to plan

			<p>some redistribution of the existing traffic onto Carrington Road and New North Road through the Mt Albert town centre area.</p> <p>A compromise option of setting 40km/h on Woodward Road may be more practical in the short term. We note that longer term the function of this road will need to be considered as part of region wide work on grade separation of rail crossings.</p>			
2	Aotea Great Barrier	Near Medlands Beach	<p>Request 30 km/h speed limit on Sandhills Road and the surrounding roads as there are a high number of pedestrians during summer.</p>	<p>The Setting of Speed Limits Framework provides the rationale for identifying the safe and appropriate speed limits for all streets and roads. The speed limits proposed in Katoa, Ka Ora align with this framework and are consistent with similar roads in other local boards across the region.</p> <p>The proposed 40 km/h speed limit is assessed based on the rural setting of Aotea and the level of on-street activities near Medlands Beach.</p> <p>Option 1: Keep the proposed change as assessed.</p> <p>Option 2: Reduce the speed limit to 30 km/h as the community requested. To further reduce the speed limit could potentially improve the overall safety benefits, however the current mean operating speed for the roads around Medland Beach vary between 24 and 39 km/h based on Waka Kotahi MegaMaps. The operating speeds on the straight sections of road are likely to be higher and achieving compliance with a 30km/h speed limit may be unlikely.</p> <p>Note: We are seeking feedback from the Local Board on the two options.</p>	Option 1	No change to Plan
3	Aotea Great Barrier	Okiwi Settlement Area	<p>Request a low-speed zone of 30km/h from the Okiwi sign (Fitzroy End) past the bridge (Bay End) to the DOC entrance (South end) for preserve wildlife.</p> <p>Request a 30km/h zone from Ashley Rose Cottage (last house on way to Fitzroy) to the bridge on Mabey Road and the river reserve walk on Aotea Road due to high numbers of children walking in this area.</p>	<p>Option 1: Keep the original proposed extent.</p> <p>Option 2: Extend the proposed 30 km/h to cover all residential areas and the DOC entrance. The proposed extension on Aotea Road is approximately 650 m between the driveway of 1640 Aotea Road and 150m east of Mabey Road, and 400m on Mabey Road between Aotea Road and the one-way bridge (400m north of Aotea Road).</p> <p>Note: We are seeking feedback from the Local Board on the two options.</p>	<p>New recommendation: to extend 30km/h from southern speed bump outside Okiwi School through to Ashley Rose Cottage and including Mabey Road from the intersection of Aotea Road through to the bridge.</p> <p>The board does not recommend extending to the DoC entrance.</p>	<p>Extend proposed 30km/h from southern speed bump outside Okiwi School through to Ashley Rose Cottage and including Mabey Road from the intersection of Aotea Road through to the bridge.</p>
4	Aotea Great Barrier	Kaitoke Lane	<p>Request the starting section of the road is kept at a higher speed limit and only reduce the speed limit outside the school and playcentre as school activities are mainly on the western part of Kaitoke Lane.</p>	<p>Legislative requirements from central government require all schools to have safe and appropriate speed limits by December 2027. Kaitoke Lane is a no- exit road with Kaitoke School located towards the western end of the Lane.</p> <p>Option 1: Keep the original proposal of 30 km/h for the entire length of Kaitoke Lane.</p> <p>Option 2: Propose a 60 km/h for the eastern length of Kaitoke Lane between Walter Blackwell Road and 150m east of Kaitoke School's entrance, an approx. length of 300m. The remaining length of Kaitoke Lane outside the school is proposed to be 30km/h. This proposal is more appropriate as school activities are concentrated near the school.</p>	Option 2	<p>Propose a 60 km/h for the eastern length of Kaitoke Lane between Walter Blackwell Road and 150m east of Kaitoke School's entrance, an approx. length of 300m. The remaining length of Kaitoke Lane outside the school is proposed to be 30km/h.</p>

				Note: We are seeking feedback from the Local Board on the two options.		
5	Aotea Great Barrier	Fitzroy Settlement Area (Aotea Road/ Kaiaraara Bay Road)-speed limit	Request 30 km/h for Fitzroy area due to high number of pedestrians.	Option 1: Keep the original proposal. Option 2: Reduce the speed limit to 30 km/h as the community requested. To further reduce the speed limit could potentially improve the overall safety benefits. The current mean operating speed for Aotea Road and Kaiaraara Bay Road is 30 km/h based on Waka Kotahi MegaMaps. Note: We are seeking feedback from the Local Board on the two options.	Option 1	No change to Plan
6	Aotea Great Barrier	Fitzroy Settlement Area (Aotea Road/ Kaiaraara Bay Road)	Request 30 km/h outside the Fitzroy Store (between Fitzroy club and the wharf) as people are unaware of children crossings the road.	Option 1: Keep the original proposed extents. Option 2: Extend the proposed speed limit on the northern end by 200m to cover the location where children cross the road. Note: We are seeking feedback from the Local Board on the two options.	Option 2 at 40km/h	Extend the proposed 40 speed limit on the northern end by 200m to cover the location where children cross the road.
7	Aotea Great Barrier	Claris – Hector Sanderson Road (southeastern end)	Request a 30km speed limit in Claris and around 'Burga Shak', 'Baked on Barrier' as these areas are often congested and very busy.	Option 1: Keep the original proposal. Option 2: Extend the proposed 40 km/h, for approximately 100m, on the southeastern end of Hector Sanderson Road to include the shops. Note: We are seeking feedback from the Local Board on the two options.	Option 2 – but extended to Oceanview Road	Extend the proposed 40 km/h, for approximately 150m, on the southeastern end of Hector Sanderson Road to Oceanview Road
8	Aotea Great Barrier	Claris – Hector Sanderson Road (northwestern end)	Request a lower speed limit between Blackwell Driveway (1 km north of Ocean View Road) and the Police Station or the bus stop. Request to extend the 40 km/h to the Police station.	Option 1: Keep the original proposal. Option 2: Extend the proposed 40 km/h, for approximately 300m, on the northwestern end of Hector Sanderson Road to include the Police station. The mean operating speed for this length of road is 51 km/h based on Waka Kotahi MegaMaps. Achieving compliance with a 40km/h speed limit may be unlikely. Note: We are seeking feedback from the Local Board on the two options.	Option 2	Extend the proposed 40 km/h, for approximately 300m, on the northwestern end of Hector Sanderson Road to include the Police station.
9	Aotea Great Barrier	Claris Area – Hector Sanderson Road - speed limit	Request a 30km/h slow zone on Hector Sanderson Road past the Claris Shop and service centre.	Option 1: Keep the original proposal of 40 km/h. Option 2: Reduce the speed limit to 30 km/h as the community requested. To further reduce the speed limit could potentially improve the overall safety benefits, however for this length of road the mean operating speed is 51 km/h based on Waka Kotahi MegaMaps. This could result in a very low compliance of a 30km/h speed limit. Note: We are seeking feedback from the Local Board on the two options.	Option 1	No change to Plan
10	Aotea Great Barrier	Tryphena Area	Request a 30 km/h between Tryphena Hall and Mulberry Grove School due to the high movements of walking and cycling near beaches and playgrounds.	Option 1: Keep the original proposal. Option 2: reduce the speed limit to 30 km/h at the following locations: <ul style="list-style-type: none"> • Shoal Bay Road (between Garden Road and Medland Road), 	Option 1	No change to Plan

				<ul style="list-style-type: none"> • Puriri Bay Road (between Medland Road and 120 m west of Medland Road), • Medland Road (between Puriri Bay Road and 300m north of Puriri Bay Road), • Blackwell Drive (full length), • Omanawa Place (full length), • Mulberry Grove Road (full length), • Garden Road (full length). <p>If this option is chosen, then for consistency the proposed speed limit on Rosalie Bay Road, between Pohutukawa Place and 260 m east of Pohutukawa Place, should also be reduced to 30 km/h.</p> <p>The mean operating speed on Shoal Bay Road (between Garden Road and Medland Road), varies between 26 and 34 km/h based on Waka Kotahi MegaMaps.</p> <p>Note: We are seeking feedback from the Local Board on the two options.</p>		
11	Howick	Buckland's Beach area	<p>The proposed permanent speed limit zones for Bucklands Beach received mixed feedback with some fully opposed to the changes, and many expressing only partial support or partial opposition to the proposals. The most supported speed reductions were for the roads on the immediate frontage of the school, and the beach front road on the western side of the peninsula. Least supported were the main roads running north to south along the peninsula.</p>	<p>Option 1 (original proposal): Implement the permanent 30 km/h as proposed for the full extent of HWK-5 and HWK-6 zones.</p> <p>Option 2 (minimum treatment of Buckland Beach Primary School): Variable 30 km/h on Clovelly Road replacing the existing variable 40 km/h between Devon Road and Gulf Crescent. Provide a new variable 30 km/h for the full length of Waller Avenue to address the walkway access from the school grounds.</p> <p>Option 3 (compromise option): Proceed with proposed permanent 30 km/h on the minor roads and the western beach front road (The Parade). Amend the proposed speed limits on the main road loop to either 40 km/h or 50 km/h for Clovelly Road, Musick Point Road, Hattaway Avenue, The Parade (east of Hattaway Avenue) and Bucklands Beach Road northwest of Clovelly Road. Clovelly Road would also require a variable 30 km/h at school times as for option 2 above.</p> <p>Note: We are seeking feedback from the Local Board on the three options.</p>	Support Option 2: Minimum treatment of Bucklands Beach Primary School	<p>Remove proposed permanent 30k areas HWK-5 and HWK6 from the plan</p> <p>Replace with proposed variable 30 on Clovelly Road between Devon Road and Gulf Crescent, and proposed variable 30 for the full length of Waller Avenue.</p>
12	Manurewa	Wattle Downs area	<p>Requests to keep the main roads in and out of Wattle Downs area at a higher speed (e.g. Wattle Farm Road, Tington Avenue, Muirfield Street and Carnoustie Drive)</p> <p>The issue with Wattle Downs is that while there are no major arterials beyond Mahia Road, the peninsula extends 3.3kms from Mahia Road. As a consequence the key feeder roads, Coxhead Road, Wattle Farm Road, and Tington Road were proposed as 40km/h.</p> <p>Note that under both options the school frontage will have variable 30km/h limits at school times.</p>	<p>Option 1: keep the original proposal of 40 km/h for the full length of Wattle Farm Road, Coxhead Road (Between Mahia Road and Wattle Farm Road) and Tington Avenue (Between Coxhead Road and Glenross Drive) and 30 km/h for the rest of the residential roads.</p> <p>Option 2: extend the proposed 40 km/h to also cover the full length of Carnoustie Drive, and Muirfield Street. These roads were previously proposed as 30 km/h. This option would still be expected to give a good level of speed reduction but is less likely to have compliance issues.</p> <p>Note: We are seeking feedback from the Local Board on the two options.</p>	The Local board prefers Option 2, extending the proposed 40 km/h to also cover the full length of Carnoustie Drive, and Muirfield Street. We agree with the feedback from residents that the key feeder roads in this area should have a higher speed limit.	Amend proposed speed limit for the full length of Carnoustie Drive, and Muirfield Street from 30 to 40.
13	Rodney	South Head	The proposed permanent 60 km/h speed limit for South Head Road (between 200m	Option 1: Keep the original proposal	Further clarification to be sought from local board	

		Road (between 200m north of Crosland Road and the northern end)	north of Crosland Road and the northern end) received a high level of feedback, the majority of which was opposed to the proposed change and some supported the changes in part.	<p>Option 2: Step changes for the sealed section</p> <p>The section of South Head Road between Trig Road and the northern end of South Head Road is unsealed, therefore should keep the original proposal of 60 km/h. The section between 200m north of Crosland Road and Trig Road is a sealed two-lane undivided road. The proposed 60 km/h is due to the winding road alignment and the high infrastructure risk. The current mean operating speed for this section of road is 58-62 km/h based on Waka Kotahi MegaMaps. However, spot speeds are likely to vary significantly between tight curves and straighter sections. Achieving compliance with a 60km/h speed limit in the straighter sections is likely to be very challenging.</p> <p>Whilst the proposed 60 km/h speed limit would be the ideal safety outcome, a stepped change to 80 km/h on the sealed section could achieve substantial safety benefits. However, the safety performance and compliance with an 80 km/h speed limit would need to be monitored and a further speed limit reduction may be necessary in the future.</p> <p>Note: We are seeking feedback from the Local Board on the two options.</p>		
14	Waitemata	Roads near Newmarket Town Centre	Request to extend the proposed 30 km/h on Khyber Pass Road	<p>Extend the proposed 30 km/h around Newmarket Town Centre on Khyber Pass Road (between Crowhurst Street and Maungawhau Road), Crowhurst Street (Between Seccombes Road and Khyber Pass Road). Also convert the proposed variable 30 km/h on Gillies Avenue (between Mortimer Pass and Seccombes Road) near Newmarket School to a permanent 30 km/h.</p> <p>This new extent is aligned with the current investigation of Newmarket town centre safety improvement, which is being undertaken by a working Group. Waitemata Local Board are part of this working group. We are seeking the Local Boards support on the proposed change.</p>	Support lower speed neighbourhood as proposed in Newmarket	Extend the proposed 30 km/h around Newmarket Town Centre on Khyber Pass Road (between Crowhurst Street and Maungawhau Road), Crowhurst Street (Between Seccombes Road and Khyber Pass Road). Also convert the proposed variable 30 km/h on Gillies Avenue (between Mortimer Pass and Seccombes Road) near Newmarket School to a permanent 30 km/h.