

ATTACHMENT 7

Recommended changes following consultation Speed Limits Amendment Bylaw 2022 (No. 2)

Road or road section	Suburb	Description	Speed limit (km/h)			Summary of change
			Current	Consulted	Recommended	
Fisher Road	Waiheke Island	Full length	80	40	60	<p>Based upon consultation feedback received and further technical assessment, the speed limit recommendation has been updated from 40km/h to 60km/h to improve speed limit consistency for road users.</p> <p>Key information driving this change includes that:</p> <ul style="list-style-type: none"> consultation feedback received highlighted that Fisher Road is a short paper road (170 metres long), it has been assessed that a 60km/h speed limit would be more consistent with nearby road, and a self-explaining road will likely lead to greater compliance plus reduce the number of signs on the road.
Orrs Road	Wiri	Full length	100	40	60	<p>Based upon consultation feedback received and further technical assessment, the speed limit recommendation has been updated from 40km/h to 60km/h to improve speed limit consistency for road users.</p> <p>Key information driving this change includes that:</p> <ul style="list-style-type: none"> consultation feedback received highlighted that Orrs Road is a short, no exit road (180 metres long),

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						<ul style="list-style-type: none"> it has been assessed that a 60km/h speed limit would be more consistent with nearby road
Connell Street	Blockhouse Bay	between northern end of Connell Street and Kinross Street	50	30	No change	<p>This section of Connell Street was included within the bylaw schedule in error and was not reviewed as part of the consulted changes.</p> <p>It is recommended that the section of Connell Street between Kinross Street and the northern end of the road is removed from the final amendment bylaw recommendation.</p> <p>For clarity, the section reviewed was between Kinross Street and the southern end of Connell Street.</p>
Panama Road	Mount Wellington	between 40 metres west of the northern end of McLennan Road and Carbine Road	50	30	50	<p>Based upon consultation feedback received and further technical assessment, the speed limit recommendation for the section of Panama Road west of Carbine Road has been updated from 30km/h to 50km/h to improve speed limit consistency for road users.</p> <p>Key information driving this change includes that:</p> <ul style="list-style-type: none"> The removed section of Panama Road is classified as a Secondary Arterial in Future Connect and has a different function to the section being recommended for a permanent 30km/h speed limit. Due to the road environment and operating speeds on the section of Panama Road classified as a secondary arterial, it was determined that this section should remain at 50km/h and be subject to future review. A speed limit change at the intersection of Panama Road and Carbine Road, approaching Panama Road School, will make more sense for road users.

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						The updated section description for the proposed 30km/h speed limit is “between 65m west of the southern end of McLennan Road and Carbine Road”
Cartwright Road	Kelston	Full length	50	30	No change	Cartwright Road was included within the bylaw schedule in error and was not reviewed as part of the consulted changes. It is recommended that Cartwright Road is removed from the final amendment bylaw recommendation.
Albert Street	Leigh	Full length	50	30	Variable 30km/h during school drop off and pick up hours. Permanent 40km/h at all other times	In depth engagement has been undertaken with the Leigh community as part of the consultation. While AT consider the originally proposed 30km/h speed as safe and appropriate, following consideration of the local community feedback a lesser speed reduction is recommended as an interim step towards this vision. The recommended change for the Leigh community is:
Barrier View Road	Leigh	Full length	50	30	40	<ul style="list-style-type: none"> A reduction in speed limit to 40km/h on the roads within the proposal, and A safe and appropriate speed of 30km/h within the proximity of the school as a variable speed zone.
Cotterell Street	Leigh	Full length	50	30	40	Over time, we will work with the community and explore the right time to consult on further speed limit changes that meet the safe and appropriate speed after a period of monitoring of the proposed 40kph zone. <u>Leigh School zone</u>
Cumberland Street	Leigh	Between Hill Street and the eastern end of Cumberland Street	50	30	40	
Cumberland Street	Leigh	Between Pakiri Road and Hill Street	50	30	Variable 30km/h during school drop off and pick up hours. Permanent	

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					40km/h at all other times	<p>A variable speed limit of 30km/h is recommended during school drop off and pick up hours on the following streets:</p> <p>Albert Street – full length</p> <p>Cumberland Street – between Pakiri Road and Hill Street</p> <p>Hauraki Road – between 170m east of Wonderview Road and Cumberland Street</p> <p>Pakiri Road – between 20m west of Seatoun Avenue and Seatoun Avenue</p> <p>Sea View Road – full length</p> <p>Seatoun Avenue – full length</p> <p>Totara Road – full length</p> <p>The permanent underlying speed of 40km/h is proposed on the same sections that were originally proposed.</p>
Ferndale Avenue	Leigh	Full length	50	30	40	
Harbour View Road	Leigh	Full length	50	30	40	
Hauraki Road	Leigh	Between Wonderview Road and 170m east of Wonderview Road	50	30	40	
Hauraki Road	Leigh	Between Cumberland Street and the northern end of Hauraki Road	50	30	40	
Hauraki Road	Leigh	Between 170m east of Wonderview Road and Cumberland Street	50	30	Variable 30km/h during school drop off and pick up hours. Permanent 40km/h at all other times	
Hill Street	Leigh	Full length	50	30	40	
Kowhai Terrace	Leigh	Full length	50	30	40	
Kyle Street	Leigh	Full length	50	30	40	
Lax Crescent	Leigh	Full length	50	30	40	

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Pakiri Road	Leigh	Between 240m west of Seatoun Avenue and 20m west of Seatoun Avenue	50	30	40	
Pakiri Road	Leigh	Between 20m west of Seatoun Avenue and Seatoun Avenue	50	30	Variable 30km/h during school drop off and pick up hours. Permanent 40km/h at all other times	
Penguin Street	Leigh	Full length	50	30	40	
Puriri Avenue	Leigh	Full length	50	30	40	
Sea View Road	Leigh	Full length	50	30	Variable 30km/h during school drop off and pick up hours. Permanent 40km/h at all other times	
Seatoun Avenue	Leigh	Full length	50	30	Variable 30km/h during school drop off and pick up hours. Permanent	

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					40km/h at all other times	
Totara Road	Leigh	Full length	50	30	Variable 30km/h during school drop off and pick up hours. Permanent 40km/h at all other times	
Wonderview Road	Leigh	Full length	50	30	40	
Coxhead Road	Manurewa	between Mahia Road and southern end of Coxhead road	50	40	No change	This section of Coxhead Road was included within the bylaw schedule in error and was not reviewed as part of the consulted changes. It is recommended that the section of Coxhead Road from Mahia Road to the southern end is removed from the final amendment bylaw recommendation as there is no speed calming in place on this road section.
Victoria Road	Devonport	between 60m north of Calliope Road and the southern end of Victoria Road	50	30	30	Based upon consultation feedback received and further technical assessment, it is recommended to move the speed limit change location on Victoria Road by 50 metres so that the 30km/h zone includes the adjacent bus stops. This adjustment will increase safety for pedestrians in the vicinity of the bus stops and crossing Victoria Road. The updated section description on Victoria Road for the proposed 30km/h speed limit is “between 110m north of Calliope Road and the southern end of Victoria Road”

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Beaver Road	Bombay	Between State Highway 1 and 1340m west of State Highway 1	100	60	80	<p>Based upon consultation feedback received and further technical assessment, the speed limit recommendation has been updated from 60km/h to 80km/h to improve speed limit consistency for road users.</p> <p>Key information driving this change includes that:</p> <ul style="list-style-type: none"> The road has a longer section within the Waikato. Waikato District Council has changed Beaver Road and its surrounding roads within their district to 80km/h. <p>To improve road network consistency with the Waikato it is recommended to change the Auckland section to 80km/h.</p>
Man O War Bay Road	Waiheke Island	Full length	80	40	60	<p>Based upon consultation feedback received and further technical assessment, the speed limit recommendation has been updated from 40km/h to 60km/h in order to:</p> <ul style="list-style-type: none"> improve likelihood of driver compliance with the new limit, and improve speed limit consistency for road users <p>Key information driving this change includes that:</p> <ol style="list-style-type: none"> consultation feedback received highlighted that some drivers on Man O'War Bay Road are traveling at speeds higher than 40km/h on some straight sections the road surface has been improved recently in 2022 it has been assessed that a 60km/h speed limit would be more consistent with nearby roads, and a self-explaining road will likely lead to greater compliance plus reduce the number of signs and speed changes along the road length.

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Cowes Bay Road	Waiheke Island	Full length	80	40	60	<p>Based upon consultation feedback received and further technical assessment, the speed limit recommendation has been updated from 40km/h to 60km/h in order to:</p> <ul style="list-style-type: none"> • improve likelihood of driver compliance with the new limit • improve speed limit consistency for road users <p>Key information driving this change includes that:</p> <ol style="list-style-type: none"> 1. consultation feedback received highlighted that some drivers on Cowes Bay Road are traveling at speeds higher than 40km/h on some straight sections 2. it has been assessed that a 60km/h speed limit would be more consistent with nearby roads, and 3. a self-explaining road will likely lead to greater compliance plus reduce the number of signs and speed changes along the road length.
Fourth Avenue	Onetangi	Between Onetangi Road and 50m north of Onetangi Road	50	30	50	<p>Based upon further technical assessment, it is recommended to retain this short section of Fourth Avenue at 50km/h in order to:</p> <ul style="list-style-type: none"> • minimise the signage conflict at the Onetangi Road / Waiheke Road / Fourth Avenue intersection and with an existing bus stop • improve likelihood of driver compliance with the new limit, as the updated speed limit signage location will be more visible to drivers compared to the previous location. <p>50km/h speed limit would be more consistent with nearby roads connecting at this intersection.</p>

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Huia Road	Huia	between 90m west of Shirley Road and 630m east of Foster Avenue	100	60	80	<p>Based upon consultation feedback received and further technical assessment, the speed limit recommendation has been updated from 60km/h to 80km/h in order to improve likelihood of driver compliance with the new limit</p> <p>Key information driving this change includes that:</p> <ol style="list-style-type: none"> 1. the road has significant straight sections, and 2. engineering measures can be implemented to reduce the roadside risk at curves.
Waitakere Road	Swanson	between 220m south of Township Road and 150m west of Kay Road	80	60	80	<p>Based upon consultation feedback received and further technical assessment, the speed limit recommendation has been updated from 60km/h to 80km/h in order to improve likelihood of driver compliance with the new limit</p> <p>Key information driving this change includes that:</p> <ol style="list-style-type: none"> 1. the road has significant straight sections, and 2. engineering measures can be implemented to reduce the roadside risk at curves.
Cable Road	Waimauku	between Valley Road and 560m east of Valley Road	80	40	60	<p>Based upon consultation feedback received and further technical assessment, the speed limit recommendation has been updated from 40km/h to 60km/h in order to:</p> <ul style="list-style-type: none"> • improve likelihood of driver compliance with the new limit • improve speed limit consistency for road users <p>Key information driving this change includes that:</p> <ol style="list-style-type: none"> 1. the road stereotype for this section is two-lane undivided, not unsealed (as reviewed).