



7 April 2026

## Cost benefit disclosure statement – Fred Taylor Drive, Westgate

*Fred Taylor Drive (between Northside Drive and Don Buck Road)*

### Role and function

Street	Role / Function	How it's used	Why a speed reduction has been proposed over other measures
Fred Taylor Drive (between Northside Drive and Don Buck Road)	<p>Urban connector, provides local connectivity to urban development areas. Eastern side is primarily commercial development and western side is primarily residential development.</p> <p>Currently also provides access to Massey North/Westgate commercial area for traffic to/from Kumeu and Riverhead although this function will diminish in future when planned north facing motorway ramps at Northside Drive provide a more direct access into Massey North</p>	Motorists, public transport, pedestrians and cyclists.	<p>The previous 80km/h speed zone was set based on the historic rural land use. The new urban speed limit is needed to safely manage the large number of turning movements generated by the new urban development and provide for pedestrians to cross the road and access public transport.</p> <p>The parallel section of the northwestern motorway provides the primary route for higher speed through movement in this area.</p> <p>Lowering the speed limit is considered the most practical and cost effective way to manage the safety risks on this section of road and to accommodate the access needs of the changing land use.</p>
Dunlop Road	<p>Local Road. This was a short rural cul-de-sac off the side of Fred Taylor Drive. However, as part of the land development in the area it will become an urban local road and be extended to connect with a wider network of new urban roads being built as part of the residential development.</p>	Motorists, pedestrians and cyclists.	<p>The previous 80km/h speed zone was set based on the historic rural land use and matched the existing limit on the adjacent section of Fred Taylor Drive. The new urban speed limit is needed to align with the change to an urban land use and to match the default urban speed limit which will apply to the new roads connecting to the western end of Dunlop Road. It will also be consistent with the proposed change on Fred Taylor Drive.</p> <p>Lowering the speed limit is considered the most practical and cost effective way to align the speed management on this road with land use change and create consistency with the wider network of surrounding new streets.</p>



## Cost benefit disclosure statement

Road	Fred Taylor Drive	Dunlop Road
Distance	1.83km	0.16km
Existing speed limit	80	80
Proposed speed limit	50	50
Number of crashes last 5 years	1 fatal, 3 serious injury, 6 minor injury, 5 non-injury	None
Estimated reduction in the number of crashes each year	0.12 fatal, 0.51 serious injury, 1.56 minor injury, 1.38 non-injury	None
Current average operating speed	57 km/h	Less than 30km/h
Estimated average operating speed when new speed limit is in place	48 km/h	No change
Estimated impact on individual travel time	22 seconds	none
Estimated impact on collective travel times based on annual average daily traffic volumes	32,441 hours per year (based on 13,500 daily vehicle movements)	none
Implementation cost	\$15,000	Nil