

## Attachment 7

20 Viaduct Harbour Avenue, Auckland 1010  
Private Bag 92250, Auckland 1142, New Zealand

<ADDRESS 1>

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<ADDRESS 3>

<INSERT DATE> <INSERT RELEVANT LOCAL BOARD LOGO – CO-BRANDED TBC>

## Have your say, we're listening

Kia ora,

### Proposed new speed limits on, and/or near, your road

We are proposing to set new safe and appropriate permanent speed limits on several roads in your area and would love to get your input. You live on or near these roads and have local knowledge that may help us to decide whether to change the speed limits, as proposed.

#### Which roads are included in the proposal?

New permanent speed limits for many roads across Auckland came into force recently, with more to follow in the next year, under the Speed Limits Bylaw 2019 made by Auckland Transport last year.

We have identified another 26 roads in Auckland's west and north that need new safe and appropriate speed limits.

We propose changing the speed limits of the following roads in your area:

<INSERT ROADS RELEVANT TO EACH AREA. REMOVE AS 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](http://AT.govt.nz/haveyoursay) then click on 'Speed limit changes in Auckland's west and north'.*

<INSERT RELEVANT MAP>

The rest of the 26 roads we're proposing to change speed limits for are outside of your immediate local area, but you are welcome to provide feedback on those too if you wish. We have enclosed a list of all 26 roads and the changes proposed for them. More information is also provided in the enclosed brochure and our website – [AT.govt.nz/haveyoursay](http://AT.govt.nz/haveyoursay).

If these proposed changes go ahead following public consultation, they will be made by amendment to the Speed Limits Bylaw 2019 and come into effect within the next year.

## Why speed limit changes are needed

The current speed limits on some of Auckland's roads are not suitable for their design, function, safety and use. Many of our rural roads are twisting, have sharp bends and are hilly with narrow, unforgiving lanes that pose challenges to even the most experienced drivers. The consequences of small driver errors on such roads can be fatal.

Safe and appropriate speed limits support our transport network to move people and goods effectively, efficiently and safely across our region.

AT must review speed limits in accordance with the Land Transport Rule: Setting of Speed Limits 2017 which requires consideration of a number of factors to determine whether a speed limit is safe and appropriate for the road. For more information, please see the enclosed brochure or visit [AT.govt.nz/haveyoursay](http://AT.govt.nz/haveyoursay).

## Rationale for changes on these roads

All 26 of the roads we are proposing speed limit changes on are 'self-explaining roads'. This means drivers already travel at a lower speed due to the road conditions. In rural areas, this could be due to the road being narrow, windy or hilly. And in urban areas it could be due to the residential environment and things like speed bumps.

These 26 roads are classified as being at a high-risk of deaths or serious injuries occurring, or they are close to high-risk roads. We are introducing safe and appropriate speeds across areas rather than individual roads.

We have enclosed a brochure which provides a broad overview of some of the rationale behind the proposed speed limit changes. If you would like more detailed information, please email [ATspeedprogramme@AT.govt.nz](mailto:ATspeedprogramme@AT.govt.nz).



## Previous engagement about these roads

You may recall that we previously sought community feedback concerning the speed limits on these roads back in 2018 as part of our Safe Speeds Accelerate Programme. We were exploring speed limit changes at that time however they were not progressed. We are now consulting on a fresh proposal to change speed limits on these roads following review under the Land Transport Rule: Setting of Speed Limits 2017.

Once public feedback has been considered after the consultation period has closed, the AT Board will decide if the proposed speed limit changes will be implemented. If the Board approves this proposal, we would expect to implement the new speed limits within the next year.

## How do I provide feedback?

Your feedback is important to us. We would be most grateful if you would share your views with us. You can provide feedback on these proposed changes by:

-  Completing the **enclosed feedback form** (inside the brochure) and returning it to us via freepost, or
-  Completing an **online survey** by going to [AT.govt.nz/haveyoursay](http://AT.govt.nz/haveyoursay)



- Click on 'Speed limit changes in Auckland's west and north'
- Then click on the 'have your say' link



**Calling AT.** If you need assistance completing the feedback form, please call us on (09) 355 3553 and our contact centre staff will fill in the feedback form with you over the phone.



**In person or via an audio-visual.** If you would like to present your views in person or via an audio/audio visual link, please email [ATspeedprogramme@AT.govt.nz](mailto:ATspeedprogramme@AT.govt.nz) or call 09 355 3553 to book a time slot. The hearings will be held on 4 February 2021 at 20 Viaduct Harbour Avenue, Auckland.

We are also holding public drop-in sessions where you can speak to members of the project team, see the enclosed brochure for event information.

**Give your feedback by 17 January 2021.**

### After feedback closes

We will:

- Read and take into consideration every piece of feedback provided.
- Consider whether the changes proposed should go ahead or be adjusted in any way.
- Publish a public feedback report which summarises everyone's feedback and provides information on next steps. If you provide your contact details when you give us feedback, we will notify you when the report is available.

### Want to speak to someone?

If you would like more information or have any issues accessing our website or, please:



Call AT on (09) 355 3553



Email [ATspeedprogramme@AT.govt.nz](mailto:ATspeedprogramme@AT.govt.nz)

Kind regards,

Consultation and Engagement team  
Auckland Transport



**Attachment 7**

20 Viaduct Harbour Avenue, Auckland 1010  
Private Bag 92250, Auckland 1142, New Zealand

## 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](http://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 speed limit (km/h)	Proposed speed limit (km/h)	Average speed vehicles currently travel at (km/h)	Physical features of road
<i>Local Board: Waitakere Ranges Board and Henderson-Massey Board - 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 Board - Massey:</i>					



Chamberlain Road	Between Birdwood Road and 950m southwest of Tiriwa Drive	100	60	30-34 from Don Buck Rd to 12 Chamberlain Rd 35-39 from 12 Chamberlain Rd to road end	This section of Chamberlain Road has lots of twists and turns. The lack of road marking lines to indicate where the edge 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.
<i>Local Board: Waitakere Ranges Board - Massey:</i>					
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.
<i>Waitakere Ranges - Swanson South:</i>					
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		
<i>Rodney Board - South East Warkworth:</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.
<i>Rodney Board – Matakana North:</i>					
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.
<i>Rodney Board – Tawharanui Peninsula:</i>					
Takatu Road	Between Leigh Road and 2000m east of	100	80	55-59 from Leigh Rd to Whitmore Rd	This section of Takatu Road is winding with a medium lane and very narrow shoulder width. The roadside hazards are moderate to high and the



	Baddeleys Beach Road			60-64 from Whitmore Rd to 654 Takatu Rd	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 Road and 730m north of Clinton Road	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 Road and Clinton Road 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 Road 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 also considered. The growth in



	Between 1,040m north of Buckleton Road and Buckleton Road	50	40	Less than 30 between 350m north of Buckleton Road and Buckleton Road	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.
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*\* 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](http://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.*



<ADDRESS 1>  
<ADDRESS 2>  
<ADDRESS 3>

<INSERT DATE>

Kia ora,

## Update: Safe Speeds Accelerate Programme

I hope this letter finds you well. You kindly provided us with your feedback on proposed speed limit changes on a number of roads around Auckland as part of our 'Safe Speeds Accelerate Programme' in 2018. Thank you once again for doing so. We write to keep you updated on the status of these speed limit changes.

### Project outcome

Most of the roads that we previously consulted on under our Safe Speeds Accelerate Programme have already had their speed limits reduced. Many of which were implemented on 30 June 2020 as part of the roll out of the Speed Limits Bylaw 2019. The bylaw was made by Auckland Transport last year and will see new permanent speed limits come into force on a number of roads around Auckland this year and next year. For information on the implementation of new speed limits on the roads from the Safe Speeds Accelerate Programme, please refer to the detailed list enclosed with this letter.

However, there are 26 roads that were part of the 2018 Safe Speeds Accelerate Programme that we have had to review the speed limits for afresh under the Land Transport Rule: Setting of Speed Limits 2017. We have now completed our review and will soon be publicly consulting on proposed changes to the speed limits.

### What happens next?

We will soon be seeking public feedback on the proposed speed limit changes for these 26 roads. People who live in those areas will receive communication from us soon and information will be posted on our website - <https://at.govt.nz/speed>.

Even if you provided feedback in 2018, we kindly ask you to carefully consider the new proposal and submit feedback as part of the upcoming consultation. Once public feedback has been considered, the AT Board will decide if the proposed speed limit changes will be implemented. If the Board gives its approval, we would expect to implement the new speed limits within the next year.

If you would like more information, please contact AT on (09) 355 3553, or email [ATEngagement@at.govt.nz](mailto:ATEngagement@at.govt.nz).

Kind regards,

Consultation and Engagement team, Auckland Transport

## 2018 Safe Speeds Accelerate Programme consultation

Roads which already have new speed limits:

Road name	Suburb	Section of Road	Previous legal speed limit (km/h)	New speed limit (km/h)
Dairy Flat Highway	Dairy Flat	From 160 metres west of Silverdale offramp northbound (SH1) to 250 metres north of Kahikatea Road	100	80
Dairy Flat Highway	Dairy Flat	From 250 metres north of Kahikatea Flat Road to 130 metres south of Horseshoe Bush Road	100	60
Dairy Flat Highway	Dairy Flat	From 130 metres south of Horseshoe Bush Road to 130 metres south of Foley Quarry Road	100	80
Flat Bush School Road	Flat Bush	The existing 100km/h section east of Murphys Road has been lowered to 50km/h	100	50
Pine Valley Road	Dairy Flat	Between Dairy Flat Highway and Old Pine Valley Road	100	80
Kahikatea Flat Road	Dairy Flat	Between 1300 metres west of Dairy Flat Highway to 310 metres west of Dairy Flat Highway will be increased from 70km/h to 80km/h	70	80
Kahikatea Flat Road	Dairy Flat	From 310 metres west of Dairy Flat Highway to Dairy Flat Highway	70	60

Horseshoe Bush Road	Dairy Flat	From 60 metres west of Dairy Flat Highway to Dairy Flat Highway	70	60
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We are pleased to inform you that a number of the roads included in the Safe Speeds Accelerate Programme consultation had their speed limits reduced on 30 June 2020 as part of the rollout of the Speed Limits Bylaw.

*Please note: the descriptions of the sections of roads included in the Safe Speeds Accelerate Programme consultation may differ to what was passed in the Speed Limits Bylaw 2019.*

Road name	Suburb	Section	Previous legal speed limit (km/h)	New speed limit from of 30 June 2020
Jack Lachlan Drive	Beachlands	Between Whitford-Maraetai Road and 240m east of Tui Brae	100	60
Murphys Road	Flat Bush	Between Ormiston Road and 150m south of Flat Bush School Road	80	60
Mcquoids Road	Flat Bush	The existing 100km/h section east of Murphys Road will be lowered to 50km/h	100	50
<i>All new subdivision roads connected to the above sections of road will also be set at 50km/h.</i>				
Franklin Road	Freemans Bay	Full length	50	30
<i>Some adjacent side roads in the area around Franklin Road have also been lowered from 50km/h to 30km/h.</i>				
Golfland Drive	Golflands	Variable speed limit - Between 20m south of Pebble Beach Place and 85m northwest of Bard Place (the speed limit will remain at 50km/h outside of school times)	50	40





Corta Bella Place	Golflands	Variable speed limit - between Golfland Drive and 45m west of Golfland Drive (the speed limit will remain at 50km/h outside of school times)	50	40
Walters Road	Kauri Flats	The existing 70km/h section has been lowered to 50km/h	70	50
Grove Road	Kauri Flats	Between Walters Road and 210m north of Matheson Street	70	50
Mahurangi West Road	Mahurangi West	Between 50m west of Jamieson Road and Jamieson Road	100	40
Jamieson Road	Mahurangi West	Full length	100	40
Barr Road	Mahurangi West	Full length	100	40
Opahi Bay Road	Mahurangi West	Full length	100	40
Rangi Road	Mahurangi West	Full length	100	40
Ascot Road	Mangere	The entire length of the road has been lowered to 50km/h	70	50
Montgomerie Road	Mangere	Between Ascot Road and State Highway 20	70	50
Great South Road	Otahuhu	Between 20m south of Princes Street and 20m north of Park Avenue	50	30
Hall Avenue	Otahuhu	Between Great South Road and 30m west of Great South Road	50	30



Mason Avenue	Otahuhu	Between Great South Road and 230m west of Great South Road	50	30
Station Road	Otahuhu	Between Great South Road and 250m west of Great South Road	50	30
Gordon Road	Otahuhu	Between Great South Road and 140m east of Great South Road	50	30
King Street	Otahuhu	Between Great South Road and 95m east of Great South Road	50	30
Avenue Road	Otahuhu	Between Great South Road and 20m west of Atkinson Avenue	50	30
Criterion Street	Otahuhu	Between Great South Road and 20m west of Atkinson Avenue	50	30
Huia Road	Parau	Between 40m south of Armour Road and 90m west of Shirley Road	70	50
Shirley Road	Parau	Full length	70	50
Upper Queen Street	Pukekohe South	Between Woodlands Road and Ray Wright Road	100	80
Upper Queen Street	Pukekohe South	Between 400m south of Kitchener Road and Woodlands Road	100	50
Bayly Road	Pukekohe South	Full length	100	80
Ray Wright Road	Pukekohe South	Full length	100	80



Tuakau Road	Pukekohe South	between Buckland Road and 265m north of Webb Street	100	80
Woodlands Road	Pukekohe South	Full length	100	60
Webb Street	Pukekohe South	Full length	100	60
Quarry Road	Pukekohe South	Full length	100	60
East Coast Road	Silverdale	Between Hibiscus Coast Highway and 330m south of Tavern Road	80	60
Puni Road	South-West Pukekohe	Between Rowles Road and Beresford Street	70 / 100	60
West Tamaki Road	Glen Innes	Variable speed limit - between 80m west of Crossfield Road and 90m east of Courtland Avenue (the speed limit will remain at 50km/h outside of school times)	50	40
West Tamaki Road	Glen Innes	Variable speed limit - between 58m west of Navarre Road and 76m east of Washington Avenue (the speed limit will remain at 50km/h outside of school times)	50	40
Crossfield Road	Glen Innes	Variable speed limit - between West Tamaki Road and 115m north of Aragon Avenue (the speed limit will remain at 50km/h outside of school times)	50	40
Aragon Avenue	Glen Innes	Variable speed limit - between Crossfield Road and 25m west of Crossfield Road (the speed limit will remain at 50km/h outside of school times)	50	40



Courtland Avenue	Glen Innes	Variable speed limit - Between West Tamaki Road and 30m south of West Tamaki Road (the speed limit will remain at 50km/h outside of school times)	50	40
Pooks Road	Swanson	from O'Neills Road to North Candia Rd	70	50

We will soon be seeking public feedback on the proposed speed limit changes for the 26 roads below. These roads were part of the 2018 Safe Speeds Accelerate Programme which we have had to review the speed limits for afresh under the Land Transport Rule: Setting of Speed Limits 2017. We have now completed our review and will soon be publicly consulting on proposed changes to the speed limits.

Once public feedback has been considered, the AT Board will decide if the proposed speed limit changes will be implemented. If the Board gives its approval, we would expect to implement the new speed limits within the next year.

*Please note: the descriptions of the sections of roads below may differ to what was previously consulted on under the Safe Speeds Accelerate Programme.*

Road name	Section of road	Current speed limit (km/h)	Proposed speed limit (km/h)
<i>Local Board: Waitakere Ranges Board and Henderson-Massey Board - Massey:</i>			
Birdwood Road	Between Red Hills Road and 190m northwest of Crows Road	100	60
<i>Local Board: Henderson-Massey Board - Massey:</i>			
Chamberlain Road	Between Birdwood Road and 950m southwest of Tiriwa Drive	100	60
<i>Local Board: Waitakere Ranges Board - Massey:</i>			



Mudgeways Road	Entire length of the road	100	40
Yelash Road	Entire length of the road	100	40
<i>Waitakere Ranges - Swanson South:</i>			
O'Neills Road	Between the urban traffic area (UTA)* boundary (being approx. 475m south of Pooks Road) and Drower Road	70	50
	Between Drower Road and Christian Road	100	60
Christian Road	Between 140m south of Swanson Road and 65m southwest of Mettam Drive (UTA boundary*)	80	50
	Between 65m southwest of Mettam Drive (UTA boundary) and the southwest end of Christian Road	80	60
Welsh Hills Road	Entire length of the road	80	60
Tram Valley Road	Between Christian Road and 430m southwest of Christian Road (UTA boundary*)	50	60
	Between 430m southwest of Christian Road (UTA boundary) and southwest end of Tram Valley Road	100	60
<i>Rodney Board - South East Warkworth:</i>			



Hepburn Creek Road	Between 540m south of Wilson Road (UTA boundary*) 610m south of Wilson Road (50m east of UTA boundary)	100	50
	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
Edwards Road	Entire length of the road	100	40
Hodgart Road	Entire length of the road	100	40
<i>Rodney Board – Matakana North:</i>			
Matakana Valley Road	Between 950m northwest of Leigh Road (UTA boundary) and 20m south of Smith Road	100	80
	Between 20m south of Smith Road and 2,720m south of Pakiri Road	100	60
	Between 2,720m south of Pakiri Road and Pakiri Road	100	80
Smith Road	Entire length of the road	100	40
Ward Road	Entire length of the road	100	40
Govan Wilson Road	Entire length of the road	100	40



*Rodney Board – Tawharanui Peninsula:*

Takatu Road	Between Leigh Road and 2000m east of Baddeleys Beach Road	100	80
	Between 2,000m east of Baddeleys Beach Road and Tawharanui Regional Park entrance	100	60
Baddeleys Beach Road	Between Takatu Road and 730m north of Clinton Road	100	80
	Between 730m north of Clinton Road and the southern end of Baddeleys Beach Road	50	40
Buckleton Road	Entire length of the road	50	40
Bishop Lane	Entire length of the road	100	40
Clinton Road	Entire length of the road	50	40
Kookaburra Drive	Entire length of the road	50	40
Pigeon Place	Entire length of the road	50	40
Campbell Road	Entire length of the road	50	40
Haywood Lane	Entire length of the road	100	60



Whitmore Road	Between Takatu Road and 1,200m north of Bishop Lane	100	60
	Between 1,200m north of Bishop Lane and 1,040m north of Buckleton Road**	50	60
	Between 1,040m north of Buckleton Road and Buckleton Road	50	40

\* An urban traffic area 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](http://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.

