



Speed limit changes in Auckland's west and north

Auckland Transport is proposing to set new permanent speed limits for the 26 roads below, in Auckland's west and north, as part of an amendment to the Speed Limits Bylaw 2019.

Overview of the proposed speed limit changes

For each individual road, AT looked at all of the factors it must consider when reviewing permanent speed limits under the Land Transport Rule: Setting of Speed Limits 2017 and found that the existing speed limit in Column C is not safe and appropriate for the road. AT identified that the safe and appropriate speed limit for the road is that in Column D and has decided that proposing to set this as the permanent speed limit for the road is the best option in the circumstances. For further details of AT's reasons for proposing the speed limit changes you can access the full review assessments for each of the roads on our website – AT.govt.nz/haveyoursay then click on 'speed limit changes in Auckland's west and north'.

A	B	C	D	E	F
Road name	Section of road	Current legal speed limit (km/h)	Proposed speed limit (km/h)	Average speed vehicles currently travel at (km/h)	Physical features of road
MASSEY					
<i>Local Board(s): Waitākere Ranges Board and Henderson-Massey</i>					
Birdwood Road	Between Red Hills Road and 190m northwest of Crows Road	100	60	45-49	The majority of the road consists of tight curves with signage advising drivers to navigate some bends at no more than 35km/h. The shoulder width (the strip of road running along the outside of each lane) of the road is very narrow which contributes to the current speed limit not being safe and appropriate.
<i>Local Board: Henderson-Massey</i>					
Chamberlain Road	Between Birdwood Road and 950m	100	60	30-34 from Don Buck Rd to 12	This section of Chamberlain Road has lots of twists and turns. The lack of road marking lines to indicate where the edge



	southwest of Tiriwa Drive			Chamberlain Rd 35-39 from 12 Chamberlain Rd to road end	of the road is, and absence of a shoulder on the side of the road, contribute to the current speed limit not being safe and appropriate.
Local Board: Waitākere Ranges					
Mudgeways Road	Entire length of the road	100	40	35-39	This narrow, winding road does not have a centreline. The shoulder width of the road is also very narrow. Roadside hazards such as dense vegetation and power poles are present on the side of the road. These factors contribute to the current speed limit not being safe and appropriate.
Yelash Road	Entire length of the road	100	40	30-34	This is an unsealed and narrow road with no road markings and roadside hazards. These factors contribute to the current speed limit not being safe and appropriate.
SWANSON					
Local Board: Waitākere Ranges					
O'Neills Road	Between the urban traffic area (UTA)* boundary (being approx. 475m south of Pooks Road) and Drower Road	70	50	45-49	This section of O'Neills Road is mostly straight with occasional corners, very narrow shoulder widths (the strip of road running along the outside of each lane) and severe roadside hazards. The surrounding land use on this section is residential, with a high number of access points to properties. These factors contribute to the current speed limit not being safe and appropriate. This is also a very short section of road (340m), so continuing the 50km/h zone to Drower Road is a safe and appropriate change.



	Between Drower Road and Christian Road	100	60	50-54	This section of O'Neills Road is winding. Some tight curves have signage advising drivers to navigate some bends at no more than 45km/h. These factors contribute to the current speed limit not being safe and appropriate.
Christian Road	Between 140m south of Swanson Road and 65m southwest of Mettam Drive (UTA boundary*)	80	50	45-49	This section of Christian Road is curved with very narrow shoulders and roadside hazards. This section is within the UTA boundary* and is consistent with the existing speed limits on the adjacent sections of Swanson Road and Mettam Drive. These factors contribute to the current speed limit not being safe and appropriate.
	Between 65 m southwest of Mettam Drive (UTA boundary*) and the southwest end of Christian Road	80	60		This section of Christian Road is winding with a very narrow shoulder width and roadside hazards. These factors contribute to the current speed limit not being safe and appropriate. The surrounding land use is more rural residential rather than urban.
Welsh Hills Road	Entire length of the road	80	60	35-39	This is a narrow road with no road markings, a very narrow shoulder width and roadside hazards. These factors contribute to the current speed limit not being safe and appropriate.



Tram Valley Road	Between Christian Road and 430 m southwest of Christian Road (UTA boundary*)	50	60	45-49	This is a narrow, very winding road with a very narrow shoulder width and high roadside hazards. It has a number of twists and turns for drivers to navigate. These factors contribute to the current speed limit not being safe and appropriate. It is not proposed to keep the 50 km/h speed limit on the first section of Tram Valley Road due to its rural nature (despite that section being in the UTA*), and to ensure consistency with other rural speed limits and the Speed Management Guide. In particular, the speed limit of 50km/h is not considered safe or appropriate in relation to the remaining length of Tram Valley Road.
	Between 430 m southwest of Christian Road (UTA boundary*) and southwest end of Tram Valley Road	100	60		

WARKWORTH

<i>Local Board: Rodney</i>					
Hepburn Creek Road	Between 540m south of Wilson Road (UTA boundary*) 610m south of Wilson Road (50m east of UTA* boundary)	100	50	35-39	The majority of these sections of road are unsealed. Both sections of road are narrow with very narrow shoulder widths (the strip of road running along the outside of each lane) and high/moderate roadside hazards. These factors contribute to the current speed limit not being safe and appropriate. The very winding nature of the road was considered in the placement of the transition between speed limits. It is proposed to extend the 50 km/h zone 50m past the UTA boundary* to ensure safe signage visibility, as the UTA boundary is on a tight corner with very limited visibility.
	Between 610m south of Wilson Road (50m east of UTA boundary*) and Edwards Road	100	40		



Wilson Road	Between Hepburn Creek Road and the eastern end of Wilson Road	50	40	30-34	This is a cul-de-sac which is unsealed, has a very narrow shoulder width and has a number of twists and turns. These factors contribute to the current speed limit not being safe and appropriate.
Edwards Road	Entire length of the road	100	40	35-39	This is a cul-de-sac which is unsealed, has a very narrow shoulder with a number of twists and turns. These factors contribute to the current speed limit not being safe and appropriate.
Hodgart Road	Entire length of the road	100	40	35-39	This is a cul-de-sac which is unsealed, has a very narrow shoulder width with a number of twists and turns. These factors contribute to the current speed limit not being safe and appropriate.

MATAKANA

Local Board: Rodney

Matakana Valley Road	Between 950m northwest of Leigh Road (UTA boundary*) and 20m south of Smith Road	100	80	55-59: south of Govan Wilson Rd	This section of Matakana Valley Road is predominately straight with occasional corners. The lanes are medium width with moderate roadside hazards. These factors contribute to the current speed limit not being safe and appropriate. The surrounding land use is rural residential.
	Between 20m south of Smith Road and 2,720m south of Pakiri Road	100	60	45-49: between quarry and Govan Wilson Rd	This section of Matakana Valley Road has lots of twists and turns with signage advising drivers to navigate some bends at no more than 25 km/h. It also has very narrow lanes and high roadside hazards, such as embankments and slopes. These factors contribute to the current speed limit not being safe and appropriate. The surrounding land use is



					remote rural.
	Between 2,720m south of Pakiri Road and Pakiri Road	100	80	75-79 from the quarry to Pakiri Rd	This section of Matakana Valley Road is predominately straight with occasional corners. The lanes are medium width with moderate roadside hazards. These factors contribute to the current speed limit not being safe and appropriate. The surrounding land use is rural residential.
Smith Road	Entire length of the road	100	40	Less than 30	This is a very narrow, mostly unsealed road that has some sections with only enough room for one vehicle at a time in either direction. It's also a cul-de-sac with a very narrow shoulder and a number of twists and turns. These are all contributing factors to the current speed limit not being safe and appropriate.
Ward Road	Entire length of the road	100	40	30-34	Ward Road is a narrow road with a very narrow shoulder. These are all contributing factors to the current speed limit not being safe and appropriate.
Govan Wilson Road	Entire length of the road	100	40	35-39	This is a very narrow, unsealed road which has some sections with only enough room for one vehicle at a time in either direction. There are sections that have mirrors at bends due to the limited forward visibility. It is also a cul-de-sac with a very narrow shoulder and a number of twists and turns. These factors contribute to the current speed limit not being safe and appropriate.
TĀWHARANUI PENINSULA					
<i>Local Board: Rodney</i>					
Takatu Road	Between Leigh Road	100	80	55-59 from Leigh	This section of Takatu Road is winding with a medium lane and very narrow



	and 2000m east of Baddeleys Beach Road			Rd to Whitmore Rd 60-64 from Whitmore Rd to 654 Takatu Rd	shoulder width. The roadside hazards are moderate to high and the surrounding land use is rural residential. These factors contribute to the current speed limit not being safe and appropriate.
	Between 2,000m east of Baddeleys Beach Road and Tawharanui Regional Park entrance	100	60	40-44 from south-east of 654 Takatu Rd	This section of Takatu Road is narrow, winding and hazardous in nature, with regular curve advisory signs of 35km/h around bends. These factors contribute to the current speed limit not being safe and appropriate.
Baddeleys Beach Road	Between Takatu Road and 730m north of Clinton Road	100	80	45-49 between Takatu Rd and 730m north of Clinton Rd	This section of Baddeleys Beach Road is curved with a medium lane width and very narrow shoulders. High roadside hazards are present. These are all contributing factors to the current speed limit not being safe and appropriate. A proposed speed limit of 80km/h also provides consistency with the proposed speed limit for Takatu Road.
	Between 730m north of Clinton Road and the southern end of Baddeleys Beach Road	50	40	35-39 between 730m north of Clinton Rd and Clinton Rd Less than 30 south of Clinton Rd	This section of Baddeleys Beach Road is winding with a narrow lane width and very narrow shoulders. Severe roadside hazards are present. There are vulnerable road users (people walking and on bikes) due to the surrounding rural township area. These are all contributing factors to the current speed limit not being safe and appropriate.
Buckleton Road	Entire length of the road	50	40	Less than 30	Buckleton Road is a curved road in a residential area with a very narrow shoulder width and moderate to severe roadside hazards. There are vulnerable road users (people walking and on bikes)



					due to the surrounding rural township area. These factors contribute to the current speed limit not being safe and appropriate.
Bishop Lane	Entire length of the road	100	40	Less than 30	This is an unsealed road with a very narrow shoulder width. These factors contribute to the current speed limit not being safe and appropriate.
Clinton Road	Entire length of the road	50	40	Less than 30	This is a straight road in a residential area with a very narrow shoulder width and moderate to severe roadside hazards. There are vulnerable road users (people walking and on bikes) due to the surrounding rural township area. Consistency with surrounding speed limit changes was also considered. These factors contribute to the current speed limit not being safe and appropriate.
Kookaburra Drive	Entire length of the road	50	40	Less than 30	This is a straight road in a residential area with a very narrow shoulder width and moderate to severe roadside hazards. There are vulnerable road users (people walking and on bikes) due to the surrounding rural township area. Consistency with surrounding speed limit changes was also considered. These factors contribute to the current speed limit not being safe and appropriate.
Pigeon Place	Entire length of the road	50	40	Less than 30	This road is in a residential area with a very narrow shoulder width and moderate to severe roadside hazards. There are vulnerable road users (people walking and on bikes) due to the surrounding rural township area.



					Consistency with surrounding speed limit changes was also considered. These factors contribute to the current speed limit not being safe and appropriate.
Campbell Road	Entire length of the road	50	40	Less than 30 south of Clinton Rd 40-44 north of Clinton Rd	This road is in a residential area with a very narrow shoulder width and moderate to severe roadside hazards. There are vulnerable road users (people walking and on bikes) due to the surrounding rural township area. Consistency with surrounding speed limit changes was also considered. These factors contribute to the current speed limit not being safe and appropriate.
Haywood Lane	Entire length of the road	100	60	Less than 30	This is a narrow, unsealed road with a very narrow shoulder width and moderate to severe roadside hazards. Consistency with surrounding speed limit changes was also considered. These factors contribute to the current speed limit not being safe and appropriate.
Whitmore Road	Between Takatu Road and 1200m north of Buckleton Road	100	60	40-44 km/h between Takatu Rd and 1.2 km north of Bishop Lane	This is a winding road with a very narrow shoulder width and moderate to high roadside hazards. These factors contribute to the current speed limit not being safe and appropriate. The surrounding land use is rural residential.
	Between 1,200m north of Bishop Lane and 1,040m north of Buckleton Road**	50	60	35-39 between 1200m north Bishop Lane to 350m north Buckleton Road	This is a curved road with a very narrow shoulder width and moderate to severe roadside hazards. The changing surrounding land use, growth in residential development and proximity to the existing township was



	Between 1,040m north of Buckleton Road and Buckleton Road	50	40	Less than 30 between 350m north of Buckleton Road and Buckleton Road	also considered. The growth in residential development has led to more driveway accesses and greater likelihood of pedestrians using the road edge to access the beach. The township itself also has a concentration of vulnerable road users (people walking and on bikes). These factors contribute to the current speed limit not being safe and appropriate.

** An urban traffic area (UTA) is a geographical area specified by Auckland Transport within which roads have the default urban speed limit of 50km/h and outside of which roads have the default rural speed limit of 100km/h unless otherwise specified or excluded. Maps of the urban traffic area boundaries can be downloaded from AT's website. Go to AT.govt.nz/haveyoursay then click on 'Speed limit changes in Auckland's west and north'.*

*** Through the review process, AT recently discovered a 50km/h speed limit sign on Whitmore Road in the incorrect location. It was 350m north of Buckleton Road, whereas it should have been located 1200m north of Bishop Lane, as per the current Bylaw 2019. This has now been corrected.*