

Safe Speeds Phase 3 Peer Review

Prepared for Auckland Transport
Prepared by Beca Limited

28 July 2022



Contents

1	Background	1
2	Methodology	1
3	Safe Speed Alignment	2
3.1	Local Board Summary	2
3.2	General Review Findings.....	4
3.3	Peer Review Speed Limit Exceptions.....	4
3.4	Recommendation.....	5




Appendices

Appendix A – Safe Speed Peer Review Findings

Revision History

Revision N°	Prepared By	Description	Date
1	Michael Town	For client review	13/07/2022
2	Michael Town	Final	28/07/2022

Document Acceptance

Action	Name	Signed	Date
Prepared by	Michael Town		12/07/2022
Reviewed by	Marcus Brown		13/07/2022
Approved by	Marcus Brown on behalf of David Bentham		13/07/2022
on behalf of	Beca Limited		

© Beca 2022 (unless Beca has expressly agreed otherwise with the Client in writing).
This report has been prepared by Beca on the specific instructions of our Client. It is solely for our Client's use for the purpose for which it is intended in accordance with the agreed scope of work. Any use or reliance by any person contrary to the above, to which Beca has not given its prior written consent, is at that person's own risk.

1 Background

Auckland Transport (AT) has adopted a Vision Zero approach, which means that no deaths or serious injuries are acceptable while travelling on our transport network. Auckland Transport's Safe Speeds programme supports AT's Vision Zero goal of zero deaths and serious injuries on Auckland's roads by 2050.

Phase 3 (previously Tranche 2B) of these speed limit reviews has just been consulted on with the community, which has raised a number of Challenging Conversation roads where the community or stakeholder expectation does not align with the proposed safe and appropriate speed.

The scope of this peer review is to conduct an independent review of a selection of roads within Phase 3 of Auckland Transport's Safe Speeds Programme. The aim of the independent review is to evaluate whether the assessed safe and appropriate speeds for the selection of roads are appropriate and provide recommendations for AT to consider.

2 Methodology

The general methodology for the Safe Speed peer review is outlined below:

- Collate the information supplied by AT which includes the:
 - Speed Review MCA worksheets for the Challenging Conversation roads. Note that as the speed reviews for Phase 3 were completed at different times, the format of the MCA worksheets supplied differed slightly. To complete the peer review, these worksheets were combined into one single worksheet using as much of the supplied information as possible.
 - Video footage from drive overs for the selected Challenging Conversation roads. Note video footage was not available for 34 of the 82 roads. Where no video footage was available, Google Street View was used as a substitute, with dates that ranged from 2010 to 2022.
 - Consultation feedback from the community engagement. This included feedback from the individual Local Area Boards, as well as the community itself for the relevant areas.
- Review the IRR variables that influence the Safe and Appropriate Speed (SaAS) and confirm the assessed SaAS is appropriate.
 - At this time the 2022 Speed Management Guide is not available for review, so commentary will be made based on the 2016 Speed Management Guide.
 - Where differences in the supplied IRR variables in the MCA worksheets were determined with the reviewed video or Google Street View footage, this was noted in the MCA review sheet.
 - The impact of the change in the IRR variables on the IRR score is noted in the summary for each road's review.
- Review the Proposed speed limit considering the following:
 - The assessed SaAS
 - The network consistency of the proposed speed limit
 - The road environment and typical crash risk present
 - Alignment with the Waka Kotahi Road to Zero Strategy and One Network Framework
 - The current operating speed

- o Community and Local Board feedback (if it influences the technical assessment)

For each road a summary of the above was then prepared, which can be found in Appendix A. Note this review only includes the 82 Challenging Conversation roads that were supplied by AT. Craig Road was requested to be removed from the peer review, resulting in 81 roads being assessed.

3 Safe Speed Alignment

3.1 Local Board Summary

Table 3-1 below provides a general summary for each Local Board within this peer review.

Table 3-1: Challenging Conversations Local Board Summary

Local Board	Segments	Typical Road Stereotype	Comments
Franklin	2	Curved roads in rural residential areas with low traffic volumes	The roads are proposed to have a 60km/h speed limit, which is appropriate given the Medium-High IRR scores and is consistent with the current operating speeds (free flow speeds of less than 70km/h) and adjacent speed limit network
Waiheke	7	Tortuous roads in a mixture of urban and residential areas.	The roads are proposed to have a 40km/h speed limit, which is appropriate given the Medium-High to High IRR scores and unsealed / tortuous nature of some roads, and is consistent with the current operating speeds (free flow speeds of 40km/h or less) and adjacent speed limit network.
Waitakere	7	Winding roads in rural areas with moderate traffic volumes	The roads are proposed to have a mixture of 60km/h and 40km/h speed limits, which is appropriate given the Medium to High IRR scores and winding nature of some roads, and is consistent with the current operating speeds (65km/h or less) and adjacent speed limit network.
Rodney	27	Curved roads in rural areas with low to moderate traffic volumes	The roads are proposed to have a mixture of 60km/h and 40km/h speed limits, which is appropriate given the Medium to High IRR scores and curved nature of some roads, and is consistent with the current operating speeds and adjacent speed limit network There were two school roads; Seatoun Avenue and Hauraki Road that were assessed to be 30km/h, which is appropriate given the vulnerable school users present and the adjacent 30km/h speed limits. The mean operating speed is less than 40km/h.
Albert - Eden	1	Urban road adjacent to a school	Esplanade Road has a proposed speed limit of 30km/h, which is appropriate given the proximity to the school and the associated vulnerable road users and is consistent with the speed limit proposed in the adjacent residential areas.
Howick	29	Straight roads in urban areas with moderate to high traffic volumes	The roads are proposed to have a mixture of 50km/h speed limits, which is appropriate considering the surrounding lane use is mainly commercial or residential with many turning vehicles, the existing 85th percentile speed on these roads is close to the proposed speed limit, and is consistent with

Local Board	Segments	Typical Road Stereotype	Comments
			the proposed speed limit on the surrounding roads within the network.
Upper Harbour	9	Curved roads in rural residential areas with moderate traffic volumes	The rural roads are proposed to have a 60km/h speed limit, which is appropriate given the Medium to High IRR scores and is consistent with the current operating speeds and adjacent speed limit network. The urban roads have either a 50km/h or 60km/h speed limit proposed, which is appropriate given the higher traffic volumes, the number of accesses and intersections, and the mixed user base present in these urban areas. The typical free flow operating speed is around 60km/h for these roads.
Ōtara - Papatoetoe	16	Straight roads in urban areas with moderate to high traffic volumes	The roads are proposed to have speed limits range from 40km/h to 60km/h, which is appropriate considering the surrounding lane use is mainly commercial or residential, the existing 85th percentile speed on these roads are close to the proposed speed limits, and to be consistent with the proposed speed limit on the surrounding roads within the network. The peer review has identified a different proposed speed limit for East Tamaki Road compared to the AT assessment and is discussed in Section 3.3.
Manurewa	6	Straight roads in urban areas with moderate to high traffic volumes	The roads are proposed to have speed limits of 50km/h, which is appropriate considering the surrounding lane use is mainly commercial or residential, the existing 85th percentile speed on these roads is close to the proposed speed limit, and consistency with the proposed speed limit on the surrounding roads within the network.
Hibiscus and Bays	14	Straight urban roads and curved rural roads with moderate to high traffic volumes	The roads are proposed to have speed limits ranging from 50-60km/h, which is appropriate considering the surrounding lane use is mainly commercial or residential, the existing 85th percentile speed on these roads is close to the proposed speed limit, and to be consistent with the proposed speed limit on the surrounding roads within the network. The peer review has identified a different proposed speed limit for Wilks Road and East Coast Road compared to the AT assessment and is discussed in Section 3.3.
Mangere-Otahuhu	4	Straight roads in urban areas with moderate to high traffic volumes	The urban roads are proposed to have 50km/h speed limits, which is appropriate considering the surrounding lane use is mainly residential with accesses and intersection present and is consistent with the adjacent speed limit network. The rural road (Ihumatao Road) has a proposed speed limit of 60km/h due to the Medium-High IRR score and curved alignment. The peer review has identified an area of Massey Road where supporting infrastructure is recommended and is discussed in Section 3.3.

3.2 General Review Findings

Through reviewing the 81 Challenging Conversation roads (or 122 segments), the following general observations were noted:

- Some selections for the road alignment, roadside hazard and land use variables were found to not align with the Infrastructure Risk Rating (IRR) manual guidance, which resulted in a change in IRR band and therefore changed the assessed Safe and Appropriate Speed. This occurred for 36 of the 122 segments, however many of these occurrences are a result of 60km/h compared to <80km/h.
- The selection of the assessed Safe and Appropriate Speed was consistent with the 2016 Speed Management Guide rural and urban tables.
- The proposed speed was considered appropriate for 118 of the 122 segments, which showed good alignment with the 2016 Speed Management and general One Network Framework guidance. This peer review has identified a different proposed speed limit to the AT assessment for the following segments:
 - East Tamaki Road (between Paul Stevenson Place and Craigavon Drive)
 - Wilks Road between Postman Road to 115 m east of Aeropark Drive
 - East Coast Road (between 1700m south of Hibiscus Coast Highway and 800m northwest of Haigh Access Road)
- This peer review has identified the following segment where supporting infrastructure is recommended to support the proposed speed limit:
 - Massey Road (between State Highway 20 and Naylor's Drive)
- None of the Local Board or community feedback influenced the findings of the technical assessment.

3.3 Peer Review Speed Limit Exceptions

The rationale for the proposed speeds for the three road segments identified as having a different proposed speed limit to the AT assessment and one road segment where supporting infrastructure is recommended is below.

- 40km/h is proposed on East Tamaki Road (between Paul Stevenson Place and Craigavon Drive) as this is in a residential area adjacent to low volume local roads, with frequent vehicle accesses and some vulnerable road users present. An engineer-up approach may be required if 50km/h is preferred by AT to lower the safety risk through infrastructure improvements.
- Wilks Road between Postman Road to 115 m east of Aeropark Drive is considered to have an appropriate proposed speed limit of 60km/h due to the Medium-High IRR rating. An engineer-up approach may be required if an 80km/h speed limit is preferred by AT to lower the safety risk through infrastructure improvements.
- East Coast Road (between 1700m south of Hibiscus Coast Highway and 800m northwest of Haigh Access Road) is proposed to have speed limit of 60km/h due to the Medium-High IRR rating and to be consistent with the adjacent 60km/h roads. An engineer-up approach may be required if an 80km/h speed limit is preferred by AT to lower the safety risk through infrastructure improvements.
- For Massey Road (between State Highway 20 and Naylor's Drive), 50km/h was considered the appropriate proposed speed limit due to the school speed zone being in operation during peak times, however some risks remain around Thomas Road where angled parking and a pedestrian crossing is present which may require infrastructure improvements.

3.4 Recommendation

It is recommended that the 3 roads where the peer review has identified a different speed limit to the AT assessment and the 1 road where supporting infrastructure is recommended should have further consideration before the proposed speed limit is confirmed.

A

Appendix A – Safe Speed Peer Review Findings

Workstream	Road Name	Local Board	Section	Current Speed	Assessed SAAS		Proposed Speed		Comments	AT Response
					MCA	Review	MCA	Review		
Rural Franklin West	Awhitu Central Road	Franklin	Full Length	100	60	<80	60	60	Agree with AT proposed speed	
Rural Franklin West	Taurangaruru Road	Franklin	Full Length	100	60	<80	60	60	Agree with AT proposed speed	
Rural Waiheke Island	Cory Road	Waiheke	Full length	50	40	40	40	40	Agree with AT proposed speed	
Rural Waiheke Island	Ciwes Bay Road	Waiheke	Full length	80	<80	<80	40	40	Agree with AT proposed speed	
Rural Waiheke Island	Church Bay Road	Waiheke	Between Mako Street and 158 Church Bay Road (turnaround point)	50	<80	<80	40	40	Agree with AT proposed speed	
Rural Waiheke Island	Church Bay Road	Waiheke	Between 158 Church Road (turnaround point) to Walter Frank Drive	50	<80	<80	40	40	Agree with AT proposed speed	
Rural Waiheke Island	Hauraki Road	Waiheke	Full length	50	40	40	40	40	Agree with AT proposed speed	
Rural Waiheke Island	Man O War Bay Road	Waiheke	Full length	80	<80	<80	40	40	Agree with AT proposed speed	
Rural Waiheke Island	Man O War Bay Road	Waiheke	Full length	80	<80	<80	40	40	Agree with AT proposed speed	
Rural North West	Amreins Road	Waitakere	between 80m north of McEntee Road and 1440m north of McEntee Road	80	80	<80	60	60	Agree with AT proposed speed	
Rural North West	Bethells Road	Waitakere	between 85m east of Wairere Road and 360m east of Tasman View Road	100	<80	<80	60	60	Agree with AT proposed speed	
Rural North West	Huia Road	Waitakere	between 90m west of Shirley Road and 630m east of Foster Avenue	100	80	80	60	60	Agree with AT proposed speed	
Rural North West	Huia Road	Waitakere	between 1260m south of Huia Dam Road and Whatipu Road	70	<50	<50	40	40	Agree with AT proposed speed	
Rural North West	Scenic Drive	Waitakere	between 3210m south of Te Henga Road and Te Henga Road	100	<80	<80	60	60	Agree with AT proposed speed	
Rural North West	Te Henga Road	Waitakere	between Scenic Drive and 260m west of Unity	100	<80	<80	60	60	Agree with AT proposed speed	
Rural North West	Te Henga Road	Waitakere	between 330m north of Falls Road and Bethells Road	100	80	<80	60	60	Agree with AT proposed speed	
Rural North West	Waitakere Road	Rodney	between 190m north of Bethells Road and 220m south of Township Road	70	60	60	60	60	Agree with AT proposed speed	
Rural North West	Waitakere Road	Rodney	between 220m south of Township Road and Swanson Road	80	60	60	60	60	Agree with AT proposed speed	
Rural North West	Annandale Road	Rodney	Full Length	100	60	<80	60	60	Agree with AT proposed speed	
Rural North West	Awa Road	Rodney	Full Length	100	60	<80	60	60	Agree with AT proposed speed	
Rural North West	Bawden Road	Rodney	Full Length	80	60	<80	60	60	Agree with AT proposed speed	
Rural North West	Fletcher Road	Rodney	between Muriwai Road and 20m east of Taha	100	60	<80	40	40	Agree with AT proposed speed	
Rural North West	Fletcher Road	Rodney	between 20m east of Taha Road and 30m west of Mahana Road	100	60	<80	40	40	Agree with AT proposed speed	
Rural North West	Fletcher Road	Rodney	between 30m west of Mahana Road and the western end of Fletcher Road	100	60	<80	40	40	Agree with AT proposed speed	
Rural North West	Foster Road	Rodney	between State Highway 16 and Awa Road	80	60	<80	60	60	Agree with AT proposed speed	
Rural North West	Foster Road	Rodney	between Awa Road and the western end of Kauri Crescent	80	60	<80	60	60	Agree with AT proposed speed	
Rural North West	Foster Road	Rodney	between the western end of Kauri Crescent and School Road	80	60	<80	60	60	Agree with AT proposed speed	
Rural North West	Mahana Road	Rodney	between Young Garden Lane and Taha Road	100	60	<80	40	40	Agree with AT proposed speed	
Rural North West	Mahana Road	Rodney	between 375m north of Mahana Road and Young Garden Lane	100	60	<80	40	40	Agree with AT proposed speed	
Rural North West	Mahana Road	Rodney	between Fletcher Road and 375m north of Mahana Road	100	60	<80	40	40	Agree with AT proposed speed	
Rural North West	Muriwai Valley Road	Rodney	between Cable Road and Taiapa Road	100	60	60	60	60	Agree with AT proposed speed	
Rural North West	Muriwai Valley Road	Rodney	between Taiapa Road and the southeastern end of Muriwai Valley Road	100	60	60	60	60	Agree with AT proposed speed	
Rural North West	Nelson Road	Rodney	Full Length	80	60	60	60	60	Agree with AT proposed speed	
Rural North West	Nixon Road	Rodney	Full Length	80	60	60	60	60	Agree with AT proposed speed	
Rural North West	Station Road	Rodney	between 100m south of Nobilo Road and Tawa Road	80	80	80	60	60	Agree with AT proposed speed	
Rural North West	Taiapa Road	Rodney	between Muriwai Valley Road and 1020m southwest of Muriwai Valley Road	100	60	60	60	60	Agree with AT proposed speed	

Workstream	Road Name	Local Board	Section	Current Speed	Assessed SAAS		Proposed Speed		Comments	AT Response
					MCA	Review	MCA	Review		
School	Esplanade Road	Albert-Eden	Ficino School/Mount Eden Normal School	50	NA	NA	30	30	Agree with AT proposed speed	
School	Seatoun Avenue	Rodney	Leigh School	50	NA	NA	30	30	Agree with AT proposed speed	
School	Hauraki Road	Rodney	Leigh School	50	NA	NA	30	30	Agree with AT proposed speed	
Complementary	Accent drive	Howick	Between Wayne Francis Drive and Chapel Road.	60	50	50	50	50	Agree with AT proposed speed	
Complementary	Accent drive	Howick	Between Lady Ruby Drive and Wayne Francis	60	60	50	50	50	Agree with AT proposed speed	
Complementary	Botany Road	Howick	between Cascades Road and Gofland Drive	60	50	50	50	50	Agree with AT proposed speed	
Complementary	Botany Road	Howick	between Gofland Drive and Ti Rakau Drive	60	50	50	50	50	Agree with AT proposed speed	
Complementary	Brigham Creek Road	Upper Harbour	between 80m west of Kauri Road and 280m west of Trig Road	80	<80	<80	60	60	Agree with AT proposed speed	
Complementary	Brigham Creek Road	Upper Harbour	between 550m west of Totara Road and State Highway 16	80	<80	<80	60	60	Agree with AT proposed speed	
Complementary	Cascades Road	Howick	between 300m west of Avimore Drive to Avimore Drive	60	50	50	50	50	Agree with AT proposed speed	
Complementary	Cascades Road	Howick	Between Avimore Drive to Botany Road	60	50	50	50	50	Agree with AT proposed speed	
Complementary	Cavendish Drive	Ōtara-Papatoetoe	between Great South Road and Lambie Drive	60	50	50	50	50	Agree with AT proposed speed	
Complementary	Cavendish Drive	Ōtara-Papatoetoe	between Lambie Drive and Noel Burnside Road	60	50	50	50	50	Agree with AT proposed speed	
Complementary	Cavendish Drive	Ōtara-Papatoetoe	between Noel Burnside Road and Jerry Green Street	60	50	50	50	50	Agree with AT proposed speed	
Complementary	Chapel Road	Howick	Between Baverstock Road to Smales Road.	60	50	50	50	50	Agree with AT proposed speed	
Complementary	Chapel Road	Howick	Between Smales Road to Army Drive.	60	50	50	50	50	Agree with AT proposed speed	
Complementary	Chapel Road	Howick	Between Army Drive to Ti Rakau Drive	60	50	50	50	50	Agree with AT proposed speed	
Complementary	Chapel Road	Howick	Between Ti Rakau Drive to Orangewood Drive/Whitford Road Roundabout.	60	50	50	50	50	Agree with AT proposed speed	
Complementary	Chapel Road	Howick	Between Dawson Road to 200m north of Ormiston Road	60	50	50	50	50	Agree with AT proposed speed	
Complementary	Chapel Road	Howick	Between 200m north of Ormiston Road to Baverstock Road.	60	50	50	50	50	Agree with AT proposed speed	
Complementary	Dairy Flat Highway	Rodney	Between SH1 and Pine Valley Road	80	<80	<80	60	60	Agree with AT proposed speed	
Complementary	Druces Road	Manurewa	Full length	60	50	50	50	50	Agree with AT proposed speed	
Complementary	Duck Creek Road	Hibiscus and Bays	between Spur Road and 200m southwest of Coastal Heights	80	<80	<80	60	60	Agree with AT proposed speed	
Complementary	East Coast Road	Hibiscus and Bays	between 1700m south of Hibiscus Coast Highway and 800m northwest of Haigh Access Road	100	<80	<80	80	60	The assessed SAAS is the same as the AT assessment and no changes to IRR inputs are proposed. 85th %ile speed is approximately 85 kmh. The proposed speed limit is 60km/h without engineering up due to medium high IRR rating and network consistency as adjacent roads are proposed to be 60kmh. Majority of public feedback supports for this section of East Coast Rd to remain at 80kmh. However this does not change the technical assessment	
Complementary	East Tamaki Road	Ōtara-Papatoetoe	between Huia Road and SH1 On/Off Ramp	60	50	50	50	50	Agree with AT proposed speed	
Complementary	East Tamaki Road	Ōtara-Papatoetoe	between SH1 On/Off Ramp and Preston Road	60	50	50	50	50	Agree with AT proposed speed	
Complementary	East Tamaki Road	Ōtara-Papatoetoe	between Preston Road and Springs Road	60	50	50	50	50	Agree with AT proposed speed	
Complementary	East Tamaki Road	Ōtara-Papatoetoe	between Springs Road and 'The Depot' Main Entrance	60	50	50	50	50	Agree with AT proposed speed	
Complementary	East Tamaki Road	Ōtara-Papatoetoe	between 'The Depot' Main Entrance and Accent Drive	60	50	50	50	50	Agree with AT proposed speed	
Complementary	East Tamaki Road	Ōtara-Papatoetoe	between Accent Drive and Paul Stevenson Place	60	40	40	50	50	Agree with AT proposed speed	

Workstream	Road Name	Local Board	Section	Current Speed	Assessed SAAS		Proposed Speed		Comments	AT Response
					MCA	Review	MCA	Review		
Complementary	East Tamaki Road	Ōtara-Papatoetoe	between Paul Stevenson Place and Craigavon Drive	60	40	40	50	40	The assessed SAAS is the same as the AT assessment and no changes to the IRR inputs are proposed. Proposed peer review speed of 40km/h agrees with SaaS and is in line with the move to change urban residential speed limits to less than 50kmh. Mega maps average free flow speed is approximately 40kmh.No public feedback provided.	
Complementary	Grand Drive	Hibiscus and Bays	between 410m west of Flavell Drive and State Highway 1	70	<80	50	60	60	Agree with AT proposed speed	
Complementary	Greenwood Road	Mangere-Otahuhu	Full length	60	50	50	50	50	Agree with AT proposed speed	
Complementary	Greville Road (between 150m southwest of Hauraki Crescent and Hugh Green Drive)	Upper Harbour	between 150m southwest of Hauraki Crescent and Hugh Green Drive	80	50	60	50	50	Agree with AT proposed speed	
Complementary	Greville Road (between Hugh Green Drive and Albany Expressway)	Upper Harbour	between Hugh Green Drive and Albany Expressway	80	50	60	50	50	Agree with AT proposed speed	
Complementary	Harris Road	Howick	full length	60	50	50	50	50	Agree with AT proposed speed	
Complementary	Hibiscus Coast Highway (between Weranui Road and 624m north of Otanerua Road)	Hibiscus and Bays	between Weranui Road and 624m north of Otanerua Road	80	<80	<80	60	60	Agree with AT proposed speed	
Complementary	Hibiscus Coast Highway (between 143m west of Jack Hawken Lane and 80 m west of Brian Smith Drive)	Hibiscus and Bays	between 143m west of Jack Hawken Lane and 80 m west of Brian Smith Drive	70	60	50	60	60	Agree with AT proposed speed	
Complementary	Hibiscus Coast Highway	Hibiscus and Bays	between 80 m west of Brian Smith Drive and 100 m north of Whangapararua Road.	70	60	60	60	60	Agree with AT proposed speed	
Complementary	Hibiscus Coast Highway	Hibiscus and Bays	between 100 m north of Whangapararua Road and 86m south of Moffat Road	70	60	60	60	60	Agree with AT proposed speed	
Complementary	Hibiscus Coast Highway (interchange)	Hibiscus and Bays	between Dairy Flat Highway and 143m west of Jack Hawken Lane	80	<80	50	60	60	Agree with AT proposed speed	
Complementary	Ihumatao Road	Mangere-Otahuhu	George Bolt Memorial Drive to 630m West of Oruarangi Road	100	<80	<80	60	60	Agree with AT proposed speed	
Complementary	Kauri Road	Upper Harbour	between 80m north of Brigham Creek Road and 100m south of Kingsway Road	70	<80	<80	60	60	Agree with AT proposed speed	
Complementary	Kerrs Road	Manurewa	between Ash Road and Druces Road	60	50	50	50	50	Agree with AT proposed speed	
Complementary	Kerrs Road	Manurewa	between Druces Road and Great South Road	60	50	50	50	50	Agree with AT proposed speed	
Complementary	Lambie Drive	Ōtara-Papatoetoe	between Puhinui Road and Cavendish Drive	60	50	50	50	50	Agree with AT proposed speed	
Complementary	Lambie Drive	Ōtara-Papatoetoe	between Cavendish Drive and Ronwood Ave	60	50	50	50	50	Agree with AT proposed speed	
Complementary	Lambie Drive	Ōtara-Papatoetoe	between Ronwood Ave and Wiri Station Road	60	50	50	50	50	Agree with AT proposed speed	
Complementary	Lascelles Drive	Rodney	Full length	80	<80	<80	60	60	Agree with AT proposed speed	
Complementary	Manukau Station Road	Manurewa	Full Length	60	50	50	50	50	Agree with AT proposed speed	

Workstream	Road Name	Local Board	Section	Current Speed	Assessed SAAS		Proposed Speed		Comments	AT Response
					MCA	Review	MCA	Review		
Complementary	Massey Road	Mangere-Otahuhu	between State Highway 20 and Naylor Drive	60	50	50	50	50	The assessed SAAS is the same as the AT SAAS. Road section alignment has been changed from straight to curved. Road shoulder has been changed from very wide to wide. This has changed the assessed IRR from medium-high to high. Adjacent roads are proposed to be 30kmh due to the nearby school zones. Adjacent road (Kirkbride Rd) proposed speed is 50kmh. 50km/h is proposed for network consistency, and the school zone is considered appropriate to manage the risk during peak times. The village area around Thomas Road should be considered for engineering treatments due to the pedestrian crossing and angled parking. 85th %ile speed is approximately 50kmh. Public feedback support the current speed limit to be kept the same at 60kmh, which did not influence the technical assessment.	
Complementary	Murphys Road	Howick	Between Stancombe Road to 80 meter south of Ormiston Road	60	50	50	50	50	Agree with AT proposed speed	
Complementary	Ormiston Road	Howick	between Springs Road and Te Irirangi Drive	60	50	50	50	50	Agree with AT proposed speed	
Complementary	Ormiston Road	Howick	between Te Irirangi Drive and 160 m west of Rienzo Drive.	60	50	50	50	50	Agree with AT proposed speed	
Complementary	Ormiston Road	Howick	between 160 m west of Rienzo Drive and Wallen Road	60	50	50	50	50	Agree with AT proposed speed	
Complementary	Ormiston Road	Howick	between Wallen Drive and 460 m north east of Wallen Drive.	60	50	50	50	50	Agree with AT proposed speed	
Complementary	Orrs Road	Ōtara-Papatoetoe	Full length	100	<80	<80	40	40	Agree with AT proposed speed	
Complementary	Pakuranga Road (between Ti Rakau Drive and Grammar School Road)	Howick	between Ti Rakau Drive and Grammar School Road	60	50	60	50	50	Agree with AT proposed speed	
Complementary	Pakuranga Road	Howick	between 144m west of Stanniland Street and Ridge Road	60	50	60	50	50	Agree with AT proposed speed	
Complementary	Pine Valley Road	Rodney	between Old Pine Valley Road and Dairy Flat Highway.	80	<80	<80	60	60	Agree with AT proposed speed	
Complementary	Smales Road Between Springs/Harris Road and Kelvin Hart Drive.	Howick	Between Springs/Harris Road and Kelvin Hart Drive.	60	50	40	50	50	Agree with AT proposed speed	
Complementary	Smales Road Between Kelvin Hart Drive and Chapel Drive.	Howick	Between Kelvin Hart Drive and Chapel Drive.	60	50	40	50	50	Agree with AT proposed speed	
Complementary	Springs Road	Ōtara-Papatoetoe	Between East Tamaki Road and Lady Ruby Drive	60	50	40	50	50	Agree with AT proposed speed	
Complementary	Spur Road	Hibiscus and Bays	Between Duck Creek Road and end of the road	80	<80	60	60	60	Agree with AT proposed speed	
Complementary	Spur Road	Hibiscus and Bays	Between East Coast Road and Duck Creek Road	80	<80	60	60	60	Agree with AT proposed speed	
Complementary	Stancombe Road	Howick	Full length	60	50	50	50	50	Agree with AT proposed speed	
Complementary	Te Irirangi Drive	Howick	between Ti Rakau Drive and 20 m south of Te Koha Road.	80	50	40	50	50	Agree with AT proposed speed	
Complementary	Te Irirangi Drive	Howick	between 20 m south of Te Koha Road and 100m north of Belinda Avenue	80	60	60	60	60	Agree with AT proposed speed	
Complementary	Te Irirangi Drive	Howick	between 100m north of Belinda Avenue and State Highway 1.	60	50	50	50	50	Agree with AT proposed speed	
Complementary	Te Irirangi Drive	Howick	between State Highway 1 and Great South Road.	60	50	50	50	50	Agree with AT proposed speed	
Complementary	Ti Rakau Drive (between Pakuranga Road and 275m east of Gossamer Drive)	Howick	between Pakuranga Road and 275m east of Gossamer Drive	60	50	50	50	50	Agree with AT proposed speed	

Workstream	Road Name	Local Board	Section	Current Speed	Assessed SAAS		Proposed Speed		Comments	AT Response
					MCA	Review	MCA	Review		
Complementary	Ti Rakau Drive (Between 275m east of Gossamer Drive and Chapel Road)	Howick	Between 275m east of Gossamer Drive and Chapel Road	60	50	50	50	50	Agree with AT proposed speed	
Complementary	Totara Road (between 45m north of Dale Road and McKean Road)	Upper Harbour	between 45m north of Dale Road and McKean Road	80	<80	<80	60	60	Agree with AT proposed speed	
Complementary	Totara Road (McKean Road and 275m north of McKean Road)	Upper Harbour	between McKean Road and 275m north of McKean Road	80	<80	<80	60	60	Agree with AT proposed speed	
Complementary	Totara Road (between 275m north of McKean Road and 50m west of Karaka Road)	Upper Harbour	between 275m north of McKean Road and 50m west of Karaka Road	70	<80	<80	60	60	Agree with AT proposed speed	
Complementary	Upper Harbour Drive	Upper Harbour	between 105m east of Tauhinu Road and Albany Highway	70	60	60	60	60	Agree with AT proposed speed	
Complementary	Walmsley Road	Mangere-Otahuhu	Full length	60	50	40	50	50	Agree with AT proposed speed	
Complementary	Whangaparaoa Road	Hibiscus and Bays	Red Beach Road to 170m southeast of Dobell Road	60	50	50	50	50	Agree with AT proposed speed	
Complementary	Whangaparaoa Road	Hibiscus and Bays	between 135 m north of Roberts Road and 80m northeast of Gulf Harbour Drive	60	50	50	50	50	Agree with AT proposed speed	
Complementary	Wilks Road	Hibiscus and Bays	between 115 east of Aeropark Dr and East Coast Road.	100	80	60	60	60	Agree with AT proposed speed	
Complementary	Wilks Road	Hibiscus and Bays	between Postman Road to 115 m east of Aeropark Dr.	100	80	<80	80	60	The peer review assessed SAAS is 60km/h due to the changes in the alignment from straight to curve. The proposed speed 60km/h aligns with SaaS and we think it is appropriate considering the medium-high IRR and that the 85th percentile speed is low on this road (63.63km/h) compared to the existing speed limit. Reducing the speed limit from 100km/h will help reduce crash risk of run-off crashes on this section of road. The majority of the public feedback (4/5) support keeping the existing speed limit (100km/h) on this road. However this does not change the technical assessment	
Complementary	Wiri Station Road	Manurewa	between Ash Road and Druces Road	60	50	50	50	50	Agree with AT proposed speed	
Complementary	Wiri Station Road	Manurewa	between Druces Road and Manukau Station	60	50	50	50	50	Agree with AT proposed speed	
Complementary	Woodcocks Road	Rodney	between 150m west of Falls Road and 86m east of Carran Road	100	<80	60	60	60	Agree with AT proposed speed	
Complementary	Woodcocks Road	Rodney	between 86m east of Carran Road and Old Kaipara Road	100	<80	60	60	60	Agree with AT proposed speed	
Complementary	Prices Road	Ōtara-Papatoetoe	Full length	100	<80	60	60	60	Agree with AT proposed speed	