
Christchurch City Council
ATTACHMENTS - UNDER SEPARATE COVER

Date: Wednesday 5 July 2023
Time: 9.30 am
Venue: Council Chambers, Civic Offices,
53 Hereford Street, Christchurch

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Safe Speed Neighbourhoods

Interim Speed Management Plan (DRAFT until approved by Council)

Plan information

Road controlling authority or regional transport committee	Christchurch City Council
Submitted by	Gemma Dioni
National Land Transport Programme (NLTP) period	2021-24 & 2024-27

Safe Speed Neighbourhoods

Improving safety on local roads is a key priority for Christchurch City Council, we want our residents to get where they are going safely regardless of how they travel.

Introducing safe and appropriate speeds on our network is fundamental to improving safety and saving lives. Speed is the key factor in deaths and serious injuries – no matter what the cause of an accident is, its speed that determines whether or not you'll walk away from it.

The vision of Road to Zero is to have a New Zealand where no one is killed or seriously injured in road crashes, with a target of a 40 percent reduction in deaths and serious injuries by 2030. The Christchurch City Council supports this vision.

The objective of this Interim Speed Management Plan is to make it safer around all schools and surrounding neighbourhoods. Whether you're visiting whanau and friends, letting tamariki walk, scooter or bike to school, or driving to work or home again, you should be able to do it safely. As a result, the Interim Plan incorporates the following priorities:

- Streets surrounding schools. The Rule requires Council to categorise all schools following the Guidance provided by Waka Kotahi. All Christchurch schools have children using active modes to get to/from school. Therefore, all schools in Christchurch have been categorised as Category 1 schools and will have 30km/h speed limits as per the Rule, either permanently (on local streets) or by using variable speed limits on busier roads.
- Slow Speed Neighbourhoods, a long-term plan project to lower speed limits in neighbourhoods to safe and appropriate speeds.
- Speed limit changes to neighbourhoods identified through engagement with the Community Boards to be funded through the Christchurch Regeneration Acceleration Fund.
- Allowing speed limits to be set in new subdivisions through the planning process rather than after implementation of the new neighbourhoods.
- Changes to rural roads, in addition to schools, on Banks Peninsula. This was to complete the Banks Peninsula speed limit review, which has been underway for several years, most recently in 2021.

Setting safe speed limits will result in several benefits that allow Council to deliver across two of the five strategic priorities set by Council, including, enabling active and connected communities, and meeting the challenge of climate change through every means available.

The consultation referred to in this application forms part of the Interim Speed Management Plan process, as per the requirements for consultation detailed in the Rule. Prior to consultation, staff completed Community Board briefings in addition to a key stakeholder session. The way Council has consulted on the proposed speed limits in our Interim Speed Management Plan was undertaken through gathering feedback using an interactive map due to the network approach. The network approach aligns with the Rule.

Following consultation, and the full Council meetings where submitters could be heard, staff recommended different speeds in some locations to what was originally proposed to address residents' suggestions. Residents' suggestions were primarily around consistency and reducing the number of different speed zones within small areas. Where feasible, changes have been accommodated, and where additional areas have been requested these will be addressed as part of the long-term Speed Management Plan. This will be consulted on following the completion of this current process for the Interim Speed Management Plan.

Clause	Plan information	Supporting information (Hyperlink or Appendix)
3.8(1)(a)	<p>The interim plan had a clear focus on schools, neighbourhoods, sub-divisions and some of our higher speed roads on Banks Peninsula.</p> <p>The long-term Speed Management Plan will clearly set out objectives, policies, and measures for managing speed on relevant roads for at least 10 financial years from the start of the plan.</p>	Safe Speed Neighbourhood Programme
3.8(1)(b)	<p>Improving safety on local roads in Christchurch is a priority for the Council and is also a national priority under the principles and guidance of the Te Ara ki te Ora Road to Zero - New Zealand's road safety strategy for 2020-2030. Our Interim Speed Management Plan focusses on alignment with Road to Zero, which has a vision of a New Zealand where no one is killed or seriously injured in road crashes. Tackling unsafe speeds is a priority action under Road to Zero to address road safety across the country.</p> <p>The Land Transport Rule: Setting of Speed Limits 2022 (the Rule) came into effect on 19 May 2022 and replaces the 2017 Rule. It introduces a new way of implementing speed management throughout New Zealand and makes the setting of speed limits more efficient for Councils, because it encourages a network-wide approach to setting speed limits, and also requires Councils to reduce speed limits around schools.</p> <p>The Christchurch City Council will develop a long-term Speed Management Plan outlining a 10 year vision with three year implementation plans. This will set out the principles for developing safe and appropriate speeds across the remainder of the Christchurch network. Council will consult with the public on this Speed Management Plan. This will outline how the plan is consistent with the Government Policy Statement on Land Transport and Road to Zero.</p>	Safe Speed Neighbourhood Programme
3.8(1)(c)	<p>The Rule requires every council in New Zealand to review speeds on their local roads. The new Rule helps Council's to set safe and appropriate speed limits for our streets and roads, using a principles-based approach</p>	Safe Speed Neighbourhood Programme

	<p>to creating a safe transport system that has safe speed limits using a network approach. Safe and appropriate speeds have been determined on the Christchurch network using Waka Kotahi's Speed Management Guide: Road to Zero edition.</p> <p>In this stage, implementation of lower speeds will centre around schools and neighbourhoods identified as already supporting lower speeds without the need for traffic calming measures. The Safe Speed Neighbourhood programme focusses on regulatory speed limit changes only, aligning with the policy of implementing safer speed limits first and then considering where supporting changes to the street environment may be required in later years. Monitoring will inform where extra measures are required. Streets that need more significant traffic calming measures, like speed bumps, narrowing with kerb build-outs and plantings will be carried out over the next ten years as part of the Speed Management Plan.</p> <p>Council continues to advocate for the use of safety cameras on our network. The NZ Police support the Road to Zero principles and Council will continue to work closely with the Police to implement the speed changes.</p> <p>The long-term Speed Management Plan will include a general explanation of how a whole-of-network approach was taken to changing speed limits, safety cameras and safety infrastructure, including the approach when deciding whether to invest in making a road safer at higher speeds or to set a lower speed limit.</p>	
3.8(2)(a)	<p>An interactive map was provided during Consultation for the community to see where changes were proposed and to provide feedback. This details what streets we included for consultation.</p> <p>We're helping to meet the target set by the Ministry of Transport to have safe speeds at 40% of Christchurch's schools by 30 June 2024. This was not a support/do not support proposal, as we have made a commitment to create safe speed neighbourhoods in line with Road to Zero – New Zealand's Road Safety Strategy.</p> <p>All submissions to Council through the consultation period are provided in the Christchurch City Council meeting agenda for the 25th May 2023 (see link). This meeting of Council was created to hear from submitters.</p> <p>The new Rule has changed the way speed limits are set. Councils no longer set speed limits through a bylaw. This means the speed limit setting parts of our Traffic and Parking Bylaw 2017 are redundant and a report is to be presented to Council to revoke the speed limit setting parts of the bylaw. Speed limits will be formalised by staff entering them into the National Speed Limit Register to create land transport records for each speed limit.</p>	Christchurch City Council Meeting Report

	As in 3.8(1)(c) no safety infrastructure is proposed as part of our interim plan.	
3.8(2)(b)(i-ii)	<p>As per 3.8(2)(a), a table is provided in Appendix A and maps are provided in Appendix B to show the speed limits being proposed on streets within Christchurch. This includes streets outside and around all schools.</p> <p>We propose to achieve 40% of speed limit changes at schools to be completed by the end of 2024 to comply with the rule, and Council will seek to achieve delivery of all speed changes outside schools in advance of the 2027 deadline.</p> <p>Our long-term Speed Management Plan will include an implementation programme for at least 3 financial years from the start of the plan including details of any safety infrastructure.</p>	Appendix A and Appendix B
3.8(2)(c)	City Council is not proposing any 70 or 90 km/hr speed limits.	N/A
3.8(2)(d)	<p>The table and maps provided in Appendix A and Appendix B identify all roads outside schools for which changes to speed limits are needed.</p> <p>All schools in Christchurch and Banks Peninsula are all Category 1 schools. Speed limits will be lowered outside all schools in Christchurch and Banks Peninsula to 30km/h to make it safer for children to get to school and home again.</p> <p>The speed limit changes are no longer limited to just being outside the front gate and are now focused on the journey to and from school. With this in mind, the Council has taken an area-wide approach around schools using permanent 30km/h speed limits. On our busier roads, we propose to use variable speed limits that will operate during school start and finish times only.</p>	Appendix A and Appendix B
3.8(2)(e)	<p>The speed limits proposed through the Safe Speed Neighbourhood programme, Council's Interim Speed Management Plan, generally align with the safe and appropriate speed limit. The framework states that the safe and appropriate speed limit for a local street is 30km/h. There are areas where a higher speed limit (40km/h) has been proposed based on community feedback. Speed limits can be transitioned to 30km/h over time through the Speed Management Plan.</p> <p>Underlying speed limits at school variable speed limit locations will be reviewed as part of the long-term Speed Management Plan.</p> <p>The table I Appendix A identifies where the proposed speed limit differs from the Safe and Appropriate Speed with justification for the difference.</p>	Appendix A
3.8(2)(f)	Christchurch City Council have not published any previous plans.	N/A

Consultation

Council have completed consultation on our Safe Speed Neighbourhood programme. Council heard from submitters that indicated they would like to speak on May 25th and a report from the Hearings Panel to Council recommending the plan be approved followed.

Clause	Plan information	
3.11(1)(a)	Consultation for the Safe Speed Neighbourhood programme plan has been carried out in accordance with the Land Transport Rule: Setting of Speed Limits 2022, clause 3.9. Consultation ran from 10 October 2022 to 3 January 2023. All submissions to Council through the consultation period are provided in the Christchurch City Council meeting agenda for the 25 th May 2023 (see link).	Safe Speed Neighbourhood Programme Christchurch City Council Meeting Report (Hearing)
3.10	Mana whenua have not been involved with the proposed changes to speed limits in school streets to date. We are proposing to establish a process to provide opportunity for Māori to contribute to the long-term Speed Management Plan.	N/A

Appendix A - Speed limit tables

This table sets out the proposed speed limit for each street or road section and assesses against Waka Kotahi's Safe and Appropriate Speed. The speed limits only become formalised when entered into the National Speed Limit Register.

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
HAREWOOD RD CROFTON - RUSSEY	50	50	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP.
WAIMAKARIRI RD	60	60	50	Permanent	ISMP timeframe	Different	Connection to Major Cycleway Route and location for school parking. Lower speed limit is appropriate.
WHITCHURCH PL	60	60	50	Permanent	ISMP timeframe	Different	Major Cycleway Route and cul-de-sac with local access to Church. Classified as peri-urban but more of a local street so a lower speed limit than 60km/h is appropriate.
AINTREE ST	50	30	30	Permanent	ISMP timeframe	Same	
BECMEAD DRV	50	30	30	Permanent	ISMP timeframe	Same	
BENMORE GARDENS	50	30	30	Permanent	ISMP timeframe	Same	
BERISDALE PL	50	30	30	Permanent	ISMP timeframe	Same	
CAM PL	50	30	30	Permanent	ISMP timeframe	Same	
CHARWOOD CRES	50	30	30	Permanent	ISMP timeframe	Same	
CHATSWOOD PL	50	30	30	Permanent	ISMP timeframe	Same	
CHILVERS WAY	50	30	30	Permanent	ISMP timeframe	Same	
CROFTON RD	50	30	30	Permanent	ISMP timeframe	Same	
CULLAHILL ST	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
DULCIE PL	50	30	30	Permanent	ISMP timeframe	Same	
DUNVEGAN PL	50	30	30	Permanent	ISMP timeframe	Same	
EGMONT PL	50	30	30	Permanent	ISMP timeframe	Same	
HOCKEY ST	50	30	30	Permanent	ISMP timeframe	Same	
LE ROI WAY	50	30	30	Permanent	ISMP timeframe	Same	
LEO ST	50	30	30	Permanent	ISMP timeframe	Same	
MELDRUM PL	50	30	30	Permanent	ISMP timeframe	Same	
NAPOLEON CLOSE	50	30	30	Permanent	ISMP timeframe	Same	
NATALIE PL	50	30	30	Permanent	ISMP timeframe	Same	
NUNWEEK BOULEVARD	50	30	30	Permanent	ISMP timeframe	Same	
PASADENA PL	50	30	30	Permanent	ISMP timeframe	Same	
PATRICIA PL	50	30	30	Permanent	ISMP timeframe	Same	
PELORUS PL	50	30	30	Permanent	ISMP timeframe	Same	
RAWEI PL	50	30	30	Permanent	ISMP timeframe	Same	
SKYEDALE DRV	50	30	30	Permanent	ISMP timeframe	Same	
ST CLAIR CLOSE	50	30	30	Permanent	ISMP timeframe	Same	
ST IVES ST	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
TALISKER PL	50	30	30	Permanent	ISMP timeframe	Same	
TODD AVE	50	30	30	Permanent	ISMP timeframe	Same	
TRAFFORD ST	50	30	30	Permanent	ISMP timeframe	Same	
TRAFFORD ST SHOPS / SERVICE LANE	50	30	30	Permanent	ISMP timeframe	Same	
BALDOYLE WAY	50	30	30	Permanent	ISMP timeframe	Same	
BALLYBRACK PL	50	30	30	Permanent	ISMP timeframe	Same	
CARDOME ST	50	30	30	Permanent	ISMP timeframe	Same	
CHEDWORTH AVE	50	30	30	Permanent	ISMP timeframe	Same	
COLESBURY ST	50	30	30	Permanent	ISMP timeframe	Same	
COTSWOLD AVE	50	30	30	Permanent	ISMP timeframe	Same	
DINGLEBAY PL	50	30	30	Permanent	ISMP timeframe	Same	
DUNMURRY PL	50	30	30	Permanent	ISMP timeframe	Same	
DYMOCK PL	50	30	30	Permanent	ISMP timeframe	Same	
ELEANOR LN	50	30	30	Permanent	ISMP timeframe	Same	
FAIRFORD ST	50	30	30	Permanent	ISMP timeframe	Same	
GLASNEVIN DRV	50	30	30	Permanent	ISMP timeframe	Same	
GLENCULLEN DRV	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
GOYA PL	50	30	30	Permanent	ISMP timeframe	Same	
KAMAHI PL	50	30	30	Permanent	ISMP timeframe	Same	
KINGROVE ST	50	30	30	Permanent	ISMP timeframe	Same	
KIRKLAND CRES	50	30	30	Permanent	ISMP timeframe	Same	
LUDHIANA ST	50	30	30	Permanent	ISMP timeframe	Same	
MALAGA CRES	50	30	30	Permanent	ISMP timeframe	Same	
MANUEL PL	50	30	30	Permanent	ISMP timeframe	Same	
MARTBERN CRES	50	30	30	Permanent	ISMP timeframe	Same	
OLDWOOD ST	50	30	30	Permanent	ISMP timeframe	Same	
PIMLICO PL	50	30	30	Permanent	ISMP timeframe	Same	
SAPPHIRE ST	50	30	30	Permanent	ISMP timeframe	Same	
STRETTON ST	50	30	30	Permanent	ISMP timeframe	Same	
TULLAMORE PL	50	30	30	Permanent	ISMP timeframe	Same	
VIRTUE PL	50	30	30	Permanent	ISMP timeframe	Same	
WALTER CASE DR	50	30	30	Permanent	ISMP timeframe	Same	
WENDOVER ST	50	30	30	Permanent	ISMP timeframe	Same	
WESTERLEIGH ST	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
WYCHWOOD CRES	50	30	30	Permanent	ISMP timeframe	Same	
BAINTON ST	50	30	30	Permanent	ISMP timeframe	Same	
BLAIRDON PL	50	30	30	Permanent	ISMP timeframe	Same	
BLOSSOMDALE PL	50	30	30	Permanent	ISMP timeframe	Same	
DRYSDALE ST	50	30	30	Permanent	ISMP timeframe	Same	
IAN PL	50	30	30	Permanent	ISMP timeframe	Same	
PAPRIKA PL	50	30	30	Permanent	ISMP timeframe	Same	
QUINTON PL	50	30	30	Permanent	ISMP timeframe	Same	
REYNOLDS AVE	50	30	30	Permanent	ISMP timeframe	Same	
ROLFE PL	50	30	30	Permanent	ISMP timeframe	Same	
TIVOLI PL	50	30	30	Permanent	ISMP timeframe	Same	
TOPAZ PL	50	30	30	Permanent	ISMP timeframe	Same	
TRALEE PL	50	30	30	Permanent	ISMP timeframe	Same	
ALDGATE ST	50	30	30	Permanent	ISMP timeframe	Same	
BROGAR PL	50	30	30	Permanent	ISMP timeframe	Same	
BULMAN PL	50	30	30	Permanent	ISMP timeframe	Same	
CAMDEN ST	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
CAVENDISH RD 1 SOUTH GRAMPIAN ST (Veitches to Northcote)	50	40	30	Permanent	ISMP timeframe	Different	Walking route to school for cluster of schools.
EALING ST	50	30	30	Permanent	ISMP timeframe	Same	
FARNSWOOD PL	50	30	30	Permanent	ISMP timeframe	Same	
FENCHURCH ST	50	30	30	Permanent	ISMP timeframe	Same	
GROSVENOR ST	50	30	30	Permanent	ISMP timeframe	Same	
HEAPHY PL	50	30	30	Permanent	ISMP timeframe	Same	
LAMBETH CRES	50	30	30	Permanent	ISMP timeframe	Same	
LYDIA ST	50	30	30	Permanent	ISMP timeframe	Same	
MOMORANGI CRES	50	30	30	Permanent	ISMP timeframe	Same	
NORTHCOTE RD 1	50	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
NORTHFIELD RD	50	30	30	Permanent	ISMP timeframe	Same	
OMEGA PL	50	30	30	Permanent	ISMP timeframe	Same	
PADDINGTON ST	50	30	30	Permanent	ISMP timeframe	Same	
SAUNDERS PL	50	30	30	Permanent	ISMP timeframe	Same	
THICKET CLOSE	50	30	30	Permanent	ISMP timeframe	Same	
THORNWOOD PL	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
TUCKERS RD	50	30	30	Permanent	ISMP timeframe	Same	
UXBRIDGE ST	50	30	30	Permanent	ISMP timeframe	Same	
VALERIE PL	50	30	30	Permanent	ISMP timeframe	Same	
VEITCHES RD	50	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
CROSDALE PL	50	30	30	Permanent	ISMP timeframe	Same	
HIDCOTE PL	50	30	30	Permanent	ISMP timeframe	Same	
KINGHAM PL	50	30	30	Permanent	ISMP timeframe	Same	
LAVANDULA CRES	50	30	30	Permanent	ISMP timeframe	Same	
MELISSA PL	50	30	30	Permanent	ISMP timeframe	Same	
STABLEFORD GREEN	50	30	30	Permanent	ISMP timeframe	Same	
ABROS PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
AMBLESIDE DRV	50	40	40	Permanent	ISMP timeframe	Same	
ANNELL PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
APPLEBY CRES	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
ARLINGTON ST	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
ASHBOURNE ST	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
ASHCROFT PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
BANBURY ST	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
BURNSIDE CRES	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
CHARLCOTT ST	50	40	40	Permanent	ISMP timeframe	Same	
CRANBROOK AVE	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
DALTON PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
DEEPDALE ST	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
DUNSTER ST	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
EPPING PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
EVEREST ST	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
GEELONG PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
GILMORE PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
GLENCOE ST	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
GRANGEWOOD LANE	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
GREGAN CRES	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
HARTFORD ST	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
HOMERSHAM PL	50	30	30	Permanent	ISMP timeframe	Same	
ILFRACOMBE PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
JUNIPER PL	50	30	30	Permanent	ISMP timeframe	Same	
KENDAL AVE	50	40	40	Permanent	ISMP timeframe	Same	
KENDAL AVE SHOPS / SERVICE LANE	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
KINGSGATE PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
MAPPLETON AVE	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
NEPAL PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
OAKFIELD ST	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
O'CONNOR PL	50	30	30	Permanent	ISMP timeframe	Same	
O'DEA PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
PARKHAM DRV	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
RISBY PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
ROYDVALE AVE 2 NORTH MEMORIAL AVE	50	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
SAN RAFAEL PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
SHEFFIELD CRES	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to industrial nature of roads.
SIR WILLIAM PICKERING DRV	50	30	30	Permanent	ISMP timeframe	Same	
SKYE PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
SLEDMERE ST	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
TAY ST	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
TEESDALE ST	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
THORNABY CLOSE	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
THURLESTONE PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
WESTPARK DRV	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
WHITBY ST	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
WINSLOW ST	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
WITBROCK CRES	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
ARMITAGE ST	50	30	30	Permanent	ISMP timeframe	Same	
BETHEL CRES	50	30	30	Permanent	ISMP timeframe	Same	
BLANRAY PL	50	30	30	Permanent	ISMP timeframe	Same	
BONITA PL	50	30	30	Permanent	ISMP timeframe	Same	
BREENS RD	50	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
BYGRAVE PL	50	30	30	Permanent	ISMP timeframe	Same	
CLOTILDA PL	50	30	30	Permanent	ISMP timeframe	Same	
EASTLING ST	50	30	30	Permanent	ISMP timeframe	Same	
EBONY ST	50	30	30	Permanent	ISMP timeframe	Same	
ELVIRA CRT	50	30	30	Permanent	ISMP timeframe	Same	
FARRINGTON AVE	50	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
FITZROY PL	50	30	30	Permanent	ISMP timeframe	Same	
HALIFAX LANE	50	30	30	Permanent	ISMP timeframe	Same	
HORNSBY ST	50	30	30	Permanent	ISMP timeframe	Same	
ISLEWORTH RD	50	30	30	Permanent	ISMP timeframe	Same	
KILBURN ST	50	40	30	Permanent	ISMP timeframe	Different	Neighbourhood consistency
KILSYTHE PL	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
KINGSTON PL	50	30	30	Permanent	ISMP timeframe	Same	
LEACROFT ST	50	30	30	Permanent	ISMP timeframe	Same	
LEACROFT ST SHOPS / SERVICE LANE	50	30	30	Permanent	ISMP timeframe	Same	
LIVERTON CRES	50	30	30	Permanent	ISMP timeframe	Same	
LOCHMORE ST	50	30	30	Permanent	ISMP timeframe	Same	
MAPLE ST	50	30	30	Permanent	ISMP timeframe	Same	
MELVILLE ST	50	30	30	Permanent	ISMP timeframe	Same	
MIDHURST ST	50	30	30	Permanent	ISMP timeframe	Same	
MOORAY AVE	50	30	30	Permanent	ISMP timeframe	Same	
MURMONT ST	50	30	30	Permanent	ISMP timeframe	Same	
NEWMARK ST	50	30	30	Permanent	ISMP timeframe	Same	
NORMANDY ST	50	30	30	Permanent	ISMP timeframe	Same	
RALEIGH ST	50	30	30	Permanent	ISMP timeframe	Same	
SPALDING ST	50	30	30	Permanent	ISMP timeframe	Same	
STACKHOUSE AVE	50	30	30	Permanent	ISMP timeframe	Same	
STAINES ST	50	30	30	Permanent	ISMP timeframe	Same	
TULETT ST	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
TWYFORD ST	50	30	30	Permanent	ISMP timeframe	Same	
VAUXHALL ST	50	30	30	Permanent	ISMP timeframe	Same	
VERONICA PL	50	30	30	Permanent	ISMP timeframe	Same	
WESLEY PL	50	30	30	Permanent	ISMP timeframe	Same	
WESTMORLAND PL	50	30	30	Permanent	ISMP timeframe	Same	
WILTON CRES	50	30	30	Permanent	ISMP timeframe	Same	
ANSTORER ST	50	30	30	Permanent	ISMP timeframe	Same	
AORANGI RD	50	30	30	Permanent	ISMP timeframe	Same	
ARDMORE PL	50	30	30	Permanent	ISMP timeframe	Same	
BELLVUE AVE 2 OFF ST JAMES AVE	50	30	30	Permanent	ISMP timeframe	Same	
BELLVUE AVE 1 OFF PAPANUI RD	50	30	30	Permanent	ISMP timeframe	Same	
BLAIR AVE	50	30	30	Permanent	ISMP timeframe	Same	
BLANCH ST	50	30	30	Permanent	ISMP timeframe	Same	
BLIGHS RD 2 EAST IDRIS RD	50	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
BOUNTY ST	50	30	30	Permanent	ISMP timeframe	Same	
BOURNE CRES	50	30	30	Permanent	ISMP timeframe	Same	
BRENT PL	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
BUSHBY PL	50	30	30	Permanent	ISMP timeframe	Same	
CHRISTIAN ST	50	30	30	Permanent	ISMP timeframe	Same	
CONDELL AVE	50	40	30	Permanent	ISMP timeframe	Different	Neighbourhood consistency. School and large residential retirement village. Local street rather than an urban connector.
DALRIADA ST	50	30	30	Permanent	ISMP timeframe	Same	
EARNSLAW CRES	50	30	30	Permanent	ISMP timeframe	Same	
FLOWER ST	50	30	30	Permanent	ISMP timeframe	Same	
HARRIS CRES 2 SHOPS / ACCESS	50	30	30	Permanent	ISMP timeframe	Same	
HARRIS CRES 1	50	30	30	Permanent	ISMP timeframe	Same	
HARRIS CRES 3 EAST TO #45	50	30	30	Permanent	ISMP timeframe	Same	
HOLLYFORD AVE	50	30	30	Permanent	ISMP timeframe	Same	
HOOKER AVE	50	30	30	Permanent	ISMP timeframe	Same	
HUDSON ST	50	30	30	Permanent	ISMP timeframe	Same	
JENNIFER ST	50	30	30	Permanent	ISMP timeframe	Same	
LYALL PL	50	30	30	Permanent	ISMP timeframe	Same	
MANOR PL	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
MARBLE WOOD DRV	50	30	30	Permanent	ISMP timeframe	Same	
MATSONS AVE	50	40	30	Permanent	ISMP timeframe	Different	Neighbourhood consistency. School and large residential retirement village. Local street rather than an urban connector.
MERTON PL	50	30	30	Permanent	ISMP timeframe	Same	
MORELAND AVE	50	30	30	Permanent	ISMP timeframe	Same	
MURDOCH ST	50	30	30	Permanent	ISMP timeframe	Same	
PITCAIRN CRES	50	30	30	Permanent	ISMP timeframe	Same	
RESOLUTION PL	50	30	30	Permanent	ISMP timeframe	Same	
RICHARDS AVE	50	30	30	Permanent	ISMP timeframe	Same	
ROSEWOOD PL	50	30	30	Permanent	ISMP timeframe	Same	
SAFFRON ST	50	30	30	Permanent	ISMP timeframe	Same	
SEALY PL	50	30	30	Permanent	ISMP timeframe	Same	
ST JAMES AVE	50	30	30	Permanent	ISMP timeframe	Same	
TILLMAN AVE	50	30	30	Permanent	ISMP timeframe	Same	
TORQUAY PL	50	30	30	Permanent	ISMP timeframe	Same	
TOTHILL PL	50	30	30	Permanent	ISMP timeframe	Same	
WALDEN PL	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
WALLACE ST	50	30	30	Permanent	ISMP timeframe	Same	
WINDERMERE RD	50	30	30	Permanent	ISMP timeframe	Same	
ABBOTTS PL	50	30	30	Permanent	ISMP timeframe	Same	
ABINGDON CRT	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
ALGIE PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
ALTHORP PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
AMESBURY MEWS	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
ANSONBY ST	50	30	30	Permanent	ISMP timeframe	Same	
ARUNDEL GATE	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
AUDLEY GATE	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
AVON GATE	50	30	30	Permanent	ISMP timeframe	Same	
BELLINGHAM PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
BENTLEY ST	50	30	30	Permanent	ISMP timeframe	Same	
BERKSHIRE DRV	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
BRIAR PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
BROCKHALL LANE	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
BUSCOT GATE	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
CALBREATH PL	50	30	30	Permanent	ISMP timeframe	Same	
CHESTERFIELD MEWS	50	30	30	Permanent	ISMP timeframe	Same	
CLAVERLEY GARDENS	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
CRICKLEWOOD PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
CUTTS RD	50	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
DELAWARE CRES	50	30	30	Permanent	ISMP timeframe	Same	
DINTON ST	50	30	30	Permanent	ISMP timeframe	Same	
DORFOLD MEWS	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
FAIRMILE PL	50	30	30	Permanent	ISMP timeframe	Same	
FELSTEAD PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
FENHALL ST	50	30	30	Permanent	ISMP timeframe	Same	
FOVANT ST	50	30	30	Permanent	ISMP timeframe	Same	
GERALDO PL	50	30	30	Permanent	ISMP timeframe	Same	
GLENBURN PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
GLENHARROW AVE	50	30	30	Permanent	ISMP timeframe	Same	
GREYSTOKE LANE	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
HARKNESS PL	50	30	30	Permanent	ISMP timeframe	Same	
HARLECH MEWS	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
HATFIELD PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
HAWTHORNDEN RD	50	80	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
HENRIDGE PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
HUNTINGDON PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
INGLEWOOD PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
KARNAK CRES	50	30	30	Permanent	ISMP timeframe	Same	
KEDLESTON DRV	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
KENT LODGE AVE	50	30	30	Permanent	ISMP timeframe	Same	
LARKHILL PL	50	30	30	Permanent	ISMP timeframe	Same	
LOMBARD PL	50	30	30	Permanent	ISMP timeframe	Same	
MANSON PL	50	30	30	Permanent	ISMP timeframe	Same	
MIRFIELD PL	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
OAKHURST PL	50	30	30	Permanent	ISMP timeframe	Same	
OSTEND PL	50	30	30	Permanent	ISMP timeframe	Same	
PARKVIEW PL	50	30	30	Permanent	ISMP timeframe	Same	
PENWOOD ST	50	30	30	Permanent	ISMP timeframe	Same	
PINEHURST CRES	50	30	30	Permanent	ISMP timeframe	Same	
PRIORSFORD CRT	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
RINGWOOD PL	50	30	30	Permanent	ISMP timeframe	Same	
SPRINGHILL ST	50	30	30	Permanent	ISMP timeframe	Same	
TALLTREE AVE	50	30	30	Permanent	ISMP timeframe	Same	
TAVISTOCK PL	50	30	30	Permanent	ISMP timeframe	Same	
THORESBY MEWS	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
WARDOUR MEWS	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
WESTGROVE AVE	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
WILTSHIRE MEWS	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
WOODBURY ST	50	30	30	Permanent	ISMP timeframe	Same	
WOODSTOCK PL	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
WYATT PL	50	30	30	Permanent	ISMP timeframe	Same	
YARDLEY ST	50	30	30	Permanent	ISMP timeframe	Same	
BEATRICE PL	50	30	30	Permanent	ISMP timeframe	Same	
BENDALE PL	50	30	30	Permanent	ISMP timeframe	Same	
BROOKBY CRES	50	30	30	Permanent	ISMP timeframe	Same	
DELPH ST	50	30	30	Permanent	ISMP timeframe	Same	
DERENZY PL	50	30	30	Permanent	ISMP timeframe	Same	
DUNROBIN PL	50	30	30	Permanent	ISMP timeframe	Same	
ELWYN PL	50	30	30	Permanent	ISMP timeframe	Same	
FARNDALE PL	50	30	30	Permanent	ISMP timeframe	Same	
GAINFORD ST	50	30	30	Permanent	ISMP timeframe	Same	
GREENDALE AVE	50	30	30	Permanent	ISMP timeframe	Same	
HAWKSWOOD PL	50	30	30	Permanent	ISMP timeframe	Same	
KYEBURN PL	50	30	30	Permanent	ISMP timeframe	Same	
MERRIN ST	50	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
OAKDALE ST	50	30	30	Permanent	ISMP timeframe	Same	
RADBROOK ST	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
RAVENNA ST	50	30	30	Permanent	ISMP timeframe	Same	
ROSEDALE PL	50	30	30	Permanent	ISMP timeframe	Same	
SHAFTESBURY ST	50	30	30	Permanent	ISMP timeframe	Same	
SHIRLDALE PL	50	30	30	Permanent	ISMP timeframe	Same	
STORMONT PL	50	30	30	Permanent	ISMP timeframe	Same	
STRATHEAN AVE	50	30	30	Permanent	ISMP timeframe	Same	
SWITHLAND PL	50	30	30	Permanent	ISMP timeframe	Same	
BRACKENDALE PL	50	30	30	Permanent	ISMP timeframe	Same	
BRACO PL	50	30	30	Permanent	ISMP timeframe	Same	
BULLOCK PL	50	30	30	Permanent	ISMP timeframe	Same	
BURROWS PL	50	30	30	Permanent	ISMP timeframe	Same	
CAMELOT ST	50	30	30	Permanent	ISMP timeframe	Same	
CARRUTHERS ST	50	30	30	Permanent	ISMP timeframe	Same	
CHEVRON PL	50	30	30	Permanent	ISMP timeframe	Same	
CONISTON AVE	50	30	30	Permanent	ISMP timeframe	Same	
GLENAVON PL	50	30	30	Permanent	ISMP timeframe	Same	
GOTHIC PL	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
GUINNESS CRES	50	30	30	Permanent	ISMP timeframe	Same	
HADLOW PL	50	30	30	Permanent	ISMP timeframe	Same	
HANOVER PL	50	30	30	Permanent	ISMP timeframe	Same	
HOUNSLOW ST	50	30	30	Permanent	ISMP timeframe	Same	
LONGMUIR ST	50	30	30	Permanent	ISMP timeframe	Same	
PARKINSON PL	50	30	30	Permanent	ISMP timeframe	Same	
POWELL CRES	50	30	30	Permanent	ISMP timeframe	Same	
PULFORD PL	50	30	30	Permanent	ISMP timeframe	Same	
RAXWORTHY ST	50	30	30	Permanent	ISMP timeframe	Same	
SEAGRAVE PL 1 OFF RAXWORTHY ST	50	30	30	Permanent	ISMP timeframe	Same	
ST CLIO ST	50	30	30	Permanent	ISMP timeframe	Same	
TUDOR AVE	50	30	30	Permanent	ISMP timeframe	Same	
WAIMAIRI RD 3 ACCESS #262-280	50	30	30	Permanent	ISMP timeframe	Same	
WAIMAIRI RD SHOPS / SERVICE LANE	50	30	30	Permanent	ISMP timeframe	Same	
WENTWORTH ST	50	30	30	Permanent	ISMP timeframe	Same	
WESTBURN TCE	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
AORANGI RD (Ilam to Clyde)	50	40	30	Permanent	ISMP timeframe	Different	Neighbourhood consistency
ASHFIELD PL	50	30	30	Permanent	ISMP timeframe	Same	
ATLEE CRES	50	30	30	Permanent	ISMP timeframe	Same	
BARLOW ST	50	30	30	Permanent	ISMP timeframe	Same	
BEVIN PL	50	30	30	Permanent	ISMP timeframe	Same	
BRAITHWAITE ST	50	30	30	Permanent	ISMP timeframe	Same	
CHATEAU DRV	50	30	30	Permanent	ISMP timeframe	Same	
CHILCOMBE ST	50	30	30	Permanent	ISMP timeframe	Same	
COLDSTREAM CRT	50	30	30	Permanent	ISMP timeframe	Same	
COTTESMORE CLOSE	50	30	30	Permanent	ISMP timeframe	Same	
DERWENT ST	50	30	30	Permanent	ISMP timeframe	Same	
FARNHAM PL	50	30	30	Permanent	ISMP timeframe	Same	
FLAY CRES	50	30	30	Permanent	ISMP timeframe	Same	
GREERS RD 1 SOUTH GRAHAMS RD	50	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
GUILDFORD ST	50	30	30	Permanent	ISMP timeframe	Same	
HAMILTON AVE	50	30	30	Permanent	ISMP timeframe	Same	
HAMPTON PL	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
HEATH ST	50	30	30	Permanent	ISMP timeframe	Same	
ILAM RD	50	40	30/40	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
ILKLEY PL	50	30	30	Permanent	ISMP timeframe	Same	
JOYCE CRES	50	30	30	Permanent	ISMP timeframe	Same	
KARO PL	50	30	30	Permanent	ISMP timeframe	Same	
LOTHIAN ST	50	30	30	Permanent	ISMP timeframe	Same	
MATISSE PL	50	30	30	Permanent	ISMP timeframe	Same	
MEMORIAL AVE FENDALTON TO GREERS	50	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
MEMORIAL AVE 3 NORTH /TO RUSSLEY RD	60	40	50	Permanent	ISMP timeframe	Different	Transition to 50km/h from 60km/h - Includes 30km/h variable for School Zone
MEMORIAL AVE SOUTH /TO RUSSLEY RD	60	40	50	Permanent	ISMP timeframe	Different	Transition to 50km/h from 60km/h - Includes 30km/h variable for School Zone
MOORPARK PL	50	30	30	Permanent	ISMP timeframe	Same	
MORLEY ST	50	30	30	Permanent	ISMP timeframe	Same	
NEWBRIDGE PL	50	30	30	Permanent	ISMP timeframe	Same	
NYTON PL	50	30	30	Permanent	ISMP timeframe	Same	
OTARA ST	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
REMBRANDT PL 1 OFF GRAHAMS RD EAST	50	30	30	Permanent	ISMP timeframe	Same	
RUBENS PL	50	30	30	Permanent	ISMP timeframe	Same	
RYELAND AVE	50	30	30	Permanent	ISMP timeframe	Same	
SANDRINGHAM PL	50	30	30	Permanent	ISMP timeframe	Same	
SEVENOAKS DRV	50	30	30	Permanent	ISMP timeframe	Same	
SPRINGBANK ST	50	30	30	Permanent	ISMP timeframe	Same	
SWANLEIGH PL	50	30	30	Permanent	ISMP timeframe	Same	
TRUMAN RD	50	30	30	Permanent	ISMP timeframe	Same	
TUIRAU PL	50	30	30	Permanent	ISMP timeframe	Same	
WADELEY RD	50	30	30	Permanent	ISMP timeframe	Same	
WADHURST PL	50	30	30	Permanent	ISMP timeframe	Same	
WAIRAKEI RD SHOPS / SERVICE LANE	50	30	30	Permanent	ISMP timeframe	Same	
WAYSIDE AVE	50	30	30	Permanent	ISMP timeframe	Same	
WILFRID ST	50	30	30	Permanent	ISMP timeframe	Same	
ASHBY PL	50	30	30	Permanent	ISMP timeframe	Same	
BATEMAN AVE	50	30	30	Permanent	ISMP timeframe	Same	
BRADNOR RD	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
BROOKSIDE TCE	50	30	30	Permanent	ISMP timeframe	Same	
BRYNDWR RD	50	30	30	Permanent	ISMP timeframe	Same	
CHEPSTOW AVE	50	30	30	Permanent	ISMP timeframe	Same	
CHISLEHURST PL	50	30	30	Permanent	ISMP timeframe	Same	
COLWYN ST	50	30	30	Permanent	ISMP timeframe	Same	
EDEN PL	50	30	30	Permanent	ISMP timeframe	Same	
ELMWOOD RD	50	30	30	Permanent	ISMP timeframe	Same	
EVATT ST	50	30	30	Permanent	ISMP timeframe	Same	
GALWAY AVE	50	30	30	Permanent	ISMP timeframe	Same	
GARREG RD	50	30	30	Permanent	ISMP timeframe	Same	
GLANDOVEY RD	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h. Recommend change to ONF category
IDRIS RD	50	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
JEFFREYS RD	50	30	30	Permanent	ISMP timeframe	Same	
LADBROKES PL	50	30	30	Permanent	ISMP timeframe	Same	
LLOYD ST	50	30	30	Permanent	ISMP timeframe	Same	
MAELOR PL	50	30	30	Permanent	ISMP timeframe	Same	
NEWALL AVE	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
ORKNEY ST	50	30	30	Permanent	ISMP timeframe	Same	
PENTLOW PL	50	30	30	Permanent	ISMP timeframe	Same	
PLYNLIMON RD	50	30	30	Permanent	ISMP timeframe	Same	
RHYL PL	50	30	30	Permanent	ISMP timeframe	Same	
ROCHFORD PL	50	30	30	Permanent	ISMP timeframe	Same	
SNOWDON RD	50	30	30	Permanent	ISMP timeframe	Same	
ST WINIFREDS PL	50	30	30	Permanent	ISMP timeframe	Same	
TAYLORS AVE	50	30	30	Permanent	ISMP timeframe	Same	
THORNYCROFT ST	50	30	30	Permanent	ISMP timeframe	Same	
VERRAN PL	50	30	30	Permanent	ISMP timeframe	Same	
WAI-ITI TCE	50	30	30	Permanent	ISMP timeframe	Same	
WAIWETU ST	50	30	30	Permanent	ISMP timeframe	Same	
AKELA ST	50	30	30	Permanent	ISMP timeframe	Same	
ALLISTER AVE	50	30	30	Permanent	ISMP timeframe	Same	
ALPHA AVE	50	30	30	Permanent	ISMP timeframe	Same	
ANDOVER ST	50	30	30	Permanent	ISMP timeframe	Same	
BRECHLEY AVE	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
CHELTENHAM ST	50	30	30	Permanent	ISMP timeframe	Same	
CHURCH LANE	50	30	30	Permanent	ISMP timeframe	Same	
CIRCUIT ST	50	30	30	Permanent	ISMP timeframe	Same	
CLIFFORD AVE	50	30	30	Permanent	ISMP timeframe	Same	
CLISSOLD ST	50	30	30	Permanent	ISMP timeframe	Same	
COLLEGE AVE	50	30	30	Permanent	ISMP timeframe	Same	
COX ST	50	30	30	Permanent	ISMP timeframe	Same	
DEANS AVE 2 WEST	50	50	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
DENVIR ST	50	30	30	Permanent	ISMP timeframe	Same	
DESMOND ST	50	30	30	Permanent	ISMP timeframe	Same	
EXETER ST	50	30	30	Permanent	ISMP timeframe	Same	
FENDALTON RD 1 SOUTH	50	50	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
FULTON AVE	50	30	30	Permanent	ISMP timeframe	Same	
GARDEN RD	50	30	30	Permanent	ISMP timeframe	Same	
HALTON ST 1 WEST WATFORD ST	50	30	30	Permanent	ISMP timeframe	Same	
HALTON ST 2 EAST WATFORD ST	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
HARPER AVE 2 SOUTH	50	50	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
HARTLEY AVE	50	30	30	Permanent	ISMP timeframe	Same	
HAWTHORNE ST	50	30	30	Permanent	ISMP timeframe	Same	
HEATON ST	50	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
HELMORES LANE	50	30	30	Permanent	ISMP timeframe	Same	
HEWITTS RD	50	30	30	Permanent	ISMP timeframe	Same	
HIGHGATE AVE	50	30	30	Permanent	ISMP timeframe	Same	
HOLMWOOD RD	50	30	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
JACKSONS RD	50	30	30	Permanent	ISMP timeframe	Same	
KAIN AVE	50	30	30	Permanent	ISMP timeframe	Same	
LANSBURY AVE	50	30	30	Permanent	ISMP timeframe	Same	
LEES RD	50	30	30	Permanent	ISMP timeframe	Same	
LEINSTER RD	50	30	30	Permanent	ISMP timeframe	Same	
MERIVALE LANE	50	30	30	Permanent	ISMP timeframe	Same	
MILLBROOK RESERVE ACCESS	50	30	30	Permanent	ISMP timeframe	Same	
NASEBY ST	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
NORMANS RD	50	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
NORMANS RD	50	30	30	Permanent	ISMP timeframe	Same	
OFFICE RD 2 EAST OF WINCHESTER ST	50	30	30	Permanent	ISMP timeframe	Same	
OFFICE RD 1 WEST OF WINCHESTER ST	50	30	30	Permanent	ISMP timeframe	Same	
PAPANUI RD	50	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
PEEL ST	50	30	30	Permanent	ISMP timeframe	Same	
POYNDER AVE	50	30	30	Permanent	ISMP timeframe	Same	
QUEENS AVE	50	30	30	Permanent	ISMP timeframe	Same	
RASTRICK ST	50	30	30	Permanent	ISMP timeframe	Same	
REPTON ST	50	30	30	Permanent	ISMP timeframe	Same	
RHODES ST 1 WEST ROSSALL ST	50	30	30	Permanent	ISMP timeframe	Same	
RHODES ST 2 EAST ROSSALL ST	50	30	30	Permanent	ISMP timeframe	Same	
ROSSALL ST	50	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
RUGBY ST	50	30	30	Permanent	ISMP timeframe	Same	
SEARELLS RD	50	30	30	Permanent	ISMP timeframe	Same	
SHREWSBURY ST	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
ST ANDREWS SQ 2 S/E ACCESS	50	30	30	Permanent	ISMP timeframe	Same	
ST ANDREWS SQ 1	50	30	30	Permanent	ISMP timeframe	Same	
STIRLING ST	50	30	30	Permanent	ISMP timeframe	Same	
STRATFORD ST	50	30	30	Permanent	ISMP timeframe	Same	
TONBRIDGE ST	50	30	30	Permanent	ISMP timeframe	Same	
URUNGA AVE	50	30	30	Permanent	ISMP timeframe	Same	
WAIRARAPA TCE 2 EAST GARDEN RD	50	30	30	Permanent	ISMP timeframe	Same	
WAIRARAPA TCE 1 WEST GARDEN RD	50	30	30	Permanent	ISMP timeframe	Same	
WALNUT AVE	50	30	30	Permanent	ISMP timeframe	Same	
WATFORD ST	50	30	30	Permanent	ISMP timeframe	Same	
WINCHESTER ST	50	30	30	Permanent	ISMP timeframe	Same	
WROXTON TCE	50	30	30	Permanent	ISMP timeframe	Same	
ARCHDALL PL	50	30	30	Permanent	ISMP timeframe	Same	
ATHOL TCE 1 WEST PEER ST	50	30	30	Permanent	ISMP timeframe	Same	
AVONHEAD RD 1	50	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
BALRUDRY ST 1 SOUTH STAVELEY ST	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
BALRUDRY ST 2 NORTH STAVELEY ST	50	30	30	Permanent	ISMP timeframe	Same	
BANFF PL	50	30	30	Permanent	ISMP timeframe	Same	
BEVINGTON ST	50	30	30	Permanent	ISMP timeframe	Same	
BIRKENHEAD ST	50	30	30	Permanent	ISMP timeframe	Same	
BRIGADOON PL	50	30	30	Permanent	ISMP timeframe	Same	
BROADFELL AVE	50	30	30	Permanent	ISMP timeframe	Same	
BRODIE ST	50	40	30	Permanent	ISMP timeframe	Different	Neighbourhood consistency
CAMBERWELL PL	50	30	30	Permanent	ISMP timeframe	Same	
CAMROSE PL	50	30	30	Permanent	ISMP timeframe	Same	
COLINA ST	50	30	30	Permanent	ISMP timeframe	Same	
CORFE ST	50	30	30	Permanent	ISMP timeframe	Same	
DALRYE PL	50	30	30	Permanent	ISMP timeframe	Same	
DOVEDALE AVE	50	30	30	Permanent	ISMP timeframe	Same	
GATONBY PL	50	30	30	Permanent	ISMP timeframe	Same	
GLENSIDE AVE	50	30	30	Permanent	ISMP timeframe	Same	
GODFREY PL	50	30	30	Permanent	ISMP timeframe	Same	
HARE ST	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
HARROWDALE DRV	50	30	30	Permanent	ISMP timeframe	Same	
HIGHFIELD PL	50	30	30	Permanent	ISMP timeframe	Same	
HIGHLAND PL	50	30	30	Permanent	ISMP timeframe	Same	
HILLCREST PL 1	50	30	30	Permanent	ISMP timeframe	Same	
HOLDERNESS PL	50	30	30	Permanent	ISMP timeframe	Same	
ILAM PARK PL	50	30	30	Permanent	ISMP timeframe	Same	
JAMELL PL	50	30	30	Permanent	ISMP timeframe	Same	
KIRKDALE PL	50	30	30	Permanent	ISMP timeframe	Same	
LODGE PL	50	30	30	Permanent	ISMP timeframe	Same	
LYNFIELD AVE	50	30	30	Permanent	ISMP timeframe	Same	
MAYDELL ST	50	30	30	Permanent	ISMP timeframe	Same	
MCLELLAN PL	50	30	30	Permanent	ISMP timeframe	Same	
MONTCLARE AVE	50	30	30	Permanent	ISMP timeframe	Same	
NORTONS RD	50	30	30	Permanent	ISMP timeframe	Same	
PARKSTONE AVE	50	40	30	Permanent	ISMP timeframe	Different	Neighbourhood consistency
PARR PL	50	30	30	Permanent	ISMP timeframe	Same	
RACHEL PL	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
RUTHERGLEN AVE	50	30	30	Permanent	ISMP timeframe	Same	
SAYERS CRES	50	30	30	Permanent	ISMP timeframe	Same	
SOLWAY AVE	50	40	30	Permanent	ISMP timeframe	Different	Neighbourhood consistency
STAVELEY ST	50	40	40	Permanent	ISMP timeframe	Same	
STAVELEY ST SHOPS / SERVICE LANE	50	30	30	Permanent	ISMP timeframe	Same	
STORRY PL	50	30	30	Permanent	ISMP timeframe	Same	
TINTERN AVE	50	30	30	Permanent	ISMP timeframe	Same	
TOORAK AVE	50	30	30	Permanent	ISMP timeframe	Same	
TRIPP PL	50	30	30	Permanent	ISMP timeframe	Same	
TYNDALE PL	50	30	30	Permanent	ISMP timeframe	Same	
VILLA GROVE	50	30	30	Permanent	ISMP timeframe	Same	
WESTMONT ST	50	30	30	Permanent	ISMP timeframe	Same	
WITTYS RD	50	30	30	Permanent	ISMP timeframe	Same	
WORTHY ST	50	30	30	Permanent	ISMP timeframe	Same	
BALGAY ST	50	30	30	Permanent	ISMP timeframe	Same	
CLONBERN PL	50	30	30	Permanent	ISMP timeframe	Same	
CLYDE RD	50	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
CREYKE RD	50	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
GIRVAN ST	50	30	30	Permanent	ISMP timeframe	Same	
HANRAHAN ST	50	30	30	Permanent	ISMP timeframe	Same	
HINAU ST	30	30	30	Permanent	ISMP timeframe	Same	
ILAM RD	50	40	30	Permanent	ISMP timeframe	Different	Neighbourhood consistency
ILAM RD	40	30	30	Permanent	ISMP timeframe	Same	
ILAM RD	40	40	30	Permanent	ISMP timeframe	Different	Neighbourhood consistency
KAHU RD 2 WEST KOTARE ST	50	30	30	Permanent	ISMP timeframe	Same	
KARAMU ST	50	30	30	Permanent	ISMP timeframe	Same	
KIRKWOOD AVE	40	30	30	Permanent	ISMP timeframe	Same	
KONINI ST	50	30	30	Permanent	ISMP timeframe	Same	
MEDBURY TCE 1 OFF CLYDE RD	50	30	30	Permanent	ISMP timeframe	Same	
MEDBURY TCE 2 OFF KOTARE ST	50	30	30	Permanent	ISMP timeframe	Same	
MILNEBANK ST	50	30	30	Permanent	ISMP timeframe	Same	
MIRO ST	30	30	30	Permanent	ISMP timeframe	Same	
MONTANA AVE	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
NEWNHAM TCE	50	30	30	Permanent	ISMP timeframe	Same	
NGAHERE ST	30	30	30	Permanent	ISMP timeframe	Same	
PURIRI ST	50	30	30	Permanent	ISMP timeframe	Same	
ROUNTREE ST	50	30	30	Permanent	ISMP timeframe	Same	
ROUNTREE ST SHOPS / SERVICE LANE	50	30	30	Permanent	ISMP timeframe	Same	
RUDLEIGH AVE	50	30	30	Permanent	ISMP timeframe	Same	
SISKA PL	50	30	30	Permanent	ISMP timeframe	Same	
TOTARA ST	50	30	30	Permanent	ISMP timeframe	Same	
AYR ST	50	30	30	Permanent	ISMP timeframe	Same	
DARESBUURY LANE	50	30	30	Permanent	ISMP timeframe	Same	
DARVEL ST	50	30	30	Permanent	ISMP timeframe	Same	
DEANS AVE 3 EAST	50	50	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
HARAKEKE ST	50	30	30	Permanent	ISMP timeframe	Same	
HEATHFIELD AVE	50	30	30	Permanent	ISMP timeframe	Same	
JANE DEANS CLOSE	50	30	30	Permanent	ISMP timeframe	Same	
KAHU RD 1 EAST KOTARE ST	50	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
KIWI RD	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
TE KURA ST	50	30	30	Permanent	ISMP timeframe	Same	
MAKORA ST	50	30	30	Permanent	ISMP timeframe	Same	
MATAI ST 2 WEST RLY LINE	50	30	30	Permanent	ISMP timeframe	Same	
MATAI ST 1 EAST RLY LINE	50	30	30	Permanent	ISMP timeframe	Same	
MONA VALE AVE	50	30	30	Permanent	ISMP timeframe	Same	
NIKAU PL	50	30	30	Permanent	ISMP timeframe	Same	
ROA RD	50	30	30	Permanent	ISMP timeframe	Same	
ROCHDALE ST	50	30	30	Permanent	ISMP timeframe	Same	
ROYDS ST	50	30	30	Permanent	ISMP timeframe	Same	
STRAVEN RD	50	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
TUI ST	50	30	30	Permanent	ISMP timeframe	Same	
WEKA ST	50	30	30	Permanent	ISMP timeframe	Same	
WOOD LANE	50	30	30	Permanent	ISMP timeframe	Same	
ADA WELLS CT	50	30	30	Permanent	ISMP timeframe	Same	
AMURI ST	50	30	30	Permanent	ISMP timeframe	Same	
ARIKI PL	50	30	30	Permanent	ISMP timeframe	Same	
AURORA ST	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
BELLA ROSA DRV	50	30	30	Permanent	ISMP timeframe	Same	
BUCHANANS RD	50	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
CATALUNA PL	50	30	30	Permanent	ISMP timeframe	Same	
CHESTNUT AVE	50	30	30	Permanent	ISMP timeframe	Same	
GILBERTHORPES RD	50	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
HEI HEI RD	50	30	30	Permanent	ISMP timeframe	Same	
JEREZ PL	50	30	30	Permanent	ISMP timeframe	Same	
KANIERE AVE	50	30	30	Permanent	ISMP timeframe	Same	
KERI PL	50	30	30	Permanent	ISMP timeframe	Same	
KUMARA PL	50	30	30	Permanent	ISMP timeframe	Same	
MANURERE ST	50	30	30	Permanent	ISMP timeframe	Same	
MARY CARPENTER AVE	50	30	30	Permanent	ISMP timeframe	Same	
MARYMERE PL	50	30	30	Permanent	ISMP timeframe	Same	
MOERAKI PL	50	30	30	Permanent	ISMP timeframe	Same	
NGATA PL	50	30	30	Permanent	ISMP timeframe	Same	
OKUKU PL	50	30	30	Permanent	ISMP timeframe	Same	
RANUI ST	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
RUBICON PL	50	30	30	Permanent	ISMP timeframe	Same	
SMARTS RD	50	30	30	Permanent	ISMP timeframe	Same	
TAUIWI CRES	50	30	30	Permanent	ISMP timeframe	Same	
TAURIMA ST	50	30	30	Permanent	ISMP timeframe	Same	
TINOKORE ST	50	30	30	Permanent	ISMP timeframe	Same	
TIRANGI ST	50	30	30	Permanent	ISMP timeframe	Same	
WATERLOO RD	50	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
WHELAN PL	50	30	30	Permanent	ISMP timeframe	Same	
WYCOLA AVE	50	30	30	Permanent	ISMP timeframe	Same	
WYCOLA AVE SHOPS / SERVICE LANE	50	30	30	Permanent	ISMP timeframe	Same	
ALGIDUS ST	50	30	30	Permanent	ISMP timeframe	Same	
BETWIN AVE	50	30	30	Permanent	ISMP timeframe	Same	
BOWMAN PL	50	30	30	Permanent	ISMP timeframe	Same	
COLMAN AVE	50	30	30	Permanent	ISMP timeframe	Same	
CRAVEN ST	50	30	30	Permanent	ISMP timeframe	Same	
GLADSON AVE	50	30	30	Permanent	ISMP timeframe	Same	
GREENHURST ST SHOPS / SERVICE LANE	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
GREENHURST ST	50	30	30	Permanent	ISMP timeframe	Same	
IMPALA PL	50	30	30	Permanent	ISMP timeframe	Same	
LUDECKE PL	50	30	30	Permanent	ISMP timeframe	Same	
MAIN SOUTH RD 1	50	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
MARSHWOOD PL	50	30	30	Permanent	ISMP timeframe	Same	
MIDDLEPARK RD	50	30	30	Permanent	ISMP timeframe	Same	
MIDDLEPARK RD	50	30	30	Permanent	ISMP timeframe	Same	
TAKARO AVE	50	30	30	Permanent	ISMP timeframe	Same	
WEAVER PL	50	30	30	Permanent	ISMP timeframe	Same	
ANGELA ST	50	30	30	Permanent	ISMP timeframe	Same	
ATHOL TCE EAST PEER ST	50	30	30	Permanent	ISMP timeframe	Same	
BOWEN ST	50	30	30	Permanent	ISMP timeframe	Same	
BRAKE ST	50	30	30	Permanent	ISMP timeframe	Same	
KILTIE ST	50	30	30	Permanent	ISMP timeframe	Same	
LESLIE ST	50	30	30	Permanent	ISMP timeframe	Same	
READING ST	50	30	30	Permanent	ISMP timeframe	Same	
YALDHURST RD 1	50	50	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
ZZ SERVICE LANE OFF ANGELA ST	50	30	30	Permanent	ISMP timeframe	Same	
ZZ SERVICE LANE OFF BRAKE ST	50	30	30	Permanent	ISMP timeframe	Same	
BANKS ST	50	30	30	Permanent	ISMP timeframe	Same	School variable - Defer underlying speed changes to SMP
KIRK RD	50	30	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
HASKETTS RD	50	60	30	Permanent	ISMP timeframe	Different	Neighbourhood consistency
SCHOOL RD YALDHURST 1	50	30	30	Permanent	ISMP timeframe	Same	
SCHOOL RD YALDHURST 2 ACCESS EAST	50	30	30	Permanent	ISMP timeframe	Same	
SAWYERS ARMS RD 2 N/W NORTHCOTE RD	50	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
CAWOOD TCE	50	60	40	Permanent	ISMP timeframe	Different	
GEORGE OLIVER PL	50	60	40	Permanent	ISMP timeframe	Different	
GILLESPIES RD	50	50	40	Permanent	ISMP timeframe	Different	
KAINGA RD	50	50	40	Permanent	ISMP timeframe	Different	
KAINGA RD (RIVERLEA EAST FOR 150m APPROX)	60	60	40	Permanent	ISMP timeframe	Different	
OURBRIDGE ST	50	60	40	Permanent	ISMP timeframe	Different	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
PIKES TRK	50	60	40	Permanent	ISMP timeframe	Different	
RIVERLEA ESTATE DRV 1 OFF KAINGA R	50	60	40	Permanent	ISMP timeframe	Different	
SAVAGE ST	50	60	40	Permanent	ISMP timeframe	Different	
SEDDON ST PAPANUI	50	60	40	Permanent	ISMP timeframe	Different	
CASTILE PL	50	30	30	Permanent	ISMP timeframe	Same	
HALLIGAN PL	50	30	30	Permanent	ISMP timeframe	Same	
HOSSACK CLOSE	50	30	30	Permanent	ISMP timeframe	Same	
KIMBRACE PL	50	30	30	Permanent	ISMP timeframe	Same	
PENTLAND DRV	50	30	30	Permanent	ISMP timeframe	Same	
SHANNON PL	50	30	30	Permanent	ISMP timeframe	Same	
SHENLEY DRV	50	30	30	Permanent	ISMP timeframe	Same	
STABLE WAY	50	30	30	Permanent	ISMP timeframe	Same	
TAHI PL	50	30	30	Permanent	ISMP timeframe	Same	
THOMPSONS RD 2 EAST PENTLAND DRV	50	30	30	Permanent	ISMP timeframe	Same	
THOMPSONS RD 1 WEST PENTLAND DRV	50	30	30	Permanent	ISMP timeframe	Same	
WENDON MEWS	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
TURNERS RD	60	60	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
BEESTON PL	50	30	30	Permanent	ISMP timeframe	Same	
CREESE PL	50	30	30	Permanent	ISMP timeframe	Same	
DENNISTON CRES	50	30	30	Permanent	ISMP timeframe	Same	
FREEBAIRN ST 1	50	30	30	Permanent	ISMP timeframe	Same	
GOODALL PL	50	30	30	Permanent	ISMP timeframe	Same	
JENKINS AVE	50	30	30	Permanent	ISMP timeframe	Same	
LOWRY AVE	50	30	30	Permanent	ISMP timeframe	Same	
MONTEATH PL	50	30	30	Permanent	ISMP timeframe	Same	
MURCHISON AVE	50	30	30	Permanent	ISMP timeframe	Same	
PRESTONS RD	50	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
PRESTONS RD	50	40	50	Permanent	ISMP timeframe	Different	
PYATT PL 1	50	30	30	Permanent	ISMP timeframe	Same	
SOLOMON AVE	50	30	30	Permanent	ISMP timeframe	Same	
STRACK PL	50	30	30	Permanent	ISMP timeframe	Same	
WAKELIN PL	50	30	30	Permanent	ISMP timeframe	Same	
TE KORARI ST	40	30	30/40	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
PRESTONS RD	60	40	50	Permanent	ISMP timeframe	Different	Reduction from 60, transition to lower limit
CRANFORD ST 4 NORTH CNC RNBT	50	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
FRASER ST	50	30	30	Permanent	ISMP timeframe	Same	
PROVIDENCE PL 1 OFF GRIMSEYS RD	50	30	30	Permanent	ISMP timeframe	Same	
PROVIDENCE PL 2 OFF PROVIDENCE PL	50	30	30	Permanent	ISMP timeframe	Same	
RAMORE PL	50	30	30	Permanent	ISMP timeframe	Same	
WINTERS RD 1 WEST FRASER ST	50	30	30	Permanent	ISMP timeframe	Same	
WINTERS RD 2 EAST FRASER ST	50	30	30	Permanent	ISMP timeframe	Same	
AHAURA ST	50	30	40	Permanent	ISMP timeframe	Different	Consistency with Prestons Park north (transitional)
ALEXANDRINA ST	50	30	40	Permanent	ISMP timeframe	Different	Consistency with Prestons Park north (transitional)
ALPINE VIEW LANE	50	30	40	Permanent	ISMP timeframe	Different	Consistency with Prestons Park north (transitional)
ARAUCANA WAY	50	30	40	Permanent	ISMP timeframe	Different	Consistency with Prestons Park north (transitional)
AVIEMORE DR	50	30	40	Permanent	ISMP timeframe	Different	Consistency with Prestons Park north (transitional)
BLUESTONE DRV 1 TO ROCKPORT PL	50	30	40	Permanent	ISMP timeframe	Different	Consistency with Prestons Park north (transitional)
BLUESTONE DRV 2 FROM ROCKPORT PL	50	30	40	Permanent	ISMP timeframe	Different	Consistency with Prestons Park north (transitional)

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
BROOKLANDS ST	50	30	40	Permanent	ISMP timeframe	Different	Consistency with Prestons Park north (transitional)
CALDER ST	50	30	40	Permanent	ISMP timeframe	Different	Consistency with Prestons Park north (transitional)
CAMEO GROVE	50	30	40	Permanent	ISMP timeframe	Different	Consistency with Prestons Park north (transitional)
CATLIN ST	50	30	40	Permanent	ISMP timeframe	Different	Consistency with Prestons Park north (transitional)
CHANDLERS ST	50	30	40	Permanent	ISMP timeframe	Different	Consistency with Prestons Park north (transitional)
DENNY ST	50	30	40	Permanent	ISMP timeframe	Different	Consistency with Prestons Park north (transitional)
DONNE ST	50	30	40	Permanent	ISMP timeframe	Different	Consistency with Prestons Park north (transitional)
ELLESMERE ST	50	30	40	Permanent	ISMP timeframe	Different	Consistency with Prestons Park north (transitional)
EMMA ST	50	30	40	Permanent	ISMP timeframe	Different	Consistency with Prestons Park north (transitional)
EVELYN CRES	50	30	40	Permanent	ISMP timeframe	Different	Consistency with Prestons Park north (transitional)
GEORGINA ST	50	30	40	Permanent	ISMP timeframe	Different	Consistency with Prestons Park north (transitional)
GREENBANK PL	50	30	40	Permanent	ISMP timeframe	Different	Consistency with Prestons Park north (transitional)
GUYON ST	50	30	40	Permanent	ISMP timeframe	Different	Consistency with Prestons Park north (transitional)
HENRIETTA ST	50	30	40	Permanent	ISMP timeframe	Different	Consistency with Prestons Park north (transitional)

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
HIDEAWAY GATE	50	30	30	Permanent	ISMP timeframe	Same	
HOFFMAN ST	50	30	40	Permanent	ISMP timeframe	Different	Consistency with Prestons Park north (transitional)
JOHN LINDSAY WAY	50	30	40	Permanent	ISMP timeframe	Different	Consistency with Prestons Park north (transitional)
JOHN MOREL PL	50	30	40	Permanent	ISMP timeframe	Different	Consistency with Prestons Park north (transitional)
KATRINE DR	50	30	40	Permanent	ISMP timeframe	Different	Consistency with Prestons Park north (transitional)
LAKEBRIDGE PL	50	30	40	Permanent	ISMP timeframe	Different	Consistency with Prestons Park north (transitional)
LAMBIES ST	50	30	40	Permanent	ISMP timeframe	Different	Consistency with Prestons Park north (transitional)
LEADER ST	50	30	40	Permanent	ISMP timeframe	Different	Consistency with Prestons Park north (transitional)
LEN HALE PL	50	30	40	Permanent	ISMP timeframe	Different	Consistency with Prestons Park north (transitional)
LETITIA ST	50	30	40	Permanent	ISMP timeframe	Different	Consistency with Prestons Park north (transitional)
LIMES AVE	50	30	40	Permanent	ISMP timeframe	Different	Consistency with Prestons Park north (transitional)
MCKERROW ST	50	30	40	Permanent	ISMP timeframe	Different	Consistency with Prestons Park north (transitional)
MERINO ST	50	30	40	Permanent	ISMP timeframe	Different	Consistency with Prestons Park north (transitional)
MILKERS GATE	50	30	30	Permanent	ISMP timeframe	Same	
MILLPOND PL	50	30	40	Permanent	ISMP timeframe	Different	Consistency with Prestons Park north (transitional)

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
MINCHIN ST	50	30	40	Permanent	ISMP timeframe	Different	Consistency with Prestons Park north (transitional)
NEDERLAND AVE	50	30	30	Permanent	ISMP timeframe	Same	
OASIS GROVE	50	30	40	Permanent	ISMP timeframe	Different	Consistency with Prestons Park north (transitional)
PAJET ST	50	30	40	Permanent	ISMP timeframe	Different	Consistency with Prestons Park north (transitional)
PIERCE ST	50	30	40	Permanent	ISMP timeframe	Different	Consistency with Prestons Park north (transitional)
PRESTONS PARK DR	50	30	40	Permanent	ISMP timeframe	Different	Consistency with Prestons Park north (transitional)
ROCKPORT PL	50	30	40	Permanent	ISMP timeframe	Different	Consistency with Prestons Park north (transitional)
ROYS ST	50	30	40	Permanent	ISMP timeframe	Different	Consistency with Prestons Park north (transitional)
SARAH ST	50	30	40	Permanent	ISMP timeframe	Different	Consistency with Prestons Park north (transitional)
SELFIE CRES	50	30	40	Permanent	ISMP timeframe	Different	Consistency with Prestons Park north (transitional)
SERAMA PL	50	30	40	Permanent	ISMP timeframe	Different	Consistency with Prestons Park north (transitional)
SWEENEY ST	50	30	40	Permanent	ISMP timeframe	Different	Consistency with Prestons Park north (transitional)
TIMARA CRES	50	30	40	Permanent	ISMP timeframe	Different	Consistency with Prestons Park north (transitional)
TIMBERLANDS TCE	50	30	40	Permanent	ISMP timeframe	Different	Consistency with Prestons Park north (transitional)

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
TOWNSON RD	50	30	40	Permanent	ISMP timeframe	Different	Consistency with Prestons Park north (transitional)
WAITIKIRI DRV 4 FROM ALPINE V RNBT	50	30	40	Permanent	ISMP timeframe	Different	Consistency with Prestons Park north (transitional)
WAITIKIRI DRV 2 TO ALPINE VIEW RNBT	50	30	40	Permanent	ISMP timeframe	Different	Consistency with Prestons Park north (transitional)
WAITIKIRI SQ	50	30	40	Permanent	ISMP timeframe	Different	Consistency with Prestons Park north (transitional)
WAITIKIRI DRV 1 LANDFILL ACCESS	50	30	40	Permanent	ISMP timeframe	Different	Consistency with Prestons Park north (transitional)
WANDLE ST	50	30	40	Permanent	ISMP timeframe	Different	Consistency with Prestons Park north (transitional)
WATERSTOCK WAY	50	30	40	Permanent	ISMP timeframe	Different	Consistency with Prestons Park north (transitional)
WEST GREEN	50	30	40	Permanent	ISMP timeframe	Different	Consistency with Prestons Park north (transitional)
ABERFOYLE PL	50	30	30	Permanent	ISMP timeframe	Same	
AMOKA CRES	50	30	30	Permanent	ISMP timeframe	Same	
ANGLESEA AVE	50	30	30	Permanent	ISMP timeframe	Same	
ARDEN PL	50	30	30	Permanent	ISMP timeframe	Same	
AROSA PL	50	30	30	Permanent	ISMP timeframe	Same	
ASHWOOD ST	50	30	30	Permanent	ISMP timeframe	Same	
ASPEN PL	50	30	30	Permanent	ISMP timeframe	Same	
BADGER ST	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
BANCROFT PL	50	30	30	Permanent	ISMP timeframe	Same	
BEACH RD	50	30	30	Permanent	ISMP timeframe	Same	
BEAUFORD PL	50	30	30	Permanent	ISMP timeframe	Same	
BELGROVE PL	50	30	30	Permanent	ISMP timeframe	Same	
BETULA PL	50	30	30	Permanent	ISMP timeframe	Same	
BOLERO PL	50	30	30	Permanent	ISMP timeframe	Same	
BOTTLE LAKE DRV	50	30	30	Permanent	ISMP timeframe	Same	
BOWER AVE	50	30	30	Permanent	ISMP timeframe	Same	
BRACKENFIELD PL	50	30	30	Permanent	ISMP timeframe	Same	
BRANKSOME PL	50	30	30	Permanent	ISMP timeframe	Same	
BRENTWOOD ST	50	30	30	Permanent	ISMP timeframe	Same	
BROADHAVEN AVE	50	30	30	Permanent	ISMP timeframe	Same	
CHADBURY ST	50	30	30	Permanent	ISMP timeframe	Same	
CHADLINGTON ST	50	30	30	Permanent	ISMP timeframe	Same	
COBBLEWOOD COURT	50	30	30	Permanent	ISMP timeframe	Same	
COPPERFIELD CLOSE	50	30	30	Permanent	ISMP timeframe	Same	
CORSICAN GROVE	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
COTTONWOOD ST	50	30	30	Permanent	ISMP timeframe	Same	
COURTFIELD CL	50	30	30	Permanent	ISMP timeframe	Same	
CURZON PL	50	30	30	Permanent	ISMP timeframe	Same	
DAYTONA PL	50	30	30	Permanent	ISMP timeframe	Same	
RUE DE LA MARE	50	30	30	Permanent	ISMP timeframe	Same	
DONNINGTON ST	50	30	30	Permanent	ISMP timeframe	Same	
ELDER PL	50	30	30	Permanent	ISMP timeframe	Same	
ELMTREE CLOSE	50	30	30	Permanent	ISMP timeframe	Same	
EVERGREEN PL	50	30	30	Permanent	ISMP timeframe	Same	
FARNLEY PL	50	30	30	Permanent	ISMP timeframe	Same	
FERNGROVE PL	50	30	30	Permanent	ISMP timeframe	Same	
FIELDMOOR PL	50	30	30	Permanent	ISMP timeframe	Same	
FLAXGROVE PL	50	30	30	Permanent	ISMP timeframe	Same	
FOREST PARK PL	50	30	30	Permanent	ISMP timeframe	Same	
FOREST DRV	50	30	30	Permanent	ISMP timeframe	Same	
FORESTERS CRES	50	30	30	Permanent	ISMP timeframe	Same	
FOUR ELMS PL	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
GENISTA PL	50	30	30	Permanent	ISMP timeframe	Same	
GLEN PL	50	30	30	Permanent	ISMP timeframe	Same	
HEATHGLEN AVE	50	30	30	Permanent	ISMP timeframe	Same	
HOIHERE PL	50	30	30	Permanent	ISMP timeframe	Same	
HURST PL	50	30	30	Permanent	ISMP timeframe	Same	
INGRID ST	50	30	30	Permanent	ISMP timeframe	Same	
INWOODS CLOSE	50	30	30	Permanent	ISMP timeframe	Same	
INWOODS RD	50	40	40	Permanent	ISMP timeframe	Same	
ITI PL	50	30	30	Permanent	ISMP timeframe	Same	
JACARANDA PL	50	30	30	Permanent	ISMP timeframe	Same	
JADE PL	50	30	30	Permanent	ISMP timeframe	Same	
KAPITI ST	50	30	30	Permanent	ISMP timeframe	Same	
KARLAW PL	50	30	30	Permanent	ISMP timeframe	Same	
KIRSTEN PL	50	30	30	Permanent	ISMP timeframe	Same	
KOHI DRV	50	30	30	Permanent	ISMP timeframe	Same	
LAMORNA RD	50	30	30	Permanent	ISMP timeframe	Same	
LINKWATER WAY	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
LUDLOW PL	50	30	30	Permanent	ISMP timeframe	Same	
LYDBURY PL	50	30	30	Permanent	ISMP timeframe	Same	
MAHURI ST	50	30	30	Permanent	ISMP timeframe	Same	
MATAROA PL	50	30	30	Permanent	ISMP timeframe	Same	
MATUA PL	50	30	30	Permanent	ISMP timeframe	Same	
MEDINA CRES	50	30	30	Permanent	ISMP timeframe	Same	
MILLCROFT PL	50	30	30	Permanent	ISMP timeframe	Same	
MONTEREY PL	50	30	30	Permanent	ISMP timeframe	Same	
OREWA CLOSE	50	30	30	Permanent	ISMP timeframe	Same	
PAPAUMU GREEN	50	30	30	Permanent	ISMP timeframe	Same	
PARKWOOD PL	50	30	30	Permanent	ISMP timeframe	Same	
PINASTER PL	50	30	30	Permanent	ISMP timeframe	Same	
POHUTUKAWA CRES	50	30	30	Permanent	ISMP timeframe	Same	
PORTNALL PL	50	30	30	Permanent	ISMP timeframe	Same	
PUHARA AVE	50	30	30	Permanent	ISMP timeframe	Same	
PUTAKE DRV	50	30	30	Permanent	ISMP timeframe	Same	
QUEENSPARK DRV	50	40	30	Permanent	ISMP timeframe	Different	School & local centre with park and community centre.

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
QUEENSPARK DRV	50	40	30	Permanent	ISMP timeframe	Different	Queenspark - School frontage
QUEENSPARK DRV	50	30	30	Permanent	ISMP timeframe	Same	
RADIATA AVE	50	30	30	Permanent	ISMP timeframe	Same	
REGALWOOD CLOSE	50	30	30	Permanent	ISMP timeframe	Same	
REKA ST	50	30	30	Permanent	ISMP timeframe	Same	
RONALD GEORGE PL	50	30	30	Permanent	ISMP timeframe	Same	
ROTHESAY RD	50	30	30	Permanent	ISMP timeframe	Same	
ROYAL PARK DRV	50	30	30	Permanent	ISMP timeframe	Same	
RUAHINE PL	50	30	30	Permanent	ISMP timeframe	Same	
SEQUOIA PL	50	30	30	Permanent	ISMP timeframe	Same	
SOPHORA PL	50	30	30	Permanent	ISMP timeframe	Same	
STONELEIGH GREEN	50	30	30	Permanent	ISMP timeframe	Same	
SYLVIA ST	50	30	30	Permanent	ISMP timeframe	Same	
TAMARISK PL	50	30	30	Permanent	ISMP timeframe	Same	
TANU PL	50	30	30	Permanent	ISMP timeframe	Same	
TAPIRI ST	50	30	30	Permanent	ISMP timeframe	Same	
TATAHI ST	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
TAWA PL	50	30	30	Permanent	ISMP timeframe	Same	
TITIRANGI CRES	50	30	30	Permanent	ISMP timeframe	Same	
VALECREST AVE	50	30	30	Permanent	ISMP timeframe	Same	
WHIO CL	50	30	30	Permanent	ISMP timeframe	Same	
WILLOUGHBY LANE	50	30	30	Permanent	ISMP timeframe	Same	
WISTERIA PL	50	30	30	Permanent	ISMP timeframe	Same	
WOODHAVEN PL	50	30	30	Permanent	ISMP timeframe	Same	
ABBERLEY CRES	50	30	30	Permanent	ISMP timeframe	Same	
ALBANY ST	50	30	30	Permanent	ISMP timeframe	Same	
BERRY ST	50	30	30	Permanent	ISMP timeframe	Same	
BEVERLEY ST	50	30	30	Permanent	ISMP timeframe	Same	
BRISTOL ST	50	30	30	Permanent	ISMP timeframe	Same	
BROWNS RD	50	30	30	Permanent	ISMP timeframe	Same	
CARRINGTON ST	40	30	30	Permanent	ISMP timeframe	Same	
CLARE RD	50	30	30	Permanent	ISMP timeframe	Same	
COURTENAY ST	40	40	30	Permanent	ISMP timeframe	Different	Consistency with neighbouring streets. Required around intersection with Cranford St to align with main road speed limit.

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
CRANFORD ST 1 TO INNES RD	50	30	30	Permanent	ISMP timeframe	Same	
DEE ST	40	30	30	Permanent	ISMP timeframe	Same	
DERBY ST	50	30	30	Permanent	ISMP timeframe	Same	
DEVONPORT LANE	50	30	30	Permanent	ISMP timeframe	Same	
DONALD PL	50	30	30	Permanent	ISMP timeframe	Same	
GORDON AVE	50	30	30	Permanent	ISMP timeframe	Same	
GOSSET ST	40	30	30	Permanent	ISMP timeframe	Same	
HAWKESBURY AVE	50	30	30	Permanent	ISMP timeframe	Same	
HOLLY RD 1 WEST SPRINGFIELD RD	50	30	30	Permanent	ISMP timeframe	Same	
JACOBS ST	40	30	30	Permanent	ISMP timeframe	Same	
KINLEYS LANE	50	30	30	Permanent	ISMP timeframe	Same	
KINLOCH ST	50	30	30	Permanent	ISMP timeframe	Same	
MALVERN ST	40	30	30	Permanent	ISMP timeframe	Same	
MANSFIELD AVE	50	30	30	Permanent	ISMP timeframe	Same	
MASSEY CRES	40	30	30	Permanent	ISMP timeframe	Same	
MCDUGALL AVE	50	30	30	Permanent	ISMP timeframe	Same	
MURRAY PL	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
ONSLOW ST	50	30	30	Permanent	ISMP timeframe	Same	
PITT PL	50	30	30	Permanent	ISMP timeframe	Same	
RANFURLY ST 1 WEST SPRINGFIELD RD	50	30	30	Permanent	ISMP timeframe	Same	
ROOSEVELT AVE	40	30	30	Permanent	ISMP timeframe	Same	
RUTLAND ST	50	30	30	Permanent	ISMP timeframe	Same	
SOMME ST	50	30	30	Permanent	ISMP timeframe	Same	
SPRINGFIELD RD 1 SOUTH DURHAM ST	50	30	30	Permanent	ISMP timeframe	Same	
ST ALBANS ST	40	40	30	Permanent	ISMP timeframe	Different	Reduce number of different speed zones in a short section
STONEYHURST ST	50	30	30	Permanent	ISMP timeframe	Same	
TRAFALGAR ST	30	30	30	Permanent	ISMP timeframe	Same	
WEBB ST	50	30	30	Permanent	ISMP timeframe	Same	
WESTMINSTER ST	40	30	30	Permanent	ISMP timeframe	Same	
ERIN CRES	40	30	30	Permanent	ISMP timeframe	Same	
ETHNE ST	40	30	30	Permanent	ISMP timeframe	Same	
FERGUSON AVE	40	30	30	Permanent	ISMP timeframe	Same	
FRANCIS AVE	40	30	30	Permanent	ISMP timeframe	Same	
GREENWOOD CLOSE	40	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
INNES RD	50	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
KENSINGTON AVE	40	40	30/40	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
MAHARS RD	40	30	30	Permanent	ISMP timeframe	Same	
NANCY AVE	40	30	30	Permanent	ISMP timeframe	Same	
NORAH ST 1	40	30	30	Permanent	ISMP timeframe	Same	
NORAH ST 2 ACCESS TO #24 #26	40	30	30	Permanent	ISMP timeframe	Same	
PASCOE AVE	40	30	30	Permanent	ISMP timeframe	Same	
PATRICK ST	40	30	30	Permanent	ISMP timeframe	Same	
HILLS RD 3 INNES RD TO QUEENSWOOD	50	30	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
HILLS RD 2 AKAROA ST TO INNES RD	50	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
INNES RD	80	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
ALLSTONE PL	50	30	30	Permanent	ISMP timeframe	Same	
BURWOOD RD SHOPS / SERVICE LANE	50	30	30	Permanent	ISMP timeframe	Same	
BURWOOD RD 2 NORTH TRAVIS RD	50	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
CHARTWELL ST	50	30	30	Permanent	ISMP timeframe	Same	
CLAREVALE ST	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
EXCALIBUR PL	50	30	30	Permanent	ISMP timeframe	Same	
GLASTONBURY DRV	50	30	30	Permanent	ISMP timeframe	Same	
GREENHAVEN DRV	50	30	30	Permanent	ISMP timeframe	Same	
HELMSDALE ST	50	30	30	Permanent	ISMP timeframe	Same	
KIRNER ST	50	30	30	Permanent	ISMP timeframe	Same	
NEWHAVEN ST	50	30	30	Permanent	ISMP timeframe	Same	
QUANTOCK PL 1	50	30	30	Permanent	ISMP timeframe	Same	
SEDGEMOOR CLOSE	50	30	30	Permanent	ISMP timeframe	Same	
SNELLING PL	50	30	30	Permanent	ISMP timeframe	Same	
ST KEVERNE CLOSE	50	30	30	Permanent	ISMP timeframe	Same	
ST PAULS PL	50	30	30	Permanent	ISMP timeframe	Same	
STAFFORDSHIRE ST	50	30	30	Permanent	ISMP timeframe	Same	
STANFORD ST	50	30	30	Permanent	ISMP timeframe	Same	
TRAVIS COUNTY DRV	50	30	30	Permanent	ISMP timeframe	Same	
WEDMORE CLOSE	50	30	30	Permanent	ISMP timeframe	Same	
BOWER AVE	50	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
BOWER AVE	50	30	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
BOWHILL RD	50	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
GRANTLEY ST	50	30	30	Permanent	ISMP timeframe	Same	
KEYES RD	50	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
LEAVER TCE	50	30	30	Permanent	ISMP timeframe	Same	
MANLY PL	50	30	30	Permanent	ISMP timeframe	Same	
NOOSA PL	50	30	30	Permanent	ISMP timeframe	Same	
ROOKWOOD AVE	50	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
SEA EAGLES PL	50	30	30	Permanent	ISMP timeframe	Same	
SHAW AVE 2 OFF LEAVER TCE	50	30	30	Permanent	ISMP timeframe	Same	
SURFERS PL	50	30	30	Permanent	ISMP timeframe	Same	
TRAVIS RD 4 EAST ANZAC DRV / FROSTS	50	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
ABERDEEN ST	50	30	30	Permanent	ISMP timeframe	Same	
MANCHESTER ST 1 SOUTH BEALEY AVE	50	40	30	Permanent	ISMP timeframe	Different	School frontage in central city. Reduces multiple speed zones in short section.
ALDERSLEY ST	50	30	30	Permanent	ISMP timeframe	Same	
ALEXANDRA ST	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
AVALON ST	50	30	30	Permanent	ISMP timeframe	Same	
AVONSIDE DRV 2 WOODHAM TO RETREAT	50	30	30	Permanent	ISMP timeframe	Same	
COWLISHAW ST	50	30	30	Permanent	ISMP timeframe	Same	
CUMBERLAND ST	50	30	30	Permanent	ISMP timeframe	Same	
DRAPER ST	50	30	30	Permanent	ISMP timeframe	Same	
EVELEYN COUZINS AVE	50	30	30	Permanent	ISMP timeframe	Same	
FLESHER AVE	50	30	30	Permanent	ISMP timeframe	Same	
FORTH ST	50	30	30	Permanent	ISMP timeframe	Same	
GLADE AVE	50	30	30	Permanent	ISMP timeframe	Same	
HARVEY TCE	50	30	30	Permanent	ISMP timeframe	Same	
HEYWOOD TCE	50	30	30	Permanent	ISMP timeframe	Same	
HIGHBURY PL	50	30	30	Permanent	ISMP timeframe	Same	
KERSHAW PL	50	30	30	Permanent	ISMP timeframe	Same	
LIONEL ST	50	30	30	Permanent	ISMP timeframe	Same	
LONDON ST	50	30	30	Permanent	ISMP timeframe	Same	
MCLEOD ST	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
MEDWAY ST	50	30	30	Permanent	ISMP timeframe	Same	
NORTH AVON RD	50	30	30	Permanent	ISMP timeframe	Same	
PATTEN ST	50	30	30	Permanent	ISMP timeframe	Same	
PAVITT ST	50	30	30	Permanent	ISMP timeframe	Same	
PERTH ST	50	30	30	Permanent	ISMP timeframe	Same	
RETREAT RD	50	30	30	Permanent	ISMP timeframe	Same	
RIVER RD 2 NORTH NORTH AVON RD	50	30	30	Permanent	ISMP timeframe	Same	
RIVER RD 1 SOUTH NORTH AVON RD	50	30	30	Permanent	ISMP timeframe	Same	
SIDDAL PL	50	30	30	Permanent	ISMP timeframe	Same	
SORENSENS PL	50	30	30	Permanent	ISMP timeframe	Same	
SWANNS RD	50	30	30	Permanent	ISMP timeframe	Same	
TWEED ST	50	30	30	Permanent	ISMP timeframe	Same	
VOGEL ST	50	30	30	Permanent	ISMP timeframe	Same	
WARWICK ST	50	30	30	Permanent	ISMP timeframe	Same	
WOODCHESTER AVE	50	30	30	Permanent	ISMP timeframe	Same	
AVONSIDE DRV 5 NORTH WAINONI RD	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
BREEZES RD	50	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
EGLINTON ST	40	30	30	Permanent	ISMP timeframe	Same	
EMLYN PL	50	30	30	Permanent	ISMP timeframe	Same	
HORTON PL	50	30	30	Permanent	ISMP timeframe	Same	
NEWPORT ST	50	30	30	Permanent	ISMP timeframe	Same	
PEMBROKE ST	50	30	30	Permanent	ISMP timeframe	Same	
TENBY PL	50	30	30	Permanent	ISMP timeframe	Same	
SHORTLAND ST	50	30	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
CARISBROOKE ST	50	30	30	Permanent	ISMP timeframe	Same	
CORHAMPTON ST	50	30	30	Permanent	ISMP timeframe	Same	
MATTINGLEY ST	50	30	30	Permanent	ISMP timeframe	Same	
PORTCHESTER ST	50	30	30	Permanent	ISMP timeframe	Same	
ROWAN AVE	50	30	30	Permanent	ISMP timeframe	Same	
SANDOWN CRES	50	30	30	Permanent	ISMP timeframe	Same	
VENTNOR CRES	50	30	30	Permanent	ISMP timeframe	Same	
YARMOUTH ST	50	30	30	Permanent	ISMP timeframe	Same	
BERESFORD ST	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
COLLINGWOOD ST	50	30	30	Permanent	ISMP timeframe	Same	
HARDY ST	50	30	30	Permanent	ISMP timeframe	Same	
LONSDALE ST 2 WEST SHAW AVE	50	30	30	Permanent	ISMP timeframe	Same	
LONSDALE ST 1 EAST SHAW AVE	50	30	30	Permanent	ISMP timeframe	Same	
OWLES TCE	50	40	30	Permanent	ISMP timeframe	Different	Neighbourhood consistency
SEAVIEW RD 3 UNION TO PAGES RNBT	50	30	30	Permanent	ISMP timeframe	Same	
SHAW AVE 1 OFF SEAVIEW RD	50	30	30	Permanent	ISMP timeframe	Same	
GLOUCESTER ST 3 EAST COLOMBO ST	50	40	30	Permanent	ISMP timeframe	Different	School frontage in central city. Reduces multiple speed zones in short section.
ARMAGH ST 2 FITZGERALD TO STANMORE	50	30	30	Permanent	ISMP timeframe	Same	
ELM GROVE	50	30	30	Permanent	ISMP timeframe	Same	
GILBY ST	50	30	30	Permanent	ISMP timeframe	Same	
HAAST ST	50	30	30	Permanent	ISMP timeframe	Same	
HANMER ST	50	30	30	Permanent	ISMP timeframe	Same	
LOUISA CHANDLER LANE	50	30	30	Permanent	ISMP timeframe	Same	
TE OREWAI PL	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
ARMAGH ST 3 EAST STANMORE RD	50	30	30	Permanent	ISMP timeframe	Same	
BRITTAN ST	50	30	30	Permanent	ISMP timeframe	Same	
LYCHGATE CLOSE	50	30	30	Permanent	ISMP timeframe	Same	
OLLIVIERS RD 4 HEREFORD CUL DE SAC	50	30	30	Permanent	ISMP timeframe	Same	
OLLIVIERS RD 3 CASHEL TO HEREFORD	50	30	30	Permanent	ISMP timeframe	Same	
TANCRED ST 1 WEST LINWOOD AVE	50	30	30	Permanent	ISMP timeframe	Same	
TRENT ST	50	30	30	Permanent	ISMP timeframe	Same	
WORCESTER ST 4 FITZGERALD - LINWOOD	50	30	30	Permanent	ISMP timeframe	Same	
BARBADOES ST 2 SOUTH BEALEY AVE	50	50	30	Permanent	ISMP timeframe	Different	School frontage in central city. Reduces multiple speed zones in short section.
BORDESLEY ST	50	30	30	Permanent	ISMP timeframe	Same	
BUCCLEUGH ST	30	30	30	Permanent	ISMP timeframe	Same	
CLIVE ST	50	30	30	Permanent	ISMP timeframe	Same	
CLOTHIER ST	50	30	30	Permanent	ISMP timeframe	Same	
CROSS ST	50	30	30	Permanent	ISMP timeframe	Same	
DEARSLEY ST	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
ENGLAND ST	50	30	30	Permanent	ISMP timeframe	Same	
ESSEX ST	50	30	30	Permanent	ISMP timeframe	Same	
GATHERER ST	50	30	30	Permanent	ISMP timeframe	Same	
GLASGOW ST	50	30	30	Permanent	ISMP timeframe	Same	
HAVELOCK ST	50	30	30	Permanent	ISMP timeframe	Same	
HILLVIEW RD	50	30	30	Permanent	ISMP timeframe	Same	
INGLIS ST	50	30	30	Permanent	ISMP timeframe	Same	
LEEDS ST	50	30	30	Permanent	ISMP timeframe	Same	
LEYDEN ST	50	30	30	Permanent	ISMP timeframe	Same	
LIVINGSTONE ST	50	30	30	Permanent	ISMP timeframe	Same	
MARLBOROUGH ST	30	30	30	Permanent	ISMP timeframe	Same	
MATHESONS RD	50	30	30	Permanent	ISMP timeframe	Same	
NEWCASTLE ST	50	30	30	Permanent	ISMP timeframe	Same	
NURSERY RD SOUTH TUAM ST	50	40	30	Permanent	ISMP timeframe	Different	Neighbourhood consistency
NURSERY RD NORTH TUAM ST	50	30	30	Permanent	ISMP timeframe	Same	
OLLIVIERS RD FERRY TO BUCCLEUGH	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
OLLIVIERS RD BUCCLEUGH TO CASHEL	50	30	30	Permanent	ISMP timeframe	Same	
PERCY ST	50	30	30	Permanent	ISMP timeframe	Same	
PHILLIPS ST	50	30	30	Permanent	ISMP timeframe	Same	
RAGLAN ST	50	30	30	Permanent	ISMP timeframe	Same	
RYAN ST	50	30	30	Permanent	ISMP timeframe	Same	
SAXON ST	50	30	30	Permanent	ISMP timeframe	Same	
ST ASAPH ST EAST FITZGERALD AVE	50	30	30	Permanent	ISMP timeframe	Same	
SUFFOLK ST	50	30	30	Permanent	ISMP timeframe	Same	
WELLINGTON ST	30	30	30	Permanent	ISMP timeframe	Same	
BEATTY ST	50	30	30	Permanent	ISMP timeframe	Same	
CRADOCK ST	50	30	30	Permanent	ISMP timeframe	Same	
ESTUARY RD	50	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
SEAFIELD PL	50	30	30	Permanent	ISMP timeframe	Same	
CHARLESWORTH ST	50	30	30	Permanent	ISMP timeframe	Same	
DELTA WAY	50	30	30	Permanent	ISMP timeframe	Same	
KESTREL PL	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
KOTUKU CRES	50	30	30	Permanent	ISMP timeframe	Same	
MALLARD PL	50	30	30	Permanent	ISMP timeframe	Same	
MOLLYMAWK PL	50	30	30	Permanent	ISMP timeframe	Same	
OLDS PL	50	30	30	Permanent	ISMP timeframe	Same	
SHEARWATER DRV	50	30	30	Permanent	ISMP timeframe	Same	
SWEET WATERS PL	50	30	30	Permanent	ISMP timeframe	Same	
TEAL CLOSE	50	30	30	Permanent	ISMP timeframe	Same	
TI RAKAU DRV	50	30	30	Permanent	ISMP timeframe	Same	
WATERMAN PL	50	30	30	Permanent	ISMP timeframe	Same	
BILLYS TRK	50	30	30	Permanent	ISMP timeframe	Same	
CANNON HILL CRES	50	30	30	Permanent	ISMP timeframe	Same	
FREEMAN ST	50	30	30	Permanent	ISMP timeframe	Same	
MAJOR HORN BROOK RD TO MADELEY RD	50	30	30	Permanent	ISMP timeframe	Same	
MICHAEL AVE	50	30	30	Permanent	ISMP timeframe	Same	
AUGUSTA ST	50	30	30	Permanent	ISMP timeframe	Same	
BEACHVILLE RD	50	30	30	Permanent	ISMP timeframe	Same	
CELIA ST	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
EGNOT HEIGHTS	50	30	30	Permanent	ISMP timeframe	Same	
JAMES ST	50	30	30	Permanent	ISMP timeframe	Same	
MAIN RD	50	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
RAEKURA PL	50	30	30	Permanent	ISMP timeframe	Same	
TAUPATA ST	50	30	30	Permanent	ISMP timeframe	Same	
DEAVOLL PL	50	30	30	Permanent	ISMP timeframe	Same	
FLAVELL ST	50	30	30	Permanent	ISMP timeframe	Same	
FLINDERS RD	50	30	30	Permanent	ISMP timeframe	Same	
HEATHVALE PL	50	30	30	Permanent	ISMP timeframe	Same	
MARSDEN ST	50	30	30	Permanent	ISMP timeframe	Same	
PORT HILLS RD 1 EAST OPAWA RD	50	40	30	Permanent	ISMP timeframe	Different	Neighbourhood consistency
ROLLIN ST	50	30	30	Permanent	ISMP timeframe	Same	
STATION RD OFF MARTINDALES RD	50	30	30	Permanent	ISMP timeframe	Same	
TRUSCOTTS RD 1 TO FERRYMEAD PK DRV	50	30	30	Permanent	ISMP timeframe	Same	
COLENZO ST	40	30	30	Permanent	ISMP timeframe	Same	
DRYDEN ST 2 EAST SUMNER SCHOOL	40	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
DRYDEN ST 1 WEST SUMNER SCHOOL	40	30	30	Permanent	ISMP timeframe	Same	
HARDWICKE ST	40	30	30	Permanent	ISMP timeframe	Same	
HEBERDEN AVE 2 SOUTH NAYLAND ST	40	30	30	Permanent	ISMP timeframe	Same	
MENZIES ST	40	30	30	Permanent	ISMP timeframe	Same	
NAYLAND ST 2 EAST WAKEFIELD AVE	40	30	30	Permanent	ISMP timeframe	Same	
PAISLEY ST	40	30	30	Permanent	ISMP timeframe	Same	
STOKE ST	40	30	30	Permanent	ISMP timeframe	Same	
TRURO ST	40	30	30	Permanent	ISMP timeframe	Same	
VAN ASCH ST 1 NORTH ST LEONARDS SQ	40	30	30	Permanent	ISMP timeframe	Same	
VAN ASCH ST 2 SOUTH ST LEONARDS SQ	40	30	30	Permanent	ISMP timeframe	Same	
WAKEFIELD AVE	50	30	30	Permanent	ISMP timeframe	Same	
WIGGINS ST	40	30	30	Permanent	ISMP timeframe	Same	
BRONTE PL	50	30	30	Permanent	ISMP timeframe	Same	
DEFOE PL	50	30	30	Permanent	ISMP timeframe	Same	
THACKERAY PL	50	30	30	Permanent	ISMP timeframe	Same	
WALPOLE ST	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
AVONSIDE DRV 4 RETREAT TO WAINONI	50	30	30	Permanent	ISMP timeframe	Same	
BRAEMAR PL	50	30	30	Permanent	ISMP timeframe	Same	
CARNARVON ST	50	30	30	Permanent	ISMP timeframe	Same	
DACRE ST	50	30	30	Permanent	ISMP timeframe	Same	
DUNARNAN ST	50	30	30	Permanent	ISMP timeframe	Same	
GLOUCESTER ST 2 EAST FITZGERALD AVE	50	30	30	Permanent	ISMP timeframe	Same	
HARTNELL PL	50	30	30	Permanent	ISMP timeframe	Same	
HOLLAND ST	50	30	30	Permanent	ISMP timeframe	Same	
HULBERT ST	50	30	30	Permanent	ISMP timeframe	Same	
JECKS PL	50	30	30	Permanent	ISMP timeframe	Same	
KERRS RD 2 NORTH WAINONI RD	50	30	30	Permanent	ISMP timeframe	Same	
MABEL HOWARD PL	50	30	30	Permanent	ISMP timeframe	Same	
MCLEAN ST	50	30	30	Permanent	ISMP timeframe	Same	
NGARIMU ST	50	30	30	Permanent	ISMP timeframe	Same	
NORWICH ST	50	30	30	Permanent	ISMP timeframe	Same	
RHONA ST	50	30	30	Permanent	ISMP timeframe	Same	
ROCHESTER ST	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
ROWCLIFFE CRES	50	30	30	Permanent	ISMP timeframe	Same	
SEWELL ST	50	30	30	Permanent	ISMP timeframe	Same	
SURREY ST	50	30	30	Permanent	ISMP timeframe	Same	
TANCRED ST 2 EAST LINWOOD AVE	50	30	30	Permanent	ISMP timeframe	Same	
TORLESSE ST	50	30	30	Permanent	ISMP timeframe	Same	
WOODHOUSE ST	50	30	30	Permanent	ISMP timeframe	Same	
WORCESTER ST 5 LINWOOD TO WOODHAM	50	30	30	Permanent	ISMP timeframe	Same	
WYON ST	50	30	30	Permanent	ISMP timeframe	Same	
BARCELONA PL	50	30	30	Permanent	ISMP timeframe	Same	
BAYSWATER CRES	50	30	30	Permanent	ISMP timeframe	Same	
BROMLEY RD	50	30	30	Permanent	ISMP timeframe	Same	
BUTTERFIELD AVE	50	30	30	Permanent	ISMP timeframe	Same	
CHELSEA ST	50	30	30	Permanent	ISMP timeframe	Same	
COULTER ST	50	30	30	Permanent	ISMP timeframe	Same	
CRANLEY ST	50	30	30	Permanent	ISMP timeframe	Same	
CYPRESS ST	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
DAMIEN PL	50	30	30	Permanent	ISMP timeframe	Same	
DIGBY PL	50	30	30	Permanent	ISMP timeframe	Same	
ERIC ADAM WAY	50	30	30	Permanent	ISMP timeframe	Same	
FORESTHILL PL	50	30	30	Permanent	ISMP timeframe	Same	
GLENBYRE PL	50	30	30	Permanent	ISMP timeframe	Same	
GLENGYLE PL	50	30	30	Permanent	ISMP timeframe	Same	
GRIFFITHS AVE	50	30	30	Permanent	ISMP timeframe	Same	
HAY ST	50	40	30	Permanent	ISMP timeframe	Different	Neighbourhood consistency, request through consultation
HERSHAM PL	50	30	30	Permanent	ISMP timeframe	Same	
JOLLIE ST	50	30	30	Permanent	ISMP timeframe	Same	
KAWAU CRES	50	30	30	Permanent	ISMP timeframe	Same	
KEARNEYS RD	50	30	30	Permanent	ISMP timeframe	Same	
KEIGHLEYS RD	50	30	30	Permanent	ISMP timeframe	Same	
KIDBROOKE ST	50	30	30	Permanent	ISMP timeframe	Same	
KORORA ST	50	30	30	Permanent	ISMP timeframe	Same	
KORORA ST	50	30	30	Permanent	ISMP timeframe	Same	
KUAKA CRES	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
LOGIE PL	50	30	30	Permanent	ISMP timeframe	Same	
MCGREGORS RD 2 HAY ST TO RURU RD	50	30	30	Permanent	ISMP timeframe	Same	
MCGREGORS RD 3 RURU RD TO PAGES RD	50	40	30	Permanent	ISMP timeframe	Different	Neighbourhood consistency, request through consultation
MCGREGORS RD 1 SOUTH HAY ST	50	30	30	Permanent	ISMP timeframe	Same	
MECCA PL	50	30	30	Permanent	ISMP timeframe	Same	
MERRILEES PL 1	50	30	30	Permanent	ISMP timeframe	Same	
MUNICH PL	50	30	30	Permanent	ISMP timeframe	Same	
NALDER PL	50	30	30	Permanent	ISMP timeframe	Same	
NICHOLAS DRV 2 NORTH T	50	30	30	Permanent	ISMP timeframe	Same	
NICHOLAS DRV 1	50	30	30	Permanent	ISMP timeframe	Same	
ORMANDY PL	50	30	30	Permanent	ISMP timeframe	Same	
PAMELA ST	50	30	30	Permanent	ISMP timeframe	Same	
PATEKE PL	50	30	30	Permanent	ISMP timeframe	Same	
PAULINE ST	50	30	30	Permanent	ISMP timeframe	Same	
PRICE PL	50	30	30	Permanent	ISMP timeframe	Same	
RASEN PL	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
RAUPO ST	50	30	30	Permanent	ISMP timeframe	Same	
RAYMOND RD	50	30	30	Permanent	ISMP timeframe	Same	
RUDDS RD	50	30	30	Permanent	ISMP timeframe	Same	
RURU RD 1 WEST MACES RD	50	40	30	Permanent	ISMP timeframe	Different	Neighbourhood consistency, request through consultation
RUSSELL ST	50	30	30	Permanent	ISMP timeframe	Same	
SEASCAPE GARDENS	50	30	30	Permanent	ISMP timeframe	Same	
ST JOHNS ST	50	30	30	Permanent	ISMP timeframe	Same	
TAKAPU PL	50	30	30	Permanent	ISMP timeframe	Same	
TARANUI PL	50	30	30	Permanent	ISMP timeframe	Same	
TAURUS PL	50	30	30	Permanent	ISMP timeframe	Same	
THOMAS ST	50	30	30	Permanent	ISMP timeframe	Same	
WALCOT ST	50	30	30	Permanent	ISMP timeframe	Same	
WOBURN ST	50	30	30	Permanent	ISMP timeframe	Same	
RESERVE CL	50	30	30	Permanent	ISMP timeframe	Same	
ST THOMAS PL	50	30	30	Permanent	ISMP timeframe	Same	
ST MARKS ST	50	30	30	Permanent	ISMP timeframe	Same	
ST LUKES ST	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
ST ADELA PL	50	30	30	Permanent	ISMP timeframe	Same	
ST FLORIAN PL	50	30	30	Permanent	ISMP timeframe	Same	
VILI PL	50	30	30	Permanent	ISMP timeframe	Same	
ADAMS PL	50	30	30	Permanent	ISMP timeframe	Same	
ASHMOLE ST	50	30	30	Permanent	ISMP timeframe	Same	
BARTON ST 1 CONNAL ST TO BAMFORD ST	50	30	30	Permanent	ISMP timeframe	Same	
CHICHESTER ST	50	30	30	Permanent	ISMP timeframe	Same	
CONNAL ST 2 WEST MCRAE ST	50	30	30	Permanent	ISMP timeframe	Same	
CONNAL ST 1 OFF GARLANDS RD	50	30	30	Permanent	ISMP timeframe	Same	
CONNAL ST 3 EAST MCRAE - CUL DE SAC	50	30	30	Permanent	ISMP timeframe	Same	
CUMNOR TCE	50	30	30	Permanent	ISMP timeframe	Same	Approved as part of the MCR
DAVIS PL	50	30	30	Permanent	ISMP timeframe	Same	
HAIG PL	50	30	30	Permanent	ISMP timeframe	Same	
LANE ST	50	30	30	Permanent	ISMP timeframe	Same	
LAURA KENT PL	50	30	30	Permanent	ISMP timeframe	Same	
MARSHALL ST	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
MCRAE ST	50	30	30	Permanent	ISMP timeframe	Same	
RADLEY ST	50	40	40	Permanent	ISMP timeframe	Same	
RILEY CRES	50	30	30	Permanent	ISMP timeframe	Same	
TAVENDER ST 2 EAST RADLEY ST	50	30	30	Permanent	ISMP timeframe	Same	
TAVENDER ST 1 WEST RADLEY ST	50	30	30	Permanent	ISMP timeframe	Same	
THACKERS QUAY	50	30	30	Permanent	ISMP timeframe	Same	
ALPORT PL	50	30	30	Permanent	ISMP timeframe	Same	
FERRY RD 3 WILSONS RD TO DYERS RD	30	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
GOULD CRES	50	30	30	Permanent	ISMP timeframe	Same	
ARRAN CRES	50	30	30	Permanent	ISMP timeframe	Same	
BASS ST	50	30	30	Permanent	ISMP timeframe	Same	
BONAR PL	50	30	30	Permanent	ISMP timeframe	Same	
BRAY ST	50	30	30	Permanent	ISMP timeframe	Same	
BUTE ST	50	30	30	Permanent	ISMP timeframe	Same	
CLARENDON TCE	50	30	30	Permanent	ISMP timeframe	Same	
CLARENDON TCE	30	30	30	Permanent	ISMP timeframe	Same	
COMPTON ST	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
DAMPIER ST	50	30	30	Permanent	ISMP timeframe	Same	
EDMOND ST	50	30	30	Permanent	ISMP timeframe	Same	
FINLAY PL	50	30	30	Permanent	ISMP timeframe	Same	
FRENSHAM CRES	50	30	30	Permanent	ISMP timeframe	Same	
GOW PL	50	30	30	Permanent	ISMP timeframe	Same	
HART ST	50	30	30	Permanent	ISMP timeframe	Same	
HOBSON ST	50	30	30	Permanent	ISMP timeframe	Same	
HOPKINS ST	50	30	30	Permanent	ISMP timeframe	Same	
ISLAY PL	50	30	30	Permanent	ISMP timeframe	Same	
JUDGE ST	50	30	30	Permanent	ISMP timeframe	Same	
JURA PL	50	30	30	Permanent	ISMP timeframe	Same	
KESWICK ST	50	30	30	Permanent	ISMP timeframe	Same	
MACKENZIE AVE	30	30	30	Permanent	ISMP timeframe	Same	
MACKWORTH ST	50	30	30	Permanent	ISMP timeframe	Same	
MANNING PL	50	30	30	Permanent	ISMP timeframe	Same	
MARCROFT ST	50	30	30	Permanent	ISMP timeframe	Same	
MATLOCK ST	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
OKEOVER ST	50	30	30	Permanent	ISMP timeframe	Same	
PALAMINO PL	50	30	30	Permanent	ISMP timeframe	Same	
RANDOLPH ST	50	30	30	Permanent	ISMP timeframe	Same	
RICHARDSON TCE	50	30	30	Permanent	ISMP timeframe	Same	
SEAFORTH PL	50	30	30	Permanent	ISMP timeframe	Same	
SHELDON ST	30	30	30	Permanent	ISMP timeframe	Same	
SILVESTER ST	50	30	30	Permanent	ISMP timeframe	Same	
SMITH ST	50	30	30	Permanent	ISMP timeframe	Same	
STAFFA ST	50	30	30	Permanent	ISMP timeframe	Same	
SULLIVAN AVE	50	30	30	Permanent	ISMP timeframe	Same	
TABART ST	50	30	30	Permanent	ISMP timeframe	Same	
TILFORD ST	50	30	30	Permanent	ISMP timeframe	Same	
WHITTINGTON AVE	50	30	30	Permanent	ISMP timeframe	Same	
WILDBERRY ST	50	30	30	Permanent	ISMP timeframe	Same	
MARSHLAND RD 1 SOUTH Q E II DRV	50	30	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
NEW BRIGHTON RD 1 WEST ANZAC DRV	50	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
NORTH PARADE 2 WEST / BANKS-SHIRLEY	50	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
NORTH PARADE 3 EAST / BANKS-SHIRLEY	50	50	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
SHIRLEY RD 1	50	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
AMYES RD	50	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
BRYNLEY ST	50	30	30	Permanent	ISMP timeframe	Same	
OAKHAMPTON ST	50	30	30	Permanent	ISMP timeframe	Same	
TOWER ST	50	30	30	Permanent	ISMP timeframe	Same	
TREVOR ST	50	30	30	Permanent	ISMP timeframe	Same	
ACACIA AVE	50	30	30	Permanent	ISMP timeframe	Same	
ARTHUR ST	50	30	30	Permanent	ISMP timeframe	Same	
AUBURN AVE	50	30	30	Permanent	ISMP timeframe	Same	
BALLANTYNE AVE	50	30	30	Permanent	ISMP timeframe	Same	
HASLETT PL	50	30	30	Permanent	ISMP timeframe	Same	
HAYNES AVE	50	30	30	Permanent	ISMP timeframe	Same	
HILLARY CRES	50	30	30	Permanent	ISMP timeframe	Same	
HOMER PL	50	30	30	Permanent	ISMP timeframe	Same	
OWENS TCE	50	30	30	Permanent	ISMP timeframe	Same	
RENFREW ST	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
ROCHE AVE	50	30	30	Permanent	ISMP timeframe	Same	
SUVA ST	50	30	30	Permanent	ISMP timeframe	Same	
TENSING PL	50	30	30	Permanent	ISMP timeframe	Same	
TIORA PL	50	30	30	Permanent	ISMP timeframe	Same	
VICKI ST	50	30	30	Permanent	ISMP timeframe	Same	
ELIZABETH ST	50	30	30	Permanent	ISMP timeframe	Same	
MATIPO ST 2 NORTH BLENHEIM RD	50	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
CURTIS ST	40	30	30	Permanent	ISMP timeframe	Same	
DALWOOD DR	40	30	30	Permanent	ISMP timeframe	Same	
DOUGLAS ST	40	30	30	Permanent	ISMP timeframe	Same	
KEENE ST	40	30	30	Permanent	ISMP timeframe	Same	
KITTYHAWK AVE	40	30	30	Permanent	ISMP timeframe	Same	
PORTER ST	40	30	30	Permanent	ISMP timeframe	Same	
RAWNSLEY TCE	40	30	30	Permanent	ISMP timeframe	Same	
THE RUNWAY	40	30	30/40	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
WEBSTER RD	40	30	30	Permanent	ISMP timeframe	Same	
BALFOUR TCE	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
BARRIE ST	50	30	30	Permanent	ISMP timeframe	Same	
BRADDON ST	50	30	30	Permanent	ISMP timeframe	Same	
BURKE ST 1 WEST MONTREAL ST	50	30	30	Permanent	ISMP timeframe	Same	
CHURCH SQ	40	30	30	Permanent	ISMP timeframe	Same	
COLLINS ST	40	30	30	Permanent	ISMP timeframe	Same	
COTTERILL ST	40	30	30	Permanent	ISMP timeframe	Same	
CROHANE PL	50	30	30	Permanent	ISMP timeframe	Same	
DICKENS ST	40	30	30	Permanent	ISMP timeframe	Same	
DISRAELI ST	50	30	30	Permanent	ISMP timeframe	Same	
EMERSON ST	40	30	30	Permanent	ISMP timeframe	Same	
FAIRFIELD AVE	50	30	30	Permanent	ISMP timeframe	Same	
FEILDING ST	40	30	30	Permanent	ISMP timeframe	Same	
GROVE RD	50	30	30	Permanent	ISMP timeframe	Same	
HAGLEY AVE	50	30	30	Permanent	ISMP timeframe	Same	
HARMAN ST	40	30	30	Permanent	ISMP timeframe	Same	
HAZELDEAN RD NORTH LINCOLN RD TO GR	50	30	30	Permanent	ISMP timeframe	Same	
HAZELDEAN RD SOUTH LINCOLN RD TO GR	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
HAZELDEAN RD 2 EAST GROVE RD	50	30	30	Permanent	ISMP timeframe	Same	
KIPLING ST	50	30	30	Permanent	ISMP timeframe	Same	
MACAULAY ST	40	30	30	Permanent	ISMP timeframe	Same	
MEREDITH ST	40	30	30	Permanent	ISMP timeframe	Same	
PARLANE ST	40	30	30	Permanent	ISMP timeframe	Same	
POULSON ST 1 WEST CHURCH SQ	40	30	30	Permanent	ISMP timeframe	Same	
POULSON ST 2 EAST CHURCH SQ	40	30	30	Permanent	ISMP timeframe	Same	
RUSKIN ST	50	30	30	Permanent	ISMP timeframe	Same	
SELWYN ST 3 NORTH OF MOORHOUSE AVE	50	30	30	Permanent	ISMP timeframe	Same	
SPENCER ST	40	30	30	Permanent	ISMP timeframe	Same	
STEWART ST	50	30	30	Permanent	ISMP timeframe	Same	
STUART MILL ST	50	30	30	Permanent	ISMP timeframe	Same	
WALLER TCE	50	30	30	Permanent	ISMP timeframe	Same	
WARD ST	40	30	30	Permanent	ISMP timeframe	Same	
YORK TONG PL	50	30	30	Permanent	ISMP timeframe	Same	
ABERDARE ST	40	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
ALBERT WILLS AVE	50	30	30	Permanent	ISMP timeframe	Same	
BILL HARVEY DR	50	30	30	Permanent	ISMP timeframe	Same	
BILLINGTON DR	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
BOAG PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
BOUMA ST	40	30	30	Permanent	ISMP timeframe	Same	
BRYDEN PL	50	30	30	Permanent	ISMP timeframe	Same	
COUNTRY PALMS DRV	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
DENALI ST	40	30	30	Permanent	ISMP timeframe	Same	
ELBA CRES	40	30	30	Permanent	ISMP timeframe	Same	
ELL PL	50	30	30	Permanent	ISMP timeframe	Same	
FAIRBAIRN CL	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
FLAGSTAFF PL	40	30	30	Permanent	ISMP timeframe	Same	
GAMMACK DR	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
GILLATT GARDENS	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
GLENGAEL DR	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
GREENWICH ST	40	30	30	Permanent	ISMP timeframe	Same	
HALSWELL JCT RD 1 SOUTH CSM	50	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
HERBERT ST	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
HURUTINI WAY	40	30	30	Permanent	ISMP timeframe	Same	
JADEWYNN PL	50	30	30	Permanent	ISMP timeframe	Same	
JEFFERSON CL	40	30	30	Permanent	ISMP timeframe	Same	
JOHN HOLMES ROAD	50	30	30	Permanent	ISMP timeframe	Same	
KAHURANGI RD	40	30	30	Permanent	ISMP timeframe	Same	
KILBRIDE GARDENS	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
KILLARNEY AVE	40	30	30	Permanent	ISMP timeframe	Same	
KOAREARE AVE	40	30	30	Permanent	ISMP timeframe	Same	
KOKODA ST	40	30	30	Permanent	ISMP timeframe	Same	
KRUGER RD	40	30	30	Permanent	ISMP timeframe	Same	
LIQUIDAMBAR ST	50	30	30	Permanent	ISMP timeframe	Same	
LUCK ST	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
LUXEMBOURG CRES	40	30	30	Permanent	ISMP timeframe	Same	
MONSANTO ST	40	30	30	Permanent	ISMP timeframe	Same	
MUIR AVE 1 SOUTH O'HALLORIN DRV	50	30	30	Permanent	ISMP timeframe	Same	
NOBLE PL	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
OAKDENE PL	40	30	30	Permanent	ISMP timeframe	Same	
O'HALLORAN DRV	50	30	30	Permanent	ISMP timeframe	Same	
PATRICK MCGOUGH WAY	50	30	30	Permanent	ISMP timeframe	Same	
PRITCHARD WAY	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
RICHMOND AVE	40	30	30	Permanent	ISMP timeframe	Same	
SHEEHAN ST	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
SOVEREIGN GARDENS	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
STUBBERFIELD ST	50	30	30	Permanent	ISMP timeframe	Same	
TONGARIRO ST	40	30	30	Permanent	ISMP timeframe	Same	
TOWNSHEND CRES	50	30	30	Permanent	ISMP timeframe	Same	
ADER CL	40	30	30	Permanent	ISMP timeframe	Same	
CAULFIELD AVE	40	30	30	Permanent	ISMP timeframe	Same	
GREENAWAY ST	40	30	30	Permanent	ISMP timeframe	Same	
HAMILL RD	40	30	30	Permanent	ISMP timeframe	Same	
ADDISON PL	50	30	30	Permanent	ISMP timeframe	Same	
AIR RACE LN 1 OFF SHOLTO DUNCAN CRES	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
AIR RACE LN 2 OFF VILDEBEEST ST	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
ALVASTON DRV	50	40	30	Permanent	ISMP timeframe	Different	Neighbourhood consistency
ARKWRIGHT PL	50	30	30	Permanent	ISMP timeframe	Same	
ASTOR PL	50	30	30	Permanent	ISMP timeframe	Same	
AWATEA RD	50	40	40	Permanent	ISMP timeframe	Same	
BALCAIRN ST	50	30	30	Permanent	ISMP timeframe	Same	
BALKWELL ST	50	30	30	Permanent	ISMP timeframe	Same	
BIRDLING PL	50	30	30	Permanent	ISMP timeframe	Same	
BRENDA PL	50	30	30	Permanent	ISMP timeframe	Same	
BRIGHAM DRV	50	30	30	Permanent	ISMP timeframe	Same	
CALVERTON PL	50	30	30	Permanent	ISMP timeframe	Same	
CAMPION PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
CAROL PL	50	30	30	Permanent	ISMP timeframe	Same	
CHECKETTS AVE	50	30	30	Permanent	ISMP timeframe	Same	
CHILWELL PL	50	30	30	Permanent	ISMP timeframe	Same	
CLIPSTON PL	50	30	30	Permanent	ISMP timeframe	Same	
COBRA ST	50	30	30	Permanent	ISMP timeframe	Same	
CONSTABLE PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
CUNNINGHAM PL	50	30	30	Permanent	ISMP timeframe	Same	
DUNBARS RD	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
DUNBARS RD ACCESS #151 TO # 139	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
EMPRESS PL	50	30	30	Permanent	ISMP timeframe	Same	
ENSIGN ST	50	30	30	Permanent	ISMP timeframe	Same	
ENSIGN ST	50	40	30	Permanent	ISMP timeframe	Different	Neighbourhood consistency
ERIC MELROSE LN	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
ESKDALE PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
FERN DRV	50	30	30	Permanent	ISMP timeframe	Same	
FUCHSIA PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
GIBBS PL	50	30	30	Permanent	ISMP timeframe	Same	
GORE ST	50	30	30	Permanent	ISMP timeframe	Same	
HEMINGFORD PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
HINDESS ST	50	30	30	Permanent	ISMP timeframe	Same	
JARROW PL	50	30	30	Permanent	ISMP timeframe	Same	
LAKEVIEW PL 1	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
LANCEWOOD DRV 2 DUNBARS - LANCEWOOD	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
LANCEWOOD DRV 1 WESTLAKE - CHECKETTS	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
LILLIAN ST	50	30	30	Permanent	ISMP timeframe	Same	
LILLIAN ST SHOPS / SERVICE LANE	50	30	30	Permanent	ISMP timeframe	Same	
MARQUESS AVE	50	30	30	Permanent	ISMP timeframe	Same	
NOTTINGHAM AVE	50	30	30	Permanent	ISMP timeframe	Same	
OAKRIDGE ST	50	30	30	Permanent	ISMP timeframe	Same	
OLDHAM CRES	50	30	30	Permanent	ISMP timeframe	Same	
PATTERSON TCE	50	30	30	Permanent	ISMP timeframe	Same	
PETHIG PL	50	30	30	Permanent	ISMP timeframe	Same	
REARSBY DRV	50	30	30	Permanent	ISMP timeframe	Same	
REMPSTONE DRV	50	30	30	Permanent	ISMP timeframe	Same	
REVELL ST	50	30	30	Permanent	ISMP timeframe	Same	
RIDDER PL	50	30	30	Permanent	ISMP timeframe	Same	
RIVERTON TCE	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
ROSAMUND PL	50	30	30	Permanent	ISMP timeframe	Same	
ROWANWOOD CLOSE	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
SANTA ROSA AVE	50	30	30	Permanent	ISMP timeframe	Same	
SHAMROCK PL	50	30	30	Permanent	ISMP timeframe	Same	
SHANAWAY CLOSE	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
SHOLTO DUNCAN CRES	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
THE STABLES	50	30	30	Permanent	ISMP timeframe	Same	
SUNBEAM PL	50	30	30	Permanent	ISMP timeframe	Same	
THORNLEA PL	50	30	30	Permanent	ISMP timeframe	Same	
VAN DYKE PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
VANDERBILT PL	50	30	30	Permanent	ISMP timeframe	Same	
VICEROY PL	50	30	30	Permanent	ISMP timeframe	Same	
VILDEBEEST ST	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
WALES ST	50	30	30	Permanent	ISMP timeframe	Same	
WESTLAKE DRV	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
WIGRAM RD 2 SOUTH CSM	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
AIDANFIELD DRV 1 WEST	50	40	40	Permanent	ISMP timeframe	Same	Transitional speed limit to 30km/h

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
AIDANFIELD DR 3	50	40	30/40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
AIDANFIELD DRV 2 EAST	50	40	40	Permanent	ISMP timeframe	Same	Transitional speed limit to 30km/h
ANTONIA PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
AUGUSTINE DR	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
BEAN ST	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
BENEDICT ST	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
BERNADETTE ST	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
BEZAR GREEN	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
BIBIANA ST 2 AIDANFIELD TO MCMAHON	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
BIBIANA ST 3 NORTH MCMAHON DRV	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
BIDWELL PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
BRONCO DR	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
BURBANK DRV	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
CANICE MEWS	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
CARDINAL DRV	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
CASSINIA GARDENS	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
CHARLES UPHAM AVE	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
CONSTANCE PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
COPPINGER TCE	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
CORBETT CRES	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
CUNNEEN PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
CYCLAMEN PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
DATE CRES	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
DONOVAN PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
EAGLESOME AVE	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
ELIZA PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
EUPHRASIE DR	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
FELICITAS GROVE	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
FINTAN MEWS	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
GABRIEL GROVE	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
GRACE CLOSE	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
GRIGG PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
HARLING AVE	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
JOSEPHINE CRES	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
KIERAN GROVE	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
KINSELLA CRES	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
MALACHY GROVE	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
MARCELLA GARDENS	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
MARGUERITE PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
MARIPOSA CRESCENT	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
MATTHEW PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
MCPAHON DR 3	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
MCPAHON DRV 1 WEST	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
MCPAHON DRV 2 EAST	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
MEEKING PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
NASH RD	50	30	30	Permanent	ISMP timeframe	Same	
NEAVE PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
PHELAN PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
TE PIHOPA WAY	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
ROONEY PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
ROSARIO PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
SADDLEBACK GREEN	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
SIENNA COURT	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
SOMERVILLE CRES	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
SORREL GATE	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
STALLION AVE	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
TEMPLETONS WAY	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
TEMPLETONS RD	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
WARHORSE GATE	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
WARREN CRES	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
WEST-WATSON AVE	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
WOLSEY PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
ALPERS PL	50	30	30	Permanent	ISMP timeframe	Same	
ANVERS PL	50	30	30	Permanent	ISMP timeframe	Same	
BARROWCLOUGH ST	50	30	30	Permanent	ISMP timeframe	Same	
BENCARD PL	50	30	30	Permanent	ISMP timeframe	Same	
CALLAN PL	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
CEDARS ST	50	30	30	Permanent	ISMP timeframe	Same	
COPENHAGEN PL	50	30	30	Permanent	ISMP timeframe	Same	
COPPELL PL	50	30	30	Permanent	ISMP timeframe	Same	
DALGLISH PL	50	30	30	Permanent	ISMP timeframe	Same	
DALKEITH ST	50	30	30	Permanent	ISMP timeframe	Same	
DOWNING ST	50	30	30	Permanent	ISMP timeframe	Same	
FAIR PL	50	30	30	Permanent	ISMP timeframe	Same	
FRANKLEIGH ST	50	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
FUSILIER ST	50	30	30	Permanent	ISMP timeframe	Same	
GAINSBOROUGH ST	50	30	30	Permanent	ISMP timeframe	Same	
HASLAM CRES	50	30	30	Permanent	ISMP timeframe	Same	
HERDMAN ST	50	30	30	Permanent	ISMP timeframe	Same	
HOON HAY RD	50	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
HUSSAR PL	50	30	30	Permanent	ISMP timeframe	Same	
KEVIN ST	50	30	30	Permanent	ISMP timeframe	Same	
KINNAIRD PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
LEICESTER CRES	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
LEWIS ST	50	30	30	Permanent	ISMP timeframe	Same	
LYTTELTON ST	50	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
MARION ST	50	30	30	Permanent	ISMP timeframe	Same	
MARTELL PL	50	30	30	Permanent	ISMP timeframe	Same	
MARYHILL AVE	50	30	30	Permanent	ISMP timeframe	Same	
MATHERS RD	50	30	30	Permanent	ISMP timeframe	Same	
MCCARTHY ST	50	30	30	Permanent	ISMP timeframe	Same	
MCCARTHY ST SHOPS / ACCESS/PARKING	50	30	30	Permanent	ISMP timeframe	Same	
MYERS PL	50	30	30	Permanent	ISMP timeframe	Same	
NEWLAND ST	50	30	30	Permanent	ISMP timeframe	Same	
NORTHCROFT ST	50	30	30	Permanent	ISMP timeframe	Same	
O'LEARY ST	50	30	30	Permanent	ISMP timeframe	Same	
OSTLER PL	50	30	30	Permanent	ISMP timeframe	Same	
PABLO PL	50	30	30	Permanent	ISMP timeframe	Same	
REDGRAVE ST	50	30	30	Permanent	ISMP timeframe	Same	
RENWICK PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
ROWLEY AVE	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
SALMOND ST	50	30	30	Permanent	ISMP timeframe	Same	
SAMUEL ST	50	30	30	Permanent	ISMP timeframe	Same	
SPARKS RD	50	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
STANTON CRES	50	30	30	Permanent	ISMP timeframe	Same	
TANKERVILLE RD	50	30	30	Permanent	ISMP timeframe	Same	
UPLAND RD	50	30	30	Permanent	ISMP timeframe	Same	
VICTORS RD	50	30	30	Permanent	ISMP timeframe	Same	
WAIMOKIHI PL	50	30	30	Permanent	ISMP timeframe	Same	
WATERS ST	50	30	30	Permanent	ISMP timeframe	Same	
WYN ST	50	30	30	Permanent	ISMP timeframe	Same	
BELLAGIO PL	50	30	30	Permanent	ISMP timeframe	Same	
BRANCION ST	50	30	30	Permanent	ISMP timeframe	Same	
FRANCO RD	50	30	30	Permanent	ISMP timeframe	Same	
MANAROLA RD	50	30	30	Permanent	ISMP timeframe	Same	
MONSARAZ BLVD	50	30	30	Permanent	ISMP timeframe	Same	
NEVERMORE PL	50	30	30	Permanent	ISMP timeframe	Same	
ALLIED RD	50	30	40	Permanent	ISMP timeframe	Different	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
ARMOUR PL	50	30	30	Permanent	ISMP timeframe	Same	
BEAMSGATE RD	50	30	30	Permanent	ISMP timeframe	Same	
BELLOWS CL	50	30	30	Permanent	ISMP timeframe	Same	
BIRCHDALE PL	50	30	30	Permanent	ISMP timeframe	Same	
BLOWERS PL	50	30	40	Permanent	ISMP timeframe	Different	
BUNZ RD	50	30	30	Permanent	ISMP timeframe	Same	
CASHMERE RD 2 WEST HENDERSONS RD	50	30	40	Permanent	ISMP timeframe	Different	
CHRISP ST	50	30	30	Permanent	ISMP timeframe	Same	
COLLIER DR	50	30	40	Permanent	ISMP timeframe	Different	
CORGWYN AVE	50	30	40	Permanent	ISMP timeframe	Different	
CRIDLAND PL	50	30	40	Permanent	ISMP timeframe	Different	
DALNESS CRES	50	30	40	Permanent	ISMP timeframe	Different	
DRAY PL	50	30	30	Permanent	ISMP timeframe	Same	
DUNNING WAY	50	30	40	Permanent	ISMP timeframe	Different	
DUNSFORD CLOSE	50	30	40	Permanent	ISMP timeframe	Different	
EDMUND STORR RD	50	30	40	Permanent	ISMP timeframe	Different	
EDWARD STAFFORD AVE	50	30	40	Permanent	ISMP timeframe	Different	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
ELMSLIE GROVE 1 TO CUL DE SAC	50	30	40	Permanent	ISMP timeframe	Different	
ERNEST GRAY PL	50	30	40	Permanent	ISMP timeframe	Different	
FINDLAY AVE	50	30	30	Permanent	ISMP timeframe	Same	
FORGE CL	50	30	30	Permanent	ISMP timeframe	Same	
GARFORTH GREEN	50	30	40	Permanent	ISMP timeframe	Different	
GISELE CRES	50	30	40	Permanent	ISMP timeframe	Different	
GLOVERS RD	50	30	30	Permanent	ISMP timeframe	Same	
HELEN PL	50	30	40	Permanent	ISMP timeframe	Different	
HOYLE WAY	50	30	30	Permanent	ISMP timeframe	Same	
HYDE PL	50	30	40	Permanent	ISMP timeframe	Different	
IRVINES TRACK	50	30	30	Permanent	ISMP timeframe	Same	
JOHN OLLIVER TCE	50	30	40	Permanent	ISMP timeframe	Different	
KENNEDYS BUSH RD 1	50	30	30	Permanent	ISMP timeframe	Same	
KITCHENERS KNOLL RD	50	30	40	Permanent	ISMP timeframe	Different	
LARISSA RD	50	30	40	Permanent	ISMP timeframe	Different	
LARSENS RD	50	30	30	Permanent	ISMP timeframe	Same	
LIGHT MOOD RD	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
LOCHHEAD AVE	50	30	40	Permanent	ISMP timeframe	Different	
MABEL CRES	50	30	40	Permanent	ISMP timeframe	Different	
MACARTNEY AVE	50	30	40	Permanent	ISMP timeframe	Different	
MALLET PL	50	30	30	Permanent	ISMP timeframe	Same	
MAPLEDALE PL	50	30	30	Permanent	ISMP timeframe	Same	
MARSACK CRES	50	30	40	Permanent	ISMP timeframe	Different	
MILNS RD	50	30	30	Permanent	ISMP timeframe	Same	
MUIRHILL ST	50	30	30	Permanent	ISMP timeframe	Same	
NAPPER PL	50	30	30	Permanent	ISMP timeframe	Same	
NAVARA RD	50	30	40	Permanent	ISMP timeframe	Different	
OLD RED BARN RD	50	30	30	Permanent	ISMP timeframe	Same	
PARKLEA AVE	50	30	40	Permanent	ISMP timeframe	Different	
PROSPECT PL	50	30	30	Permanent	ISMP timeframe	Same	
PROVINCIAL RD	50	30	30	Permanent	ISMP timeframe	Same	
QUARTERS PL	50	30	30	Permanent	ISMP timeframe	Same	
REDMUND SPUR RD	50	30	40	Permanent	ISMP timeframe	Different	
TE REPO DR	50	30	40	Permanent	ISMP timeframe	Different	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
SADDLE VALE RISE	50	30	40	Permanent	ISMP timeframe	Different	
SCHOOL RD HALSWELL	50	30	30	Permanent	ISMP timeframe	Same	
SENTINEL PL	50	30	30	Permanent	ISMP timeframe	Same	
SEQUEL RD	50	30	40	Permanent	ISMP timeframe	Different	
SHIELD PL	50	30	30	Permanent	ISMP timeframe	Same	
SHOTFIRER LN	50	30	30	Permanent	ISMP timeframe	Same	
SIX SILVERS AVE	50	30	30	Permanent	ISMP timeframe	Same	
SOPHIA GARDENS	50	30	40	Permanent	ISMP timeframe	Different	
SPALLING RD	50	30	30	Permanent	ISMP timeframe	Same	
SPALLING RD OFF SUTHERLANDS RD	50	30	30	Permanent	ISMP timeframe	Same	
STEANE PL	50	30	40	Permanent	ISMP timeframe	Different	
SUTHERLANDS RD	60	30	40	Permanent	ISMP timeframe	Different	
TEMPERING DR	50	30	30	Permanent	ISMP timeframe	Same	
TUSSLE GROVE	50	30	30	Permanent	ISMP timeframe	Same	
WELSH RD	50	30	30	Permanent	ISMP timeframe	Same	
WHITBURN AVE	50	30	40	Permanent	ISMP timeframe	Different	
WILLIAM BRITTAN AVE 2 NORTH	50	30	40	Permanent	ISMP timeframe	Different	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
WILLIAM BRITTAN AVE 1 SOUTH	50	30	40	Permanent	ISMP timeframe	Different	
WINNING POST PL	50	30	30	Permanent	ISMP timeframe	Same	
WITHERS CRES	50	30	30	Permanent	ISMP timeframe	Same	
BLAKISTON ST	50	30	30	Permanent	ISMP timeframe	Same	
CHEVY PL	50	30	30	Permanent	ISMP timeframe	Same	
EMILY KNOWLES DR	50	30	30	Permanent	ISMP timeframe	Same	
KAIWARA ST	50	30	30	Permanent	ISMP timeframe	Same	
LEISTRELLA RD	50	30	30	Permanent	ISMP timeframe	Same	
MAVIN RD	50	30	30	Permanent	ISMP timeframe	Same	
NORTHAW ST	50	30	30	Permanent	ISMP timeframe	Same	
ROLLESBY ST	50	30	30	Permanent	ISMP timeframe	Same	
RYDAL ST	50	30	30	Permanent	ISMP timeframe	Same	
CENTAURUS RD 1 WEST ST MARTINS RD	50	40	30	Permanent	ISMP timeframe	Different	Requested through consultation for improved safety at the roundabout
COLOMBO ST 1 TO BROUGHAM ST	50	40	30	Permanent	ISMP timeframe	Different	Requested through consultation for improved safety at the roundabout
CRACROFT TCE	50	30	30	Permanent	ISMP timeframe	Same	
DYERS PASS RD 1	50	40	30	Permanent	ISMP timeframe	Different	Requested through consultation for improved safety at the roundabout

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
ERNLEA TCE	50	30	30	Permanent	ISMP timeframe	Same	
MERLEWOOD AVE	50	30	30	Permanent	ISMP timeframe	Same	
NUTFIELD LANE	50	30	30	Permanent	ISMP timeframe	Same	
REMUERA AVE	50	30	30	Permanent	ISMP timeframe	Same	
SLOAN TCE	50	30	30	Permanent	ISMP timeframe	Same	
SULBY RD	50	30	30	Permanent	ISMP timeframe	Same	
THORRINGTON RD	50	30	30	Permanent	ISMP timeframe	Same	
WHERSTEAD RD	50	30	30	Permanent	ISMP timeframe	Same	
WOODBIDGE RD	50	30	30	Permanent	ISMP timeframe	Same	
ARMSTRONG AVE	50	30	30	Permanent	ISMP timeframe	Same	
BUXTON TCE	50	30	30	Permanent	ISMP timeframe	Same	
CLAXTON PL	50	30	30	Permanent	ISMP timeframe	Same	
CLOUSTON ST	50	30	30	Permanent	ISMP timeframe	Same	
DERRETT PL	50	30	30	Permanent	ISMP timeframe	Same	
ESHER PL	50	30	30	Permanent	ISMP timeframe	Same	
GAMBLINS RD	50	30	30	Permanent	ISMP timeframe	Same	
KOROMIKO ST	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
KOWHAI TCE	50	30	30	Permanent	ISMP timeframe	Same	
NGAIO ST	50	30	30	Permanent	ISMP timeframe	Same	
PALATINE TCE	50	30	30	Permanent	ISMP timeframe	Same	
PROSSERS RD	50	30	30	Permanent	ISMP timeframe	Same	
RIVERLAW TCE 2 EAST ST MARTINS RD	50	30	30	Permanent	ISMP timeframe	Same	
RIVERLAW TCE 1 WEST ST MARTINS RD	50	30	30	Permanent	ISMP timeframe	Same	
ST MARTINS RD 1	50	30	30	Permanent	ISMP timeframe	Same	
WADES AVE	50	30	30	Permanent	ISMP timeframe	Same	
WILDING ST	50	30	30	Permanent	ISMP timeframe	Same	
DYERS PASS RD 1	50	40	30	Permanent	ISMP timeframe	Different	Walking route to school
HACKTHORNE RD 1 WEST DYERS PASS RD	50	40	30	Permanent	ISMP timeframe	Different	Walking route to school
HACKTHORNE RD 2 EAST DYERS PASS RD	50	30	30	Permanent	ISMP timeframe	Same	
ALBERT TCE	50	30	30	Permanent	ISMP timeframe	Same	
ALBERT TCE	50	30	30	Permanent	ISMP timeframe	Same	
APRIL PL	50	30	30	Permanent	ISMP timeframe	Same	
CENTAURUS RD 2 EAST ST MARTINS RD	50	40	30	Permanent	ISMP timeframe	Different	High active travel area

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
CHARLENE PL	50	30	30	Permanent	ISMP timeframe	Same	
CHORLEY PL	50	30	30	Permanent	ISMP timeframe	Same	
THE CRESCENT	50	30	30	Permanent	ISMP timeframe	Same	
EREWHON TCE	50	30	30	Permanent	ISMP timeframe	Same	
HEYBRIDGE LANE	50	30	30	Permanent	ISMP timeframe	Same	
HILLSBOROUGH TCE	50	30	30	Permanent	ISMP timeframe	Same	
LASCELLES ST	50	30	30	Permanent	ISMP timeframe	Same	
LEONARD PL	50	30	30	Permanent	ISMP timeframe	Same	
RAMAHANA RD	50	30	30	Permanent	ISMP timeframe	Same	
RAPAKI RD	50	30	30	Permanent	ISMP timeframe	Same	
ROSCOE ST	50	30	30	Permanent	ISMP timeframe	Same	
VERNON TCE 3 LOWER ACCESS	50	30	30	Permanent	ISMP timeframe	Same	
VERNON TCE 1	50	30	30	Permanent	ISMP timeframe	Same	
WILLOCK PL	50	30	30	Permanent	ISMP timeframe	Same	
WILSONS RD 1 SOUTH OF WALTHAM RD	50	40	30	Permanent	ISMP timeframe	Different	High active travel area
CHOLMONDELEY LANE	50	30	30	Permanent	ISMP timeframe	Same	Banks Peninsula - Governors Bay Township

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
CRESSWELL AVENUE	50	30	30	Permanent	ISMP timeframe	Same	Banks Peninsula - Governors Bay Township
JETTY ROAD	50	30	30	Permanent	ISMP timeframe	Same	Banks Peninsula - Governors Bay Township
MERLINCOTE CRESCENT	50	30	30	Permanent	ISMP timeframe	Same	Banks Peninsula - Governors Bay Township
CANTERBURY STREET	40	30	30	Permanent	ISMP timeframe	Same	Banks Peninsula - Lyttelton Central
JETTY ROAD	50	30	30	Permanent	ISMP timeframe	Same	Banks Peninsula - Lyttelton Central
LONDON STREET	40	30	30	Permanent	ISMP timeframe	Same	Banks Peninsula - Lyttelton Central
OXFORD STREET	40	30	30	Permanent	ISMP timeframe	Same	Banks Peninsula - Lyttelton Central
OXFORD STREET	50	30	30	Permanent	ISMP timeframe	Same	Banks Peninsula - Lyttelton Central
SUMNER ROAD	40	40	30	Permanent	ISMP timeframe	Different	Sort section of permanent 30km/h to cover school crossings at the intersection
WINCHESTER STREET	50	30	30	Permanent	ISMP timeframe	Same	Banks Peninsula - Lyttelton Central
EUAN SARGINSON PLACE	50	30	30	Permanent	ISMP timeframe	Same	Banks Peninsula - Diamond Harbour Township
HUNTERS ROAD	50	30	30	Permanent	ISMP timeframe	Same	Banks Peninsula - Diamond Harbour Township
MARINE DRIVE	50	30	30/40	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
STODDART TERRACE	50	30	30	Permanent	ISMP timeframe	Same	Banks Peninsula - Diamond Harbour Township
BIG HILL ROAD	100	60	60	Permanent	ISMP timeframe	Same	Banks Peninsula - Rural roads

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
BOLEYS ROAD	100	60	60	Permanent	ISMP timeframe	Same	Banks Peninsula - Rural roads
BROCHERIE'S ROAD	100	60	60	Permanent	ISMP timeframe	Same	Banks Peninsula - Rural roads
CAMERONS TRACK	100	60	60	Permanent	ISMP timeframe	Same	Banks Peninsula - Rural roads
CHORLTON ROAD	100	60	60	Permanent	ISMP timeframe	Same	Banks Peninsula - Rural roads
DALGLISHS ROAD	100	60	60	Permanent	ISMP timeframe	Same	Banks Peninsula - Rural roads
DAWBERS ROAD	100	60	60	Permanent	ISMP timeframe	Same	Banks Peninsula - Rural roads
DECANTER BAY ROAD	100	60	60	Permanent	ISMP timeframe	Same	Banks Peninsula - Rural roads
DUVAUCHELLE STOCK ROUTE	100	60	60	Permanent	ISMP timeframe	Same	Banks Peninsula - Rural roads
FISHERMANS BAY ROAD	100	60	60	Permanent	ISMP timeframe	Same	Banks Peninsula - Rural roads
GOAT ROCK ROAD	100	60	60	Permanent	ISMP timeframe	Same	Banks Peninsula - Rural roads
GOUGHS ROAD	100	60	60	Permanent	ISMP timeframe	Same	Banks Peninsula - Rural roads
HICKORY BAY ROAD	100	60	60	Permanent	ISMP timeframe	Same	Banks Peninsula - Rural roads
HICKORY RIDGE ROAD	100	60	60	Permanent	ISMP timeframe	Same	Banks Peninsula - Rural roads
INNES ROAD	100	60	60	Permanent	ISMP timeframe	Same	Banks Peninsula - Rural roads
LAVERICKS RIDGE ROAD	100	60	60	Permanent	ISMP timeframe	Same	Banks Peninsula - Rural roads
LAVERICKS BAY ROAD	100	60	60	Permanent	ISMP timeframe	Same	Banks Peninsula - Rural roads
LE BONS BAY ROAD	100	60	60	Permanent	ISMP timeframe	Same	Banks Peninsula - Rural roads

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
LITTLE AKALOA ROAD	100	60	60	Permanent	ISMP timeframe	Same	Banks Peninsula - Rural roads
LITTLE AKALOA JETTY ROAD	100	60	60	Permanent	ISMP timeframe	Same	Banks Peninsula - Rural roads
LONG LOOKOUT ROAD	100	60	60	Permanent	ISMP timeframe	Same	Banks Peninsula - Rural roads
LONG BAY ROAD	100	60	60	Permanent	ISMP timeframe	Same	Banks Peninsula - Rural roads
LONG LOOKOUT ROAD	100	60	60	Permanent	ISMP timeframe	Same	Banks Peninsula - Rural roads
LUKES ROAD	50	60	60	Permanent	ISMP timeframe	Same	Banks Peninsula - Rural roads
LUKES ROAD BRANCH	100	60	60	Permanent	ISMP timeframe	Same	Banks Peninsula - Rural roads
MCHALES ROAD	100	60	60	Permanent	ISMP timeframe	Same	Banks Peninsula - Rural roads
MENZIES BAY ROAD	100	60	60	Permanent	ISMP timeframe	Same	Banks Peninsula - Rural roads
MIDDLE ROAD	100	60	60	Permanent	ISMP timeframe	Same	Banks Peninsula - Rural roads
OKAINS BAY ROAD	50	60	60	Permanent	ISMP timeframe	Same	Banks Peninsula - Rural roads
PANAMA ROAD	100	60	60	Permanent	ISMP timeframe	Same	Banks Peninsula - Rural roads
PAUA BAY ROAD	100	60	60	Permanent	ISMP timeframe	Same	Banks Peninsula - Rural roads
PETTIGREWS ROAD	100	60	60	Permanent	ISMP timeframe	Same	Banks Peninsula - Rural roads
PIGEON BAY ROAD	100	60	60	Permanent	ISMP timeframe	Same	Banks Peninsula - Rural roads
PIGEON BAY ROAD	100	60	80	Permanent	ISMP timeframe	Different	Banks Peninsula - Rural roads (assessment shows 80km/h acceptable)

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
PIPERS VALLEY ROAD	100	60	60	Permanent	ISMP timeframe	Same	Banks Peninsula - Rural roads
RIVER ROAD	40	60	60	Permanent	ISMP timeframe	Same	Banks Peninsula - Rural roads
SEFTONS ROAD	100	60	60	Permanent	ISMP timeframe	Same	Banks Peninsula - Rural roads
SHADBOLTS ROAD	100	60	60	Permanent	ISMP timeframe	Same	Banks Peninsula - Rural roads
SUMMIT ROAD	100	60	60	Permanent	ISMP timeframe	Same	Banks Peninsula - Rural roads
VIEW HILL ROAD	100	60	60	Permanent	ISMP timeframe	Same	Banks Peninsula - Rural roads
WELLS BACK ROAD	100	60	60	Permanent	ISMP timeframe	Same	Banks Peninsula - Rural roads
WILSONS ROAD	100	60	60	Permanent	ISMP timeframe	Same	Banks Peninsula - Rural roads
WESTERN VALLEY ROAD	50	30	30	Permanent	ISMP timeframe	Same	Banks Peninsula - Diamond Harbour Township
DUVAUCHELLE SCHOOL LANE	70	30	30	Permanent	ISMP timeframe	Same	Banks Peninsula - Diamond Harbour Township
BOSSU ROAD	60	60	40	Permanent	ISMP timeframe	Different	Banks Peninsula - Wainui Township
CEMETERY ROAD (WAINUI)	50	60	40	Permanent	ISMP timeframe	Different	Banks Peninsula - Wainui Township
JUBILEE ROAD	50	50	40	Permanent	ISMP timeframe	Different	Banks Peninsula - Wainui Township
SEAVIEW LANE	50	60	40	Permanent	ISMP timeframe	Different	Banks Peninsula - Wainui Township
WAINUI MAIN ROAD	50	60	40	Permanent	ISMP timeframe	Different	Banks Peninsula - Wainui Township
WAINUI VALLEY ROAD	40	60	40	Permanent	ISMP timeframe	Different	Banks Peninsula - Wainui Township
WHAREORA TERRACE	50	50	40	Permanent	ISMP timeframe	Different	Banks Peninsula - Wainui Township

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
AUBREY STREET	40	30	30	Permanent	ISMP timeframe	Same	Banks Peninsula - Akaroa Township
BEACH ROAD	40	30	30	Permanent	ISMP timeframe	Same	Banks Peninsula - Akaroa Township
BEACH ROAD	40	30	30	Permanent	ISMP timeframe	Same	Banks Peninsula - Akaroa Township
BRUCE TERRACE	40	30	30	Permanent	ISMP timeframe	Same	Banks Peninsula - Akaroa Township
CHURCH STREET	40	30	30	Permanent	ISMP timeframe	Same	Banks Peninsula - Akaroa Township
RUE JOLIE SOUTH	40	30	30	Permanent	ISMP timeframe	Same	Banks Peninsula - Akaroa Township
RUE NOYER	40	30	30	Permanent	ISMP timeframe	Same	Banks Peninsula - Akaroa Township
ONUKU ROAD	60	60	40	Permanent	ISMP timeframe	Different	Takapūneke Reserve fronts this section of Onuku
PERCY STREET	40	30	30	Permanent	ISMP timeframe	Same	Banks Peninsula - Akaroa Township
SEAVIEW AVENUE	40	30	30	Permanent	ISMP timeframe	Same	Banks Peninsula - Akaroa Township
SELWYN AVENUE	40	30	30	Permanent	ISMP timeframe	Same	Banks Peninsula - Akaroa Township
SELWYN AVENUE	40	30	30	Permanent	ISMP timeframe	Same	Banks Peninsula - Akaroa Township
WALNUT PLACE	40	30	30	Permanent	ISMP timeframe	Same	Banks Peninsula - Akaroa Township
WILLIAM STREET	40	30	30	Permanent	ISMP timeframe	Same	Banks Peninsula - Akaroa Township
WILLIAM STREET	40	30	30	Permanent	ISMP timeframe	Same	Banks Peninsula - Akaroa Township
CHORLTON ROAD	50	50	40	Permanent	ISMP timeframe	Different	Banks Peninsula - Little Akaloa Township
CHORLTON ROAD	100	60	40	Permanent	ISMP timeframe	Different	Banks Peninsula - Little Akaloa Township

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
DECANTER BAY ROAD	50	50	40	Permanent	ISMP timeframe	Different	Banks Peninsula - Little Akaloa Township
LITTLE AKALOA ROAD	100	60	40	Permanent	ISMP timeframe	Different	Banks Peninsula - Little Akaloa Township
LUKES ROAD	50	60	40	Permanent	ISMP timeframe	Different	Banks Peninsula - Little Akaloa Township
LUKES ROAD BRANCH	100	60	40	Permanent	ISMP timeframe	Different	Banks Peninsula - Little Akaloa Township
BACK ROAD	40	60	40	Permanent	ISMP timeframe	Different	Banks Peninsula - Okains Bay Township
CHORLTON ROAD	100	60	40	Permanent	ISMP timeframe	Different	Banks Peninsula - Okains Bay Township
OKAINS BAY ROAD	50	60	40	Permanent	ISMP timeframe	Different	Banks Peninsula - Okains Bay Township
OKAINS BAY ROAD	50	60	30	Permanent	ISMP timeframe	Different	School frontage. Permanent 30km/h requested by Ministry of Education and School.
OKAINS BAY ROAD	60	60	40	Permanent	ISMP timeframe	Different	Banks Peninsula - Okains Bay Township
RIVER ROAD	40	60	40	Permanent	ISMP timeframe	Different	Banks Peninsula - Okains Bay Township
SCHOOL HOUSE ROAD	40	60	40	Permanent	ISMP timeframe	Different	Banks Peninsula - Okains Bay Township
RUE DE LA MER	50	50	40	Permanent	ISMP timeframe	Different	Banks Peninsula - Le Bons Bay Township
LAVERICKS RIDGE ROAD	100	60	40	Permanent	ISMP timeframe	Different	Banks Peninsula - Le Bons Bay Township
LE BONS BAY ROAD	50	50	40	Permanent	ISMP timeframe	Different	Banks Peninsula - Le Bons Bay Township

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
AVERILL ST	50	30	30	Permanent	ISMP timeframe	Same	
CARGILL PL	50	30	30	Permanent	ISMP timeframe	Same	
CHANCELLOR ST	50	30	30	Permanent	ISMP timeframe	Same	
CHRYSTAL ST	50	30	30	Permanent	ISMP timeframe	Same	
DUDLEY ST	50	30	30	Permanent	ISMP timeframe	Same	
GUILD ST	50	30	30	Permanent	ISMP timeframe	Same	
JULIUS TCE	50	30	30	Permanent	ISMP timeframe	Same	
NICHOLLS ST	50	30	30	Permanent	ISMP timeframe	Same	
PETRIE ST	50	40	30	Permanent	ISMP timeframe	Different	Neighbourhood consistency
RANDALL ST	50	30	30	Permanent	ISMP timeframe	Same	
SLATER ST	50	30	30	Permanent	ISMP timeframe	Same	
STAPLETONS RD	50	30	30	Permanent	ISMP timeframe	Same	
WALTON ST	50	30	30	Permanent	ISMP timeframe	Same	
WARDEN ST	50	30	30	Permanent	ISMP timeframe	Same	
ALBEMARLE ST	50	30	30	Permanent	ISMP timeframe	Same	
ANGUS ST	50	30	30	Permanent	ISMP timeframe	Same	
ANTRIM ST	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
ASHGROVE TCE 2 WEST FAIRVIEW ST	50	30	30	Permanent	ISMP timeframe	Same	
ASHGROVE TCE 1 EAST FAIRVIEW ST	50	30	30	Permanent	ISMP timeframe	Same	
ATHELSTAN ST	50	30	30	Permanent	ISMP timeframe	Same	
AUSTIN ST	50	30	30	Permanent	ISMP timeframe	Same	
AYLMER ST	50	30	30	Permanent	ISMP timeframe	Same	
BARD ST	50	30	30	Permanent	ISMP timeframe	Same	
BARETTA ST	50	30	30	Permanent	ISMP timeframe	Same	
BARRINGTON ST 1	50	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
BAYLEY PL	50	30	30	Permanent	ISMP timeframe	Same	
BEANLAND AVE	50	30	30	Permanent	ISMP timeframe	Same	
BEAUMONT ST	50	30	30	Permanent	ISMP timeframe	Same	
BECKENHAM ST	40	30	30	Permanent	ISMP timeframe	Same	
BEECHWORTH AVE	50	30	30	Permanent	ISMP timeframe	Same	
BEWDLEY ST	50	30	30	Permanent	ISMP timeframe	Same	
BIRDWOOD AVE	40	30	30	Permanent	ISMP timeframe	Same	
BLAKEHALL PL 1	50	30	30	Permanent	ISMP timeframe	Same	
BLETSGOE AVE	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
BOLTON AVE	50	30	30	Permanent	ISMP timeframe	Same	
BOON ST	50	30	30	Permanent	ISMP timeframe	Same	
BOWENVALE AVE	40	30	30	Permanent	ISMP timeframe	Same	
BRADFORD AVE	50	30	30	Permanent	ISMP timeframe	Same	
BROWNING ST	50	30	30	Permanent	ISMP timeframe	Same	
BUFFON ST	50	30	30	Permanent	ISMP timeframe	Same	
BUNYAN ST	50	30	30	Permanent	ISMP timeframe	Same	
BURNS ST	50	30	30	Permanent	ISMP timeframe	Same	
CADOGAN ST	50	30	30	Permanent	ISMP timeframe	Same	
CAMERON ST	50	30	30	Permanent	ISMP timeframe	Same	
CARDIFF AVE	50	30	30	Permanent	ISMP timeframe	Same	
CASHMERE RD 1 EAST HENDERSONS RD	50	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
CASHMERE VIEW ST	50	30	30	Permanent	ISMP timeframe	Same	
CECIL PL	50	30	30	Permanent	ISMP timeframe	Same	
CHAUCER ST	50	30	30	Permanent	ISMP timeframe	Same	
CHEVIOT ST	50	30	30	Permanent	ISMP timeframe	Same	
COBHAM ST	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
CONWAY ST	50	30	30	Permanent	ISMP timeframe	Same	
COOKE ST	50	30	30	Permanent	ISMP timeframe	Same	
CORSON AVE	40	30	30	Permanent	ISMP timeframe	Same	
CROYDON ST	50	30	30	Permanent	ISMP timeframe	Same	
DARLEY ST	50	30	30	Permanent	ISMP timeframe	Same	
DELOW PL	50	30	30	Permanent	ISMP timeframe	Same	
DELORAIN ST	50	30	30	Permanent	ISMP timeframe	Same	
DEVON ST	50	30	30	Permanent	ISMP timeframe	Same	
DEYELL CRES	50	30	30	Permanent	ISMP timeframe	Same	
DIAMOND AVE	50	30	30	Permanent	ISMP timeframe	Same	
DOBSON ST	50	30	30	Permanent	ISMP timeframe	Same	
DOMAIN TCE	50	30	30	Permanent	ISMP timeframe	Same	
DOMETT ST	50	30	30	Permanent	ISMP timeframe	Same	
DOMINION AVE	50	30	30	Permanent	ISMP timeframe	Same	
DRUMMOND ST	50	30	30	Permanent	ISMP timeframe	Same	
DUNDEE PL	50	30	30	Permanent	ISMP timeframe	Same	
DUNN ST	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
EASTERN TCE	40	30	30	Permanent	ISMP timeframe	Same	
EDINBURGH ST	50	30	30	Permanent	ISMP timeframe	Same	
ELSTOW PL	50	30	30	Permanent	ISMP timeframe	Same	
EVERARD ST	50	30	30	Permanent	ISMP timeframe	Same	
EVESHAM CRES	50	30	30	Permanent	ISMP timeframe	Same	
FAIRVIEW ST	50	30	30	Permanent	ISMP timeframe	Same	
FARADAY ST	50	30	30	Permanent	ISMP timeframe	Same	
FISHER AVE	40	30	30	Permanent	ISMP timeframe	Same	
FORBES ST	50	30	30	Permanent	ISMP timeframe	Same	
FORSYTH ST	50	30	30	Permanent	ISMP timeframe	Same	
GARNETT AVE	50	30	30	Permanent	ISMP timeframe	Same	
GIBBON ST	50	30	30	Permanent	ISMP timeframe	Same	
GILBERT PL	50	30	30	Permanent	ISMP timeframe	Same	
GLEIG PL	50	30	30	Permanent	ISMP timeframe	Same	
GLYNNE CRES	50	30	30	Permanent	ISMP timeframe	Same	
GOLDSMITH PL	50	30	30	Permanent	ISMP timeframe	Same	
GRETA PL	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
HAMMOND PL	50	30	30	Permanent	ISMP timeframe	Same	
HARGEST CRES	50	30	30	Permanent	ISMP timeframe	Same	
HARKER ST	50	30	30	Permanent	ISMP timeframe	Same	
HASTINGS ST EAST	50	30	30	Permanent	ISMP timeframe	Same	
HASTINGS ST WEST 2 EAST BURLINGTON	50	30	30	Permanent	ISMP timeframe	Same	
HASTINGS ST WEST 1 WEST BURLINGTON	50	30	30	Permanent	ISMP timeframe	Same	
HASTINGS ST EAST	50	30	30	Permanent	ISMP timeframe	Same	
HILLIER PL	50	30	30	Permanent	ISMP timeframe	Same	
HINEMOA ST	50	30	30	Permanent	ISMP timeframe	Same	
HOLCOMBE PL 1	50	30	30	Permanent	ISMP timeframe	Same	
HOLCOMBE PL 2 T/ACCESS # 5-6	50	30	30	Permanent	ISMP timeframe	Same	
HOWARD ST	50	30	30	Permanent	ISMP timeframe	Same	
HUMBOLDT ST	50	30	30	Permanent	ISMP timeframe	Same	
HUME ST	50	30	30	Permanent	ISMP timeframe	Same	
HUTCHESON ST	50	30	30	Permanent	ISMP timeframe	Same	
HUXLEY ST 2 SOUTH BURLINGTON ST	50	30	30	Permanent	ISMP timeframe	Same	

Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
INGOLDSBY ST	50	30	30	Permanent	ISMP timeframe	Same	
JAMES K BAXTER PL	50	30	30	Permanent	ISMP timeframe	Same	
JOHNSON ST	50	30	30	Permanent	ISMP timeframe	Same	
JORDAN ST	50	30	30	Permanent	ISMP timeframe	Same	
KING ST	50	30	30	Permanent	ISMP timeframe	Same	
KINVER PL	50	30	30	Permanent	ISMP timeframe	Same	
LEITCH ST	50	30	30	Permanent	ISMP timeframe	Same	
LEITH PL	50	30	30	Permanent	ISMP timeframe	Same	
LONGFELLOW ST 2 NORTH SOUTHEY ST	50	30	30	Permanent	ISMP timeframe	Same	
LONGFELLOW ST 1 SOUTH SOUTHEY ST	50	30	30	Permanent	ISMP timeframe	Same	
LYTTELTON ST	50	40	30	Permanent	ISMP timeframe	Different	Te Kura Kaupapa Māori O Te Whānau Tahi school frontage. Proximity to Cashmere High and Pioneer Park.
MALCOLM AVE	40	30	30	Permanent	ISMP timeframe	Same	
MANHIRE ST	50	30	30	Permanent	ISMP timeframe	Same	
MARLEY VIEW ST	50	30	30	Permanent	ISMP timeframe	Same	
MARTIN AVE	40	30	30	Permanent	ISMP timeframe	Same	
MCCOMBS ST	50	30	30	Permanent	ISMP timeframe	Same	

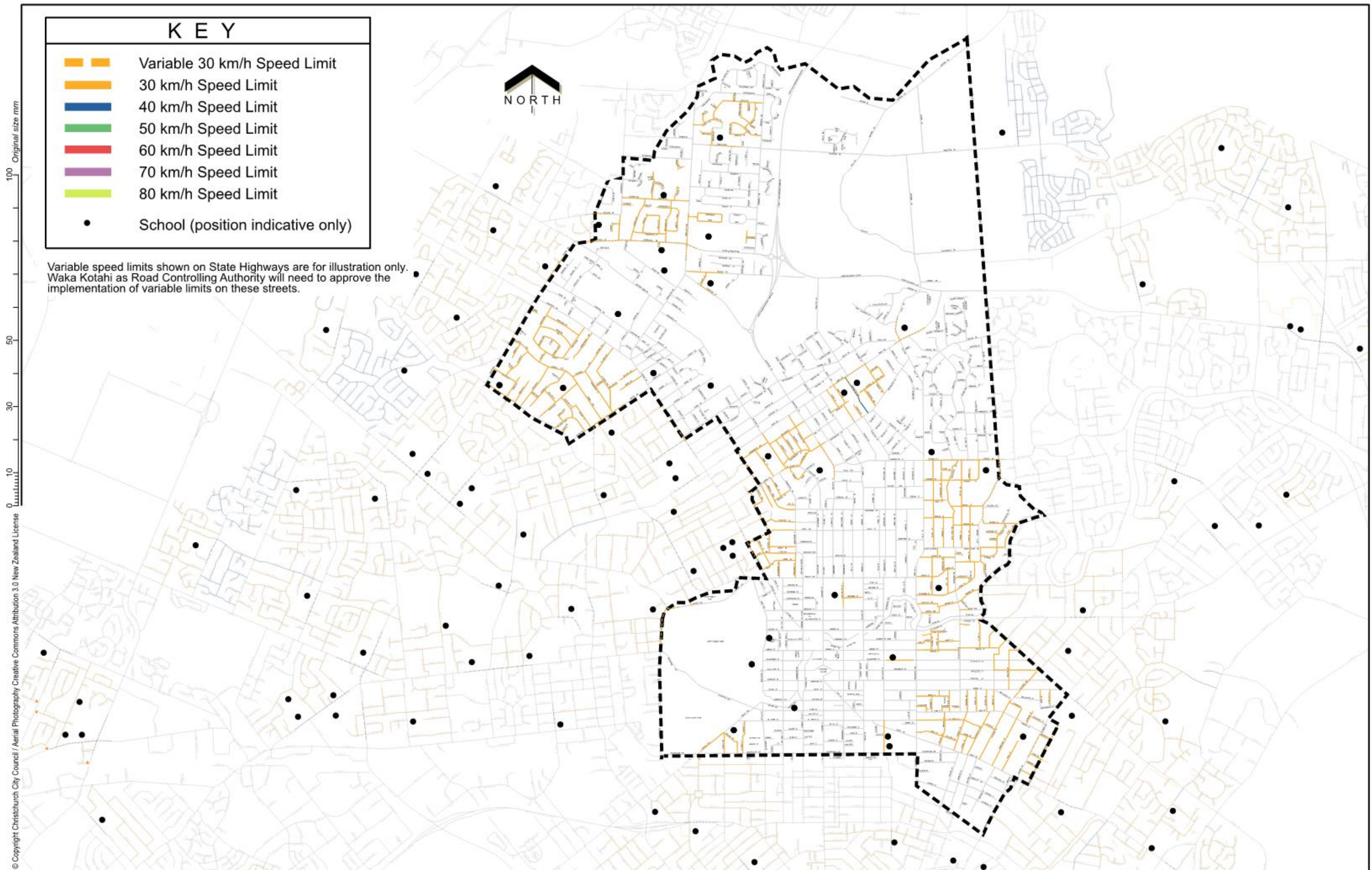
Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
MEADOWVILLE AVE	50	30	30	Permanent	ISMP timeframe	Same	
MERLE PL	50	30	30	Permanent	ISMP timeframe	Same	
MILLAR ST	50	30	30	Permanent	ISMP timeframe	Same	
MOANA ST	50	30	30	Permanent	ISMP timeframe	Same	
MONTROSE ST	50	30	30	Permanent	ISMP timeframe	Same	
MOORE ST	50	30	30	Permanent	ISMP timeframe	Same	
MOUNTFORT ST	50	30	30	Permanent	ISMP timeframe	Same	
NAIRN ST	50	30	30	Permanent	ISMP timeframe	Same	
NEVILLE ST	50	30	30	Permanent	ISMP timeframe	Same	
NORWOOD ST	40	30	30	Permanent	ISMP timeframe	Same	
PENRITH AVE	50	30	30	Permanent	ISMP timeframe	Same	
PERCIVAL ST	50	30	30	Permanent	ISMP timeframe	Same	
PLUNKET ST	50	30	30	Permanent	ISMP timeframe	Same	
RAHERA ST	50	30	30	Permanent	ISMP timeframe	Same	
REDRUTH AVE	50	30	30	Permanent	ISMP timeframe	Same	
RIVERVIEW ST	40	30	30	Permanent	ISMP timeframe	Same	
ROBERTA DRV	50	30	30	Permanent	ISMP timeframe	Same	

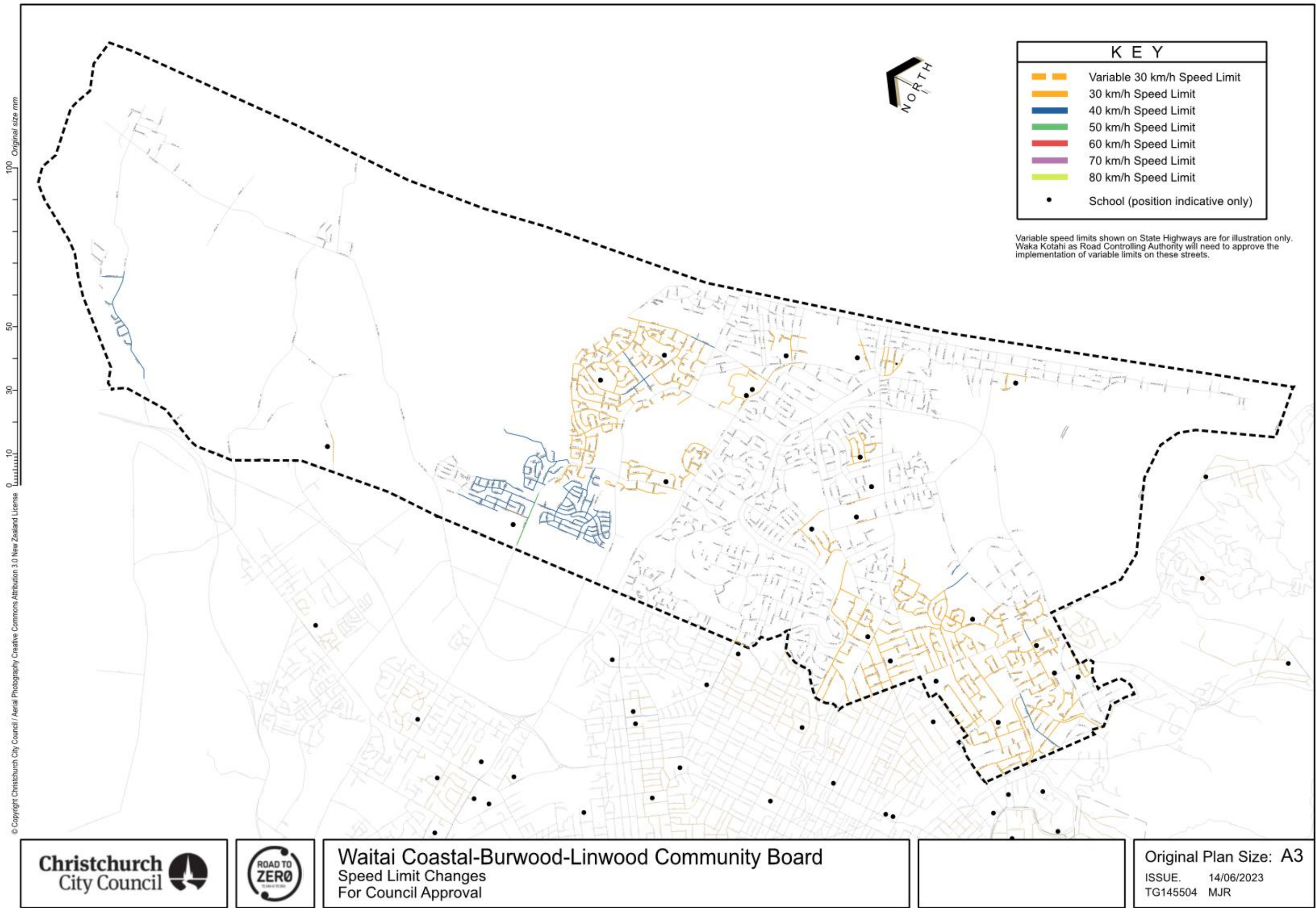
Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
ROGERS ST	50	30	30	Permanent	ISMP timeframe	Same	
ROKER ST	30	30	30	Permanent	ISMP timeframe	Same	
ROSE ST	50	40	30	Permanent	ISMP timeframe	Different	Cashmere High School access
ROSEBERRY ST	50	30	30	Permanent	ISMP timeframe	Same	
ROXBURGH ST	50	30	30	Permanent	ISMP timeframe	Same	
SANDWICH RD	40	30	30	Permanent	ISMP timeframe	Same	
SCOTT ST	50	30	30	Permanent	ISMP timeframe	Same	
SEDDON ST	50	30	30	Permanent	ISMP timeframe	Same	
HEATHCOTE	50	30	30	Permanent	ISMP timeframe	Same	
SEFTON PL SPREYDON	50	30	30	Permanent	ISMP timeframe	Same	
SELWYN ST 1 SOUTH	50	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
BROUGHAM ST	50	30	30	Permanent	ISMP timeframe	Same	
SHELLEY ST	50	30	30	Permanent	ISMP timeframe	Same	
SIMEON ST	50	30	30	Permanent	ISMP timeframe	Same	
SOMERFIELD ST	50	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
SOMERS PL	50	30	30	Permanent	ISMP timeframe	Same	
SOUTHAMPTON ST	50	30	30	Permanent	ISMP timeframe	Same	
SOUTHEY ST	50	30	30	Permanent	ISMP timeframe	Same	
SPRING GROVE ST	50	30	30	Permanent	ISMP timeframe	Same	

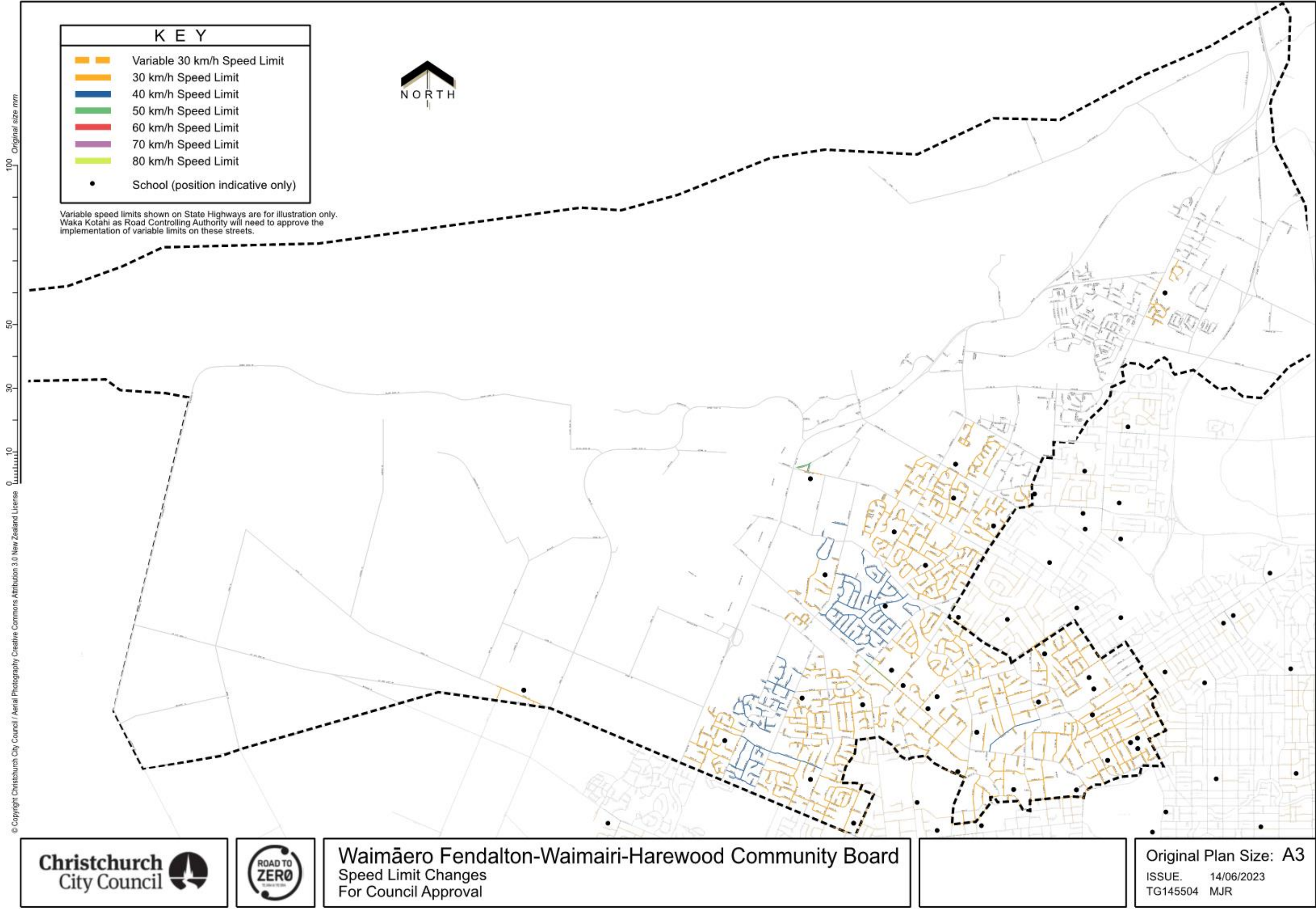
Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
STANBURY AVE	50	30	30	Permanent	ISMP timeframe	Same	
STENNESS AVE	50	30	30	Permanent	ISMP timeframe	Same	
STOURBRIDGE ST	50	40	30	Permanent	ISMP timeframe	Different	Neighbourhood consistency
STUDHOLME ST	50	30	30	Permanent	ISMP timeframe	Same	
SUGDEN ST	50	30	30	Permanent	ISMP timeframe	Same	
SUMNER ST	50	30	30	Permanent	ISMP timeframe	Same	
SYDNEY ST	50	30	30	Permanent	ISMP timeframe	Same	
TAINUI ST	50	30	30	Permanent	ISMP timeframe	Same	
TEKOA PL	50	30	30	Permanent	ISMP timeframe	Same	
THERESE ST	50	30	30	Permanent	ISMP timeframe	Same	
TUSCANY PL	40	30	30	Permanent	ISMP timeframe	Same	
URELLA PL	50	30	30	Permanent	ISMP timeframe	Same	
VIENNA ST	50	30	30	Permanent	ISMP timeframe	Same	
WAIMAIRI RD 2 NORTH PEER ST	50	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
WAIMEA TCE	40	30	30	Permanent	ISMP timeframe	Same	
WAIMOKIHI PL	50	30	30	Permanent	ISMP timeframe	Same	
WALTHAM RD 1	50	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP

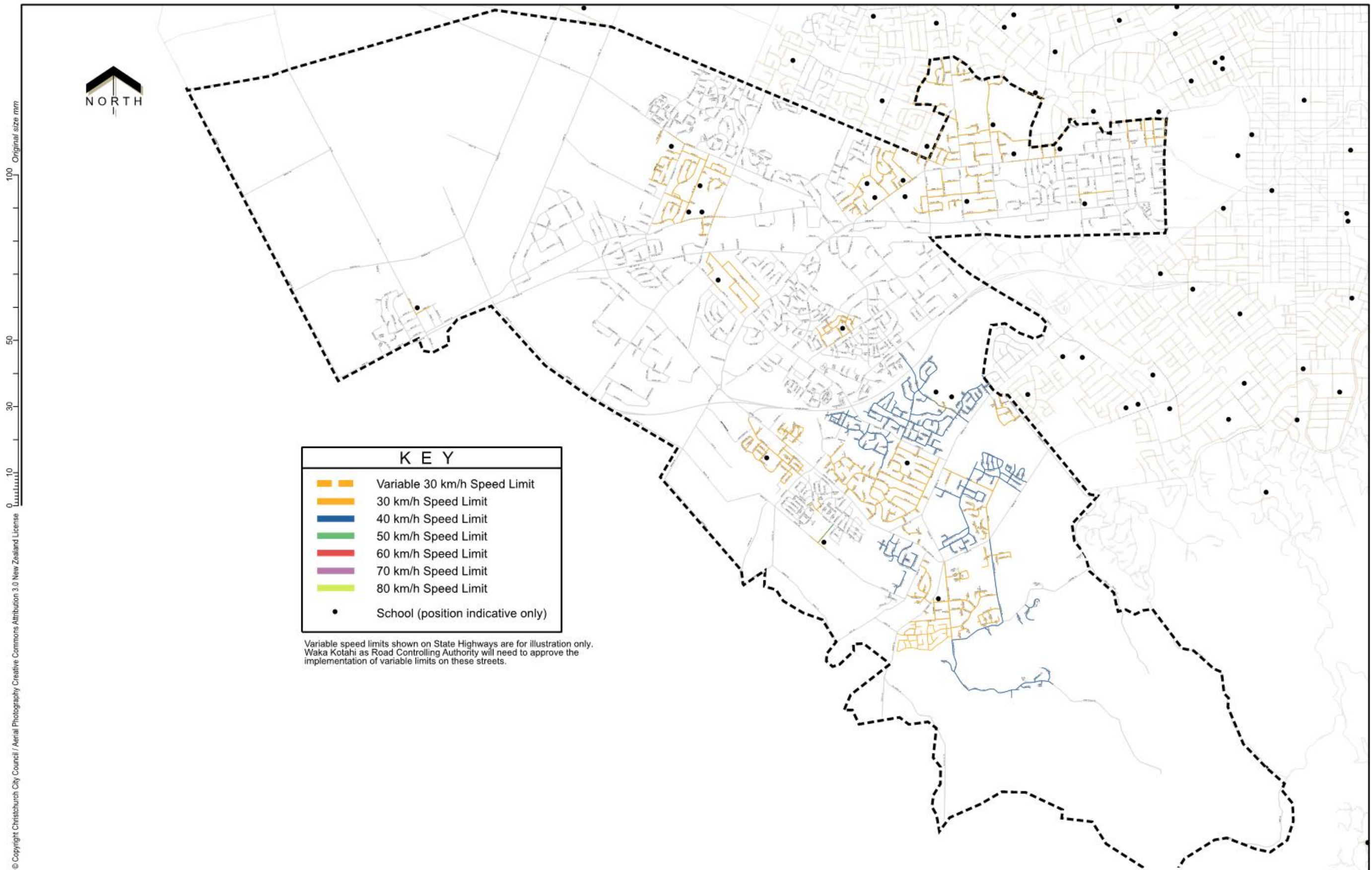
Road Name	Posted Speed Limit	Safe and Appropriate Speed (SAAS)	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (ISMP = 18 months)	Is proposed speed limit different from the Waka Kotahi confirmed assessment of SAAS limit?	Further information
WEMBLEY ST	50	30	30	Permanent	ISMP timeframe	Same	
WILLIS PL	50	30	30	Permanent	ISMP timeframe	Same	
WINSOR CRES	50	30	30	Permanent	ISMP timeframe	Same	
WOODARD TCE	50	30	30	Permanent	ISMP timeframe	Same	
WYCHBURY ST	50	30	30	Permanent	ISMP timeframe	Same	
YALE ST	50	30	30	Permanent	ISMP timeframe	Same	
YOUNG ST	50	30	30	Permanent	ISMP timeframe	Same	

Appendix B – Speed limit maps

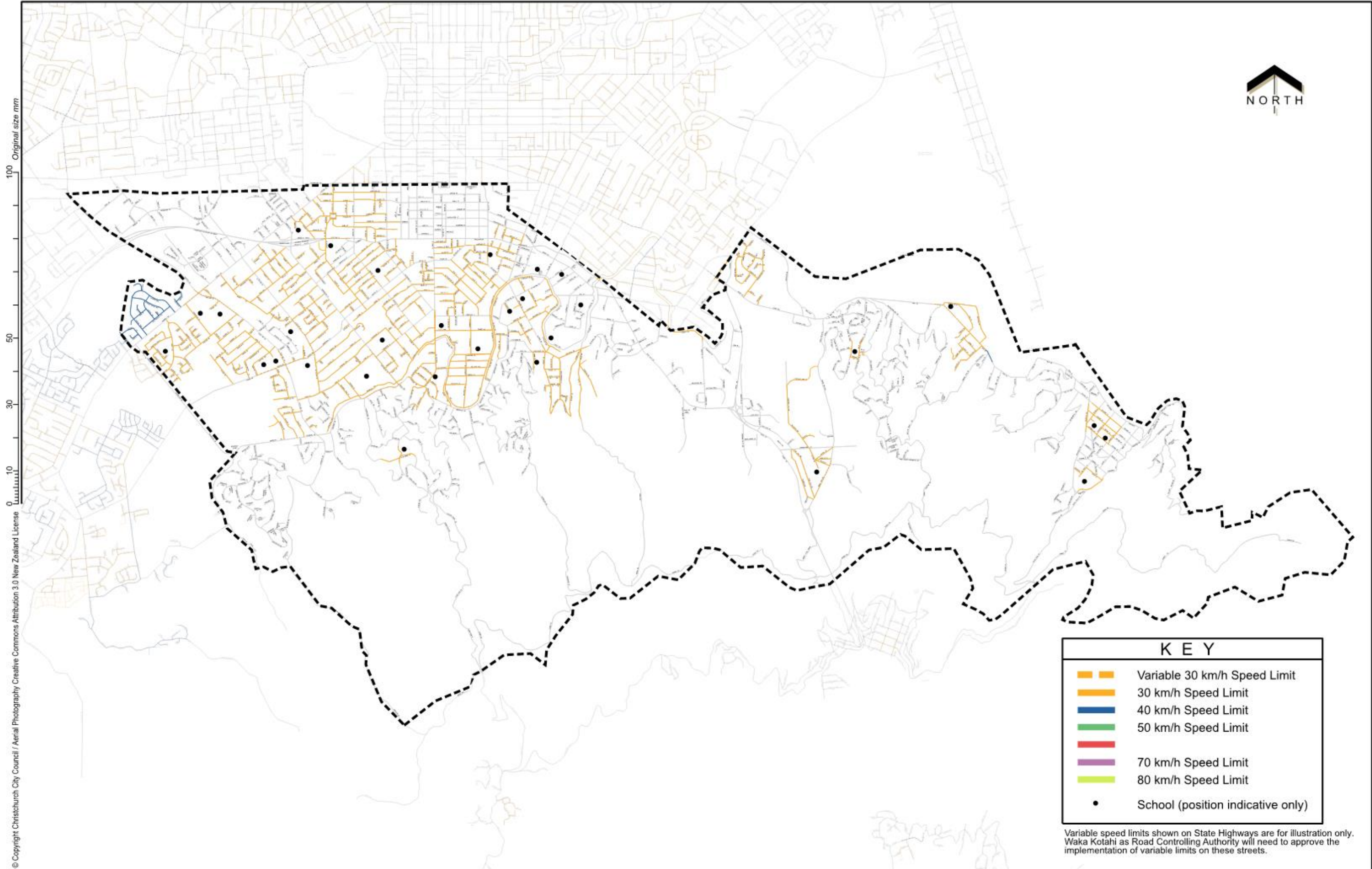


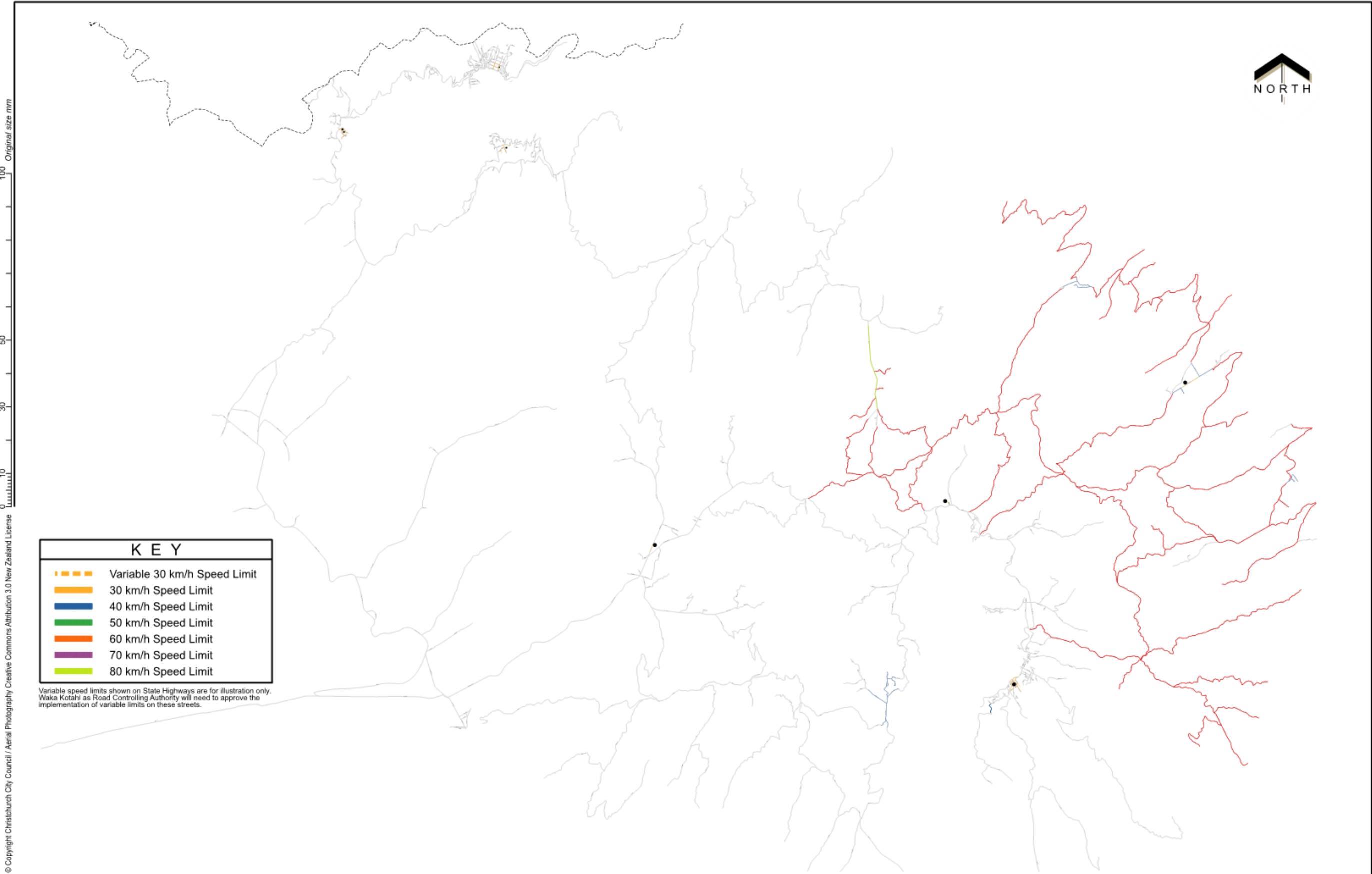


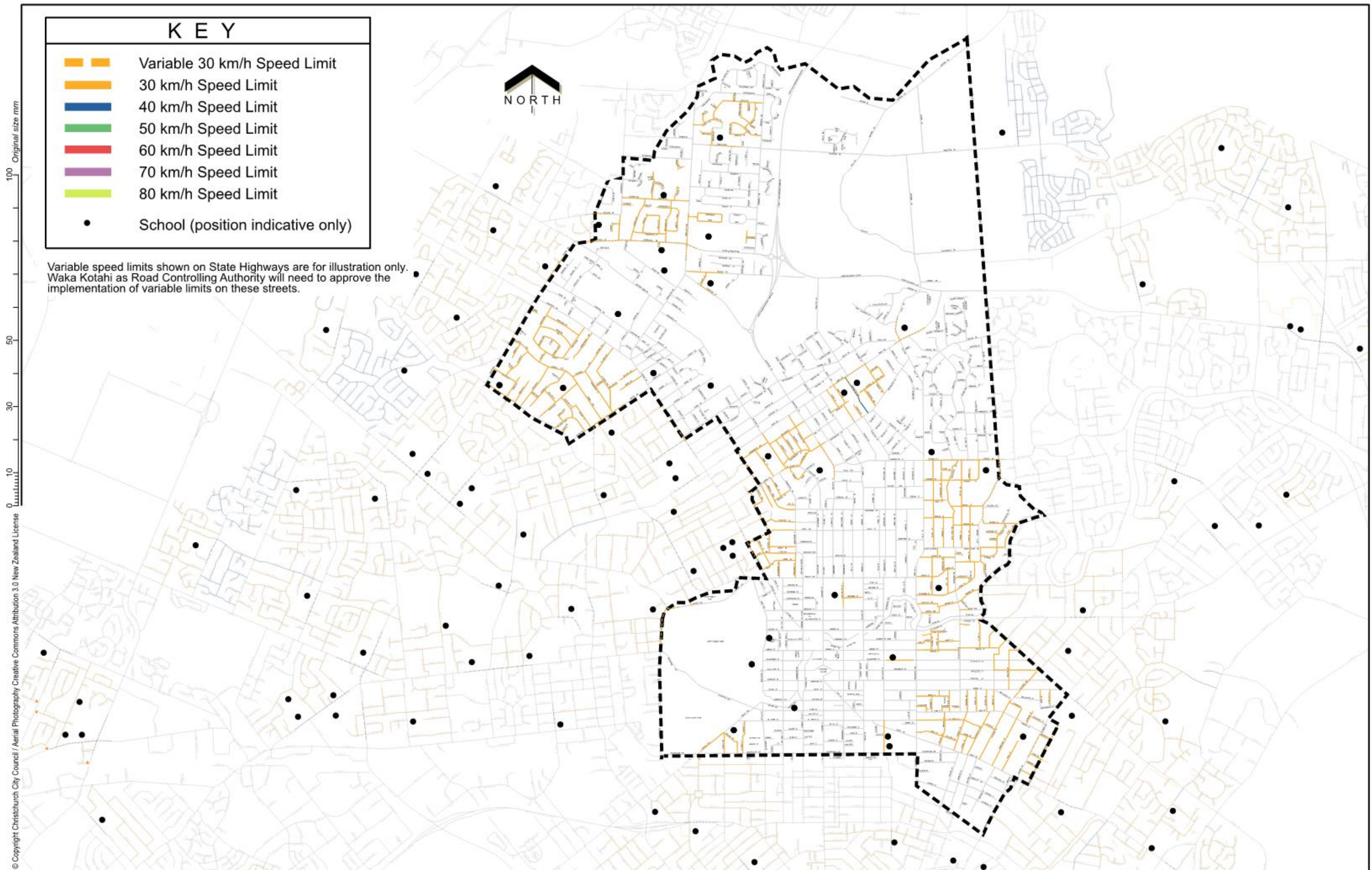


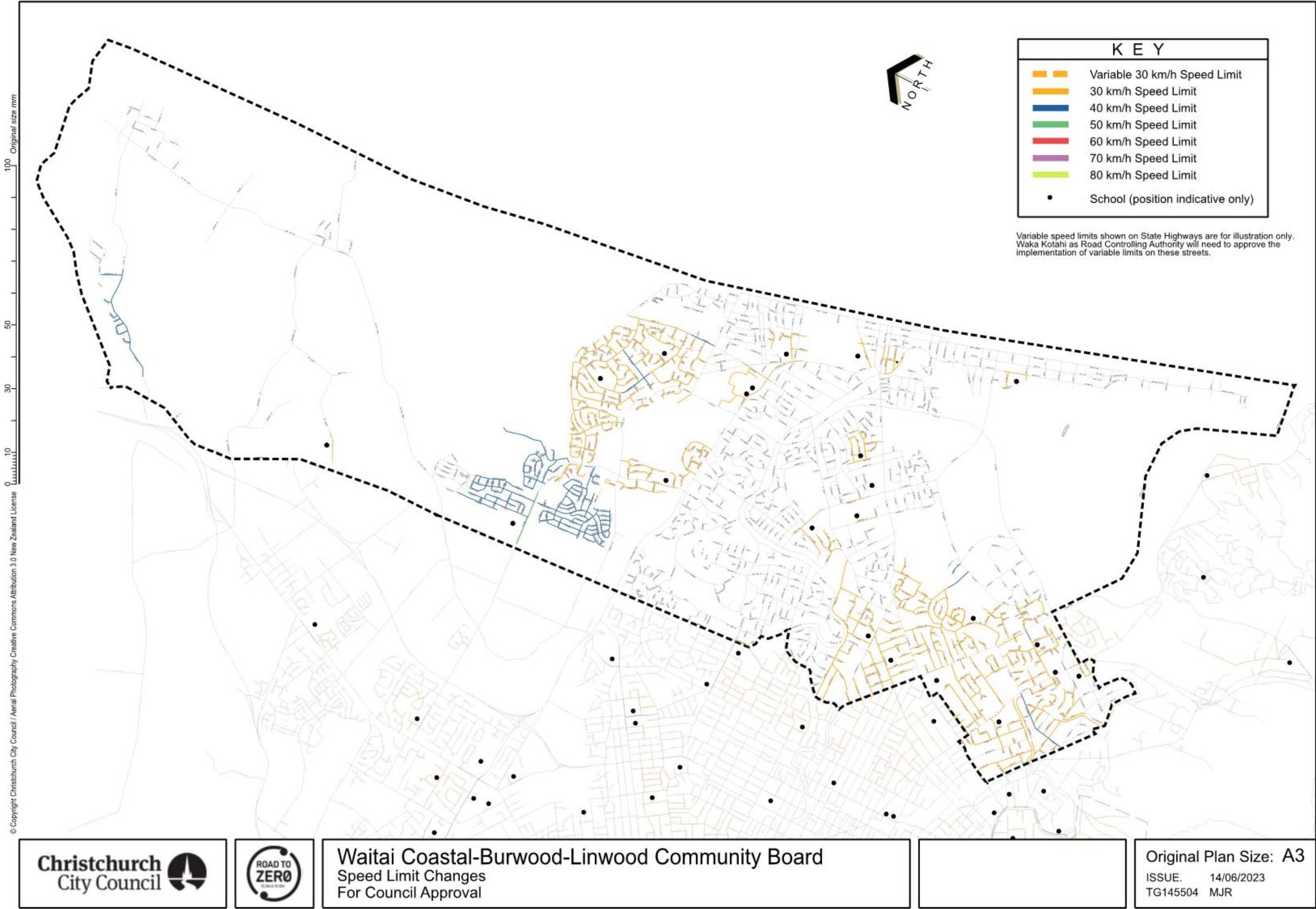


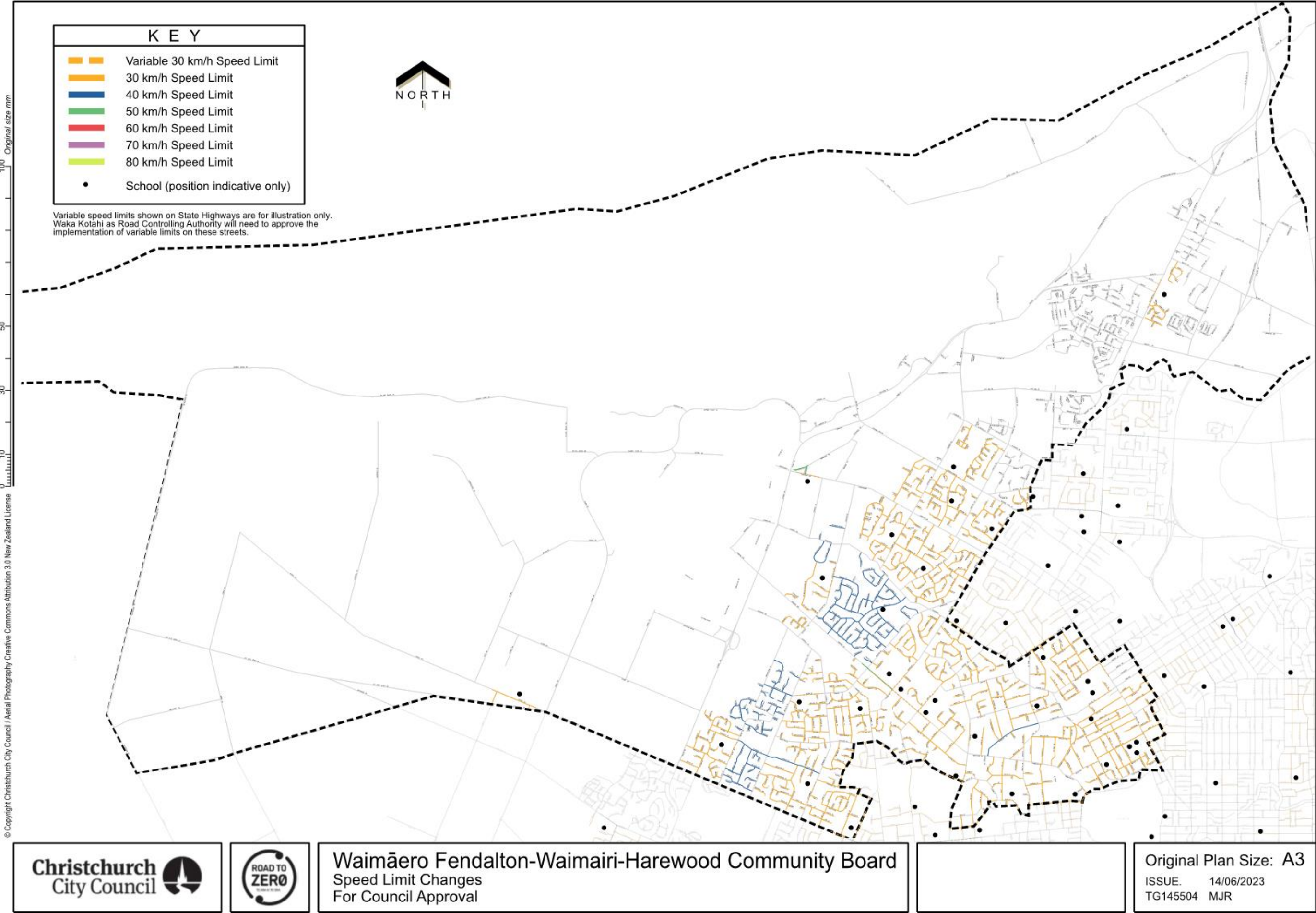
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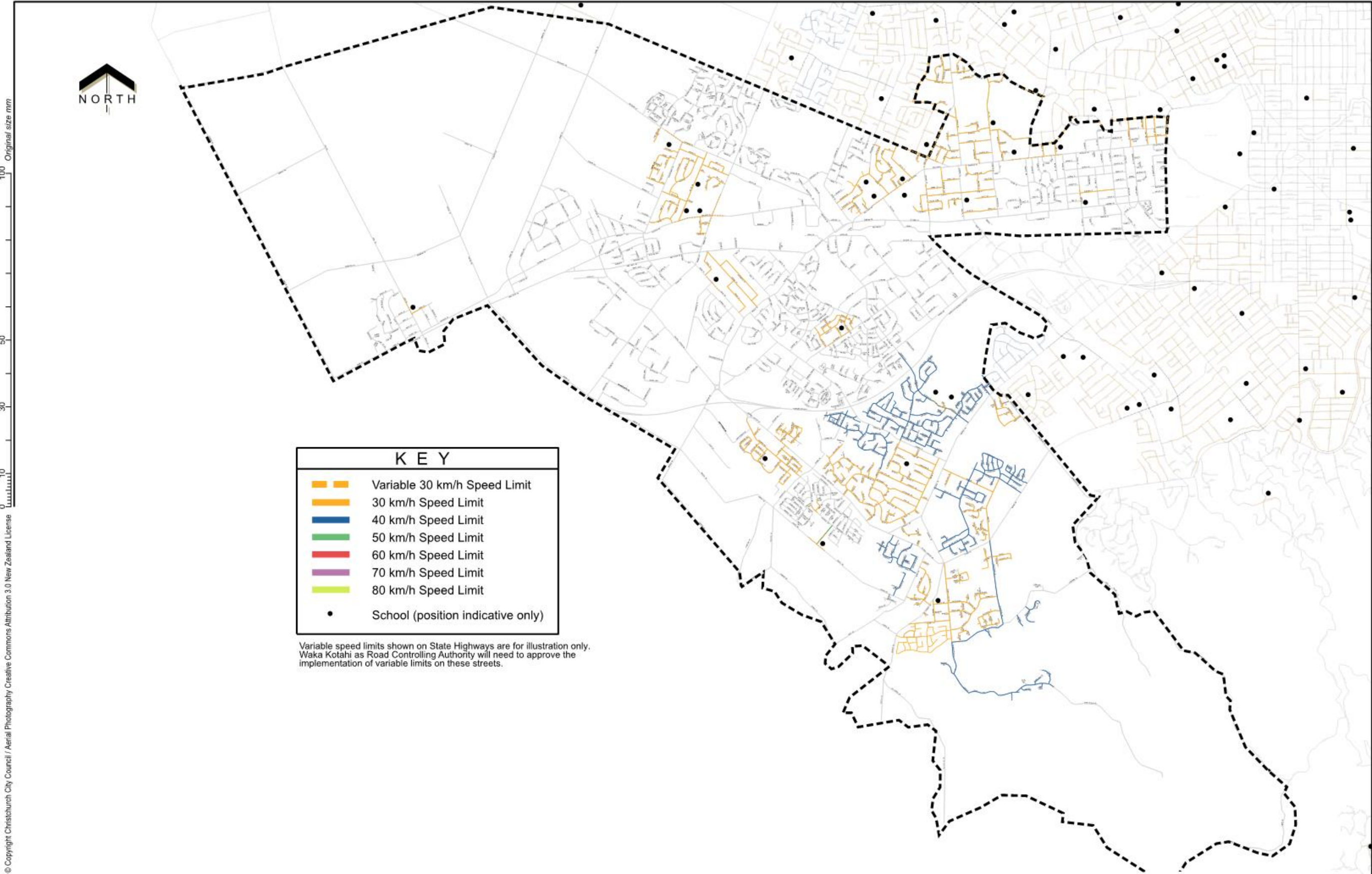


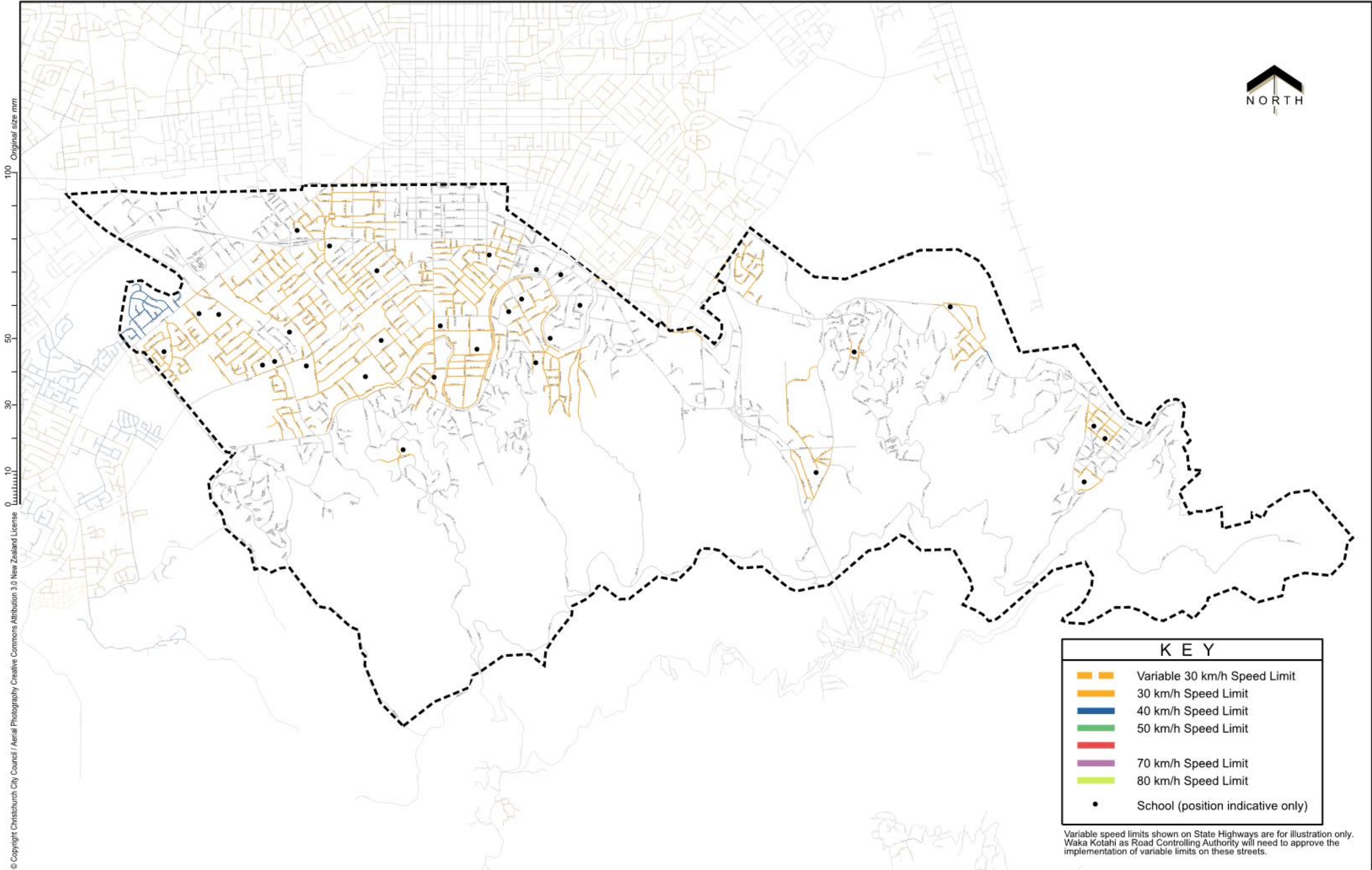


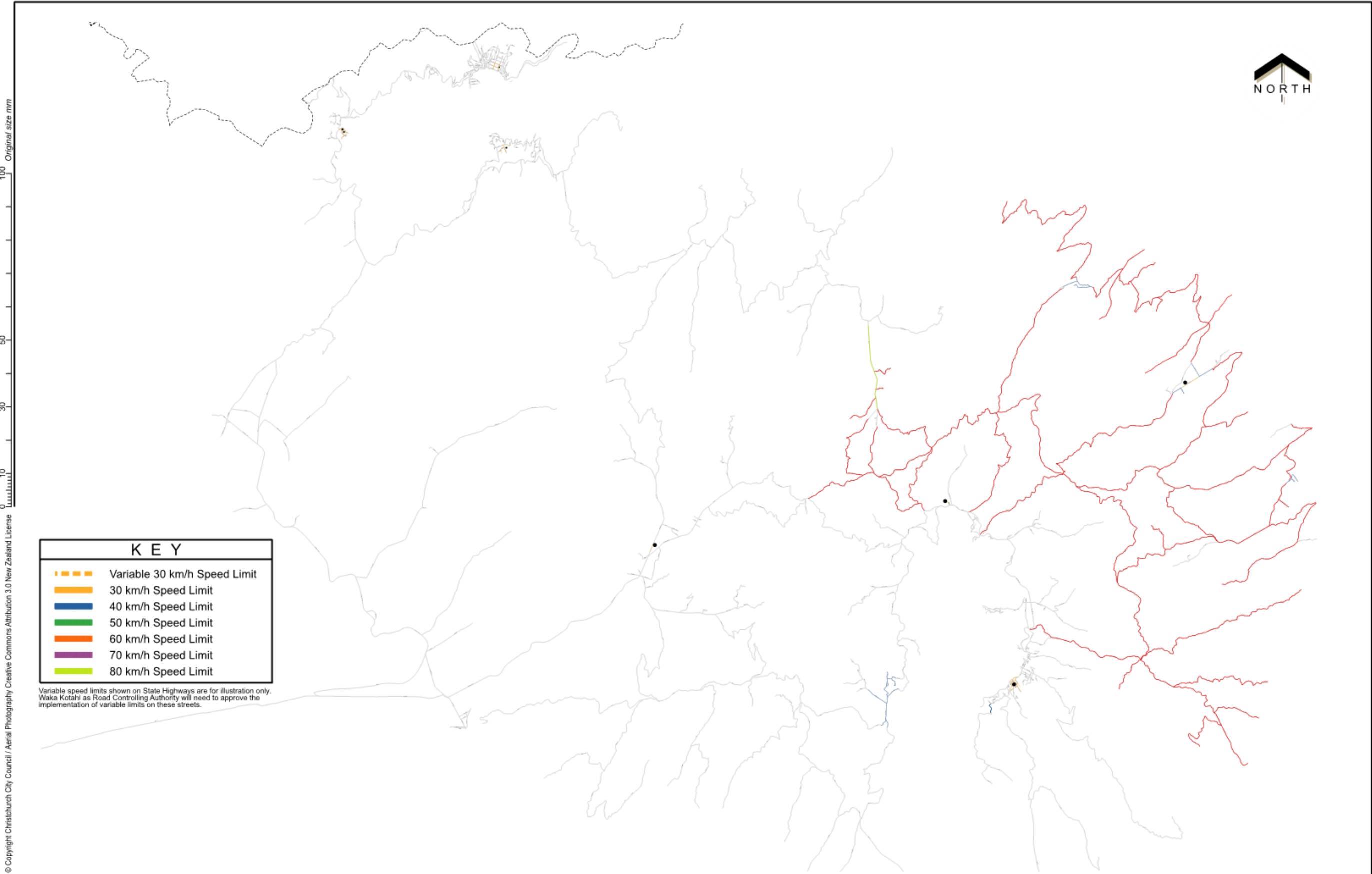


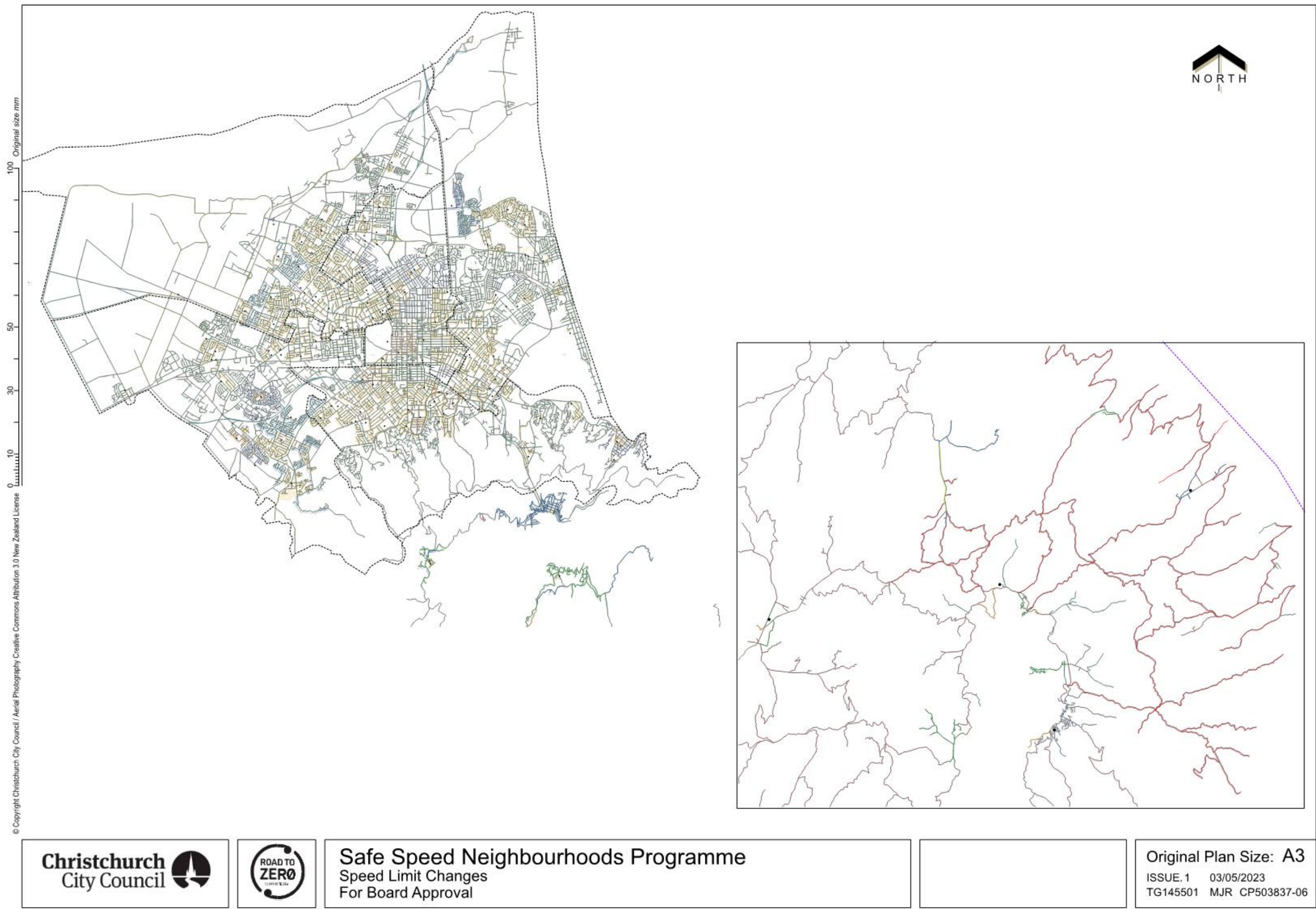












Safe Speed Neighbourhoods

Submission analysis

Overview

2,008 comments were made on the Safe Speed Neighbourhood consultation. These were made by 1,139 unique businesses, organisations, and individuals.

- 1,859 comments were made on the [Social Pinpoint map \(the map\)](#).
- 149 comments were made by email submissions.

458 comments (24%) clearly stated their support for the proposed changes, 230 (11%) clearly stated their opposition, while the remaining 1,320 (66%) were observations or specific requests.

General city-wide feedback

We heard from six organisations who provided general feedback about the city-wide proposals.

- Submissions from Environment Canterbury, Te Whatu Ora, Ia Ara Aotearoa Transporting New Zealand, and Canterbury/West Coast Automobile Association District Council expressed their support of the proposed changes.
- A submission from Fire and Emergency NZ expressed their opposition to the proposed changes. These concerns are being addressed at a national level.
- A submission from the Ministry of Education, focused on having permanent lower speeds rather than variable speeds around schools.

A further 131 comments took a general, city-wide view on the proposed changes.

34 comments clearly stated their support of the proposed changes, 54 clearly stated their opposition, while the remaining 43 were observations or requests.

16 comments requested speed reductions for areas not included in our current plan.

14 comments requested speeds to be lower than what has been proposed. Most requests were for currently proposed 40km/h streets to be reduced to 30km/h.

Five comments requested higher speeds than what have been proposed (while still reducing speeds). Most requests were for currently proposed 30km/h streets to be increased to 40km/h.

Key themes on outcomes of the proposal	Number of comments	Proportion (%) of city-wide comments
Perceived safer streets	19	15%
Perceived quality-of-life improvements including health and better use of outdoor spaces	12	9%
Perceived environmental benefits	7	5%
Concern about lack of consistency in speeds throughout the road network	21	16%
Perceived lack of need to reduced speeds / questions on the evidence base of proposed changes	11	8%
Perceived waste of money	10	8%
Concern about increased congestion	9	7%
Concern that changes will make roads less safe (typically citing driver frustration as the cause)	6	5%

Requests	Number of comments	Proportion (%) of city-wide comments
Install speed camera and/or Police presence to enforce speeds	12	9%
Install traffic calming measures (instead or in addition) to lower speeds	10	8%
Limit changes to variable speeds around schools	9	7%

Te Pātaka o Rākaihautū Banks Peninsula

23 comments were made by organisations and individuals about the Te Pātaka o Rākaihautū Banks Peninsula Community Board area.

Six comments clearly stated their support of the proposed changes, five clearly stated their opposition, while the remaining 12 were observations or specific requests.

Seven comments requested speed reductions for areas not included in our current plan.

Key themes on outcomes of the proposal	Number of comments	Proportion (%) of Te Pātaka o Rākaihautū comments
Perceived safer streets	3	13%
Perceived quality-of-life improvements including health and better use of outdoor spaces	2	9%

Waihoru Spreydon-Cashmere-Heathcote

578 comments were made by organisations and individuals about the Waihoru Spreydon-Cashmere-Heathcote Community Board area.

157 comments clearly stated their support of the proposed changes, 51 clearly stated their opposition, while the remaining 370 were observations or specific requests.

176 comments requested speed reductions for areas not included in our current plan.

46 comments request speeds to be lower than what has been proposed. Most requests were for currently proposed 40km/h to be reduced to 30km/h.

Nine comments requested higher speeds than what have been proposed (while still reducing speeds). Most requests were for currently proposed 30km/h to be increased to 40km/h.

Key themes on outcomes of the proposal	Number of comments	Proportion (%) of Waihoru comments
Perceived safer streets	124	21%
Perceived quality-of-life improvements including health and better use of outdoor spaces	25	4%
Concerns of lack of consistency in speeds throughout the road network	13	2%
Perceived waste of money	7	1%
Perceived lack of need to reduced speeds / questions the evidence base of proposed changes	6	1%

Requests	Number of comments	Proportion (%) of Waihoru comments
Install traffic calming measures (instead or in addition) to lower speeds	168	29%
Install speed camera and/or Police presence to enforce speeds	38	7%
Limit changes to variable speeds around schools	6	1%

Waimāero Fendalton-Waimairi-Harewood

370 comments were made organisations and individuals about the Waimāero Fendalton-Waimairi-Harewood Community Board area.

91 comments clearly stated their support of the proposed changes, 45 clearly stated their opposition, while the remaining 234 were observations or specific requests.

121 comments requested speed reductions for areas not included in our current plan.

22 comments request speeds to be lower than what has been proposed. Most requests were for currently proposed 40km/h to be reduced to 30km/h.

10 comments requested higher speeds than what have been proposed (while still reducing speeds). Most requests were for currently proposed 30km/h to be increased to 40km/h.

Key themes on outcomes of the proposal	Number of comments	Proportion (%) of Waimāero comments
Perceived safer streets	55	15%
Perceived quality-of-life improvements including health and better use of outdoor spaces	4	1%
Concern of lack of consistency in speeds throughout the road network	18	5%
Concern that there may be increased congestion	18	5%
Concern that these changes will make roads less safe (typically citing driver frustration as the cause)	12	3%
Perceived waste of money	9	2%
Perceived lack of need to reduced speeds / questions the evidence base of proposed changes	5	1%
Perceived increased pollution	4	1%

Requests	Number of comments	Proportion (%) of Waimāero comments
Install traffic calming measures (instead or in addition) to lower speeds	69	19%
Install speed camera and/or Police presence to enforce speeds	14	4%
Limit changes to variable speeds around schools	6	2%

Highly interacted-with comments (like/dislike)¹

The Speed Limit on all of Aorangi Road Should be 30KPH & not have 1 section not highlighted (1,012/3)

[Wairakei/Aorangi intersection] Though the improvements that are going to happen for the Nor West Arc will definitely help, there's still a lot of traffic coming through here at speed, made more dangerous by the bend in the road reducing sight lines and reaction times in an area with lots of potential hazards already. Slowing down speeds here might encourage more people of all types to use some of the quieter shops, which have business hurt if people don't want to hang around a loud and unsafe road (346/1)

The Speed Limit on Blighs Road Between Idris Road & Wairakei Road should be 30kph as there is 2 pre-schools & isn't a Main Road in this area (318/5)

[Wairakei Road between Aorangi and Blighs] High speed traffic makes it difficult and dangerous for anyone to cross the road, but especially children and older people. How are we making those in retirement villages feel

¹ People were able to 'like' and 'dislike' comments made by others on the map. Due to a technical issue, not all comments were visible to everyone at all times. In the interests of fairness, comment interactions have not been analysed. However, comments with 'likes' or 'dislikes' well above the average, have been recorded for relevant Community Board areas.

safe and part of the community if the traffic right outside their windows makes is almost impossible to go out into the community? Slowing down this area, especially around the multiple bends and pedestrian crossings at the corner of Bligh's road, would make everyone safer (178/0)

The Intersection of Aorangi Road & Wairakei Road needs traffic lights for the entire intersection & need 3 turn arrows to the right at least & I suggest making the rules are not turning right till the arrow is Green Aorangi Road needs to be 30KPH immediately (174/0)

If you are making Bateman Ave 30kph then you must make that stretch of Aorangi Ave 30kph also (166/3)

I strongly support the reduction of speed on Blighs Road. I'd also support a permanent speed change in this area and around the corner into Idris Road as the traffic speeds along this road are often excessive. Having a permanent speed reduction would likely change peoples perceptions of this road. The dotted line would be better increased towards Papanui Road as there is a garden area which extends out slightly and would provide better signage visibility. The photo below hopefully shows this. (165/7)

extend the 30km restriction during school hours around the corner to the south - Idris/Blighs and this corner is like a race track. There have been several crashes in the last year taking out people's fences, and the pedestrian refuge, in this stretch (160/3)

Aorangi Rd should be 30km/hr as this will be used extensively as a cycleway (155/4)

Given that both sections before and after of the Nor West Arc from the University to Northlands are going to be at 30km under this plan, it would be silly and pointless to keep this section at the 40km that has been proposed for the Nor West Arc previously. (120/2)

The Speed Limit On Johnswood Ave Will Need To Be 30KPH During School Times Especially With Allenvale & West Belfast School's Will Be Built Here In Late 2023-2024 (111/4)

Waipapa Papanui-Innes-Central

We heard from 317 organisations and individuals from the Waipapa Papanui-Innes-Central Community Board area.

55 comments clearly stated their support of the proposed changes, 25 clearly stated their opposition, while the remaining 236 were observations or specific requests.

98 comments requested speed reductions for areas not included in our current plan.

Six comments request speeds to be lower than what has been proposed. Most requests were for currently proposed 40km/h to be reduced to 30km/h.

Four comments requested higher speeds than what have been proposed (while still reducing speeds). Most requests were for currently proposed 30km/h to be increased to 40km/h.

Key themes on outcomes of the proposal	Number of comments	Proportion (%) of Waipapa comments
Perceived safer streets	40	13%
Perceived quality-of-life improvements including health and better use of outdoor spaces	4	1%
Perception that changes will lead to more 'fit-for-purpose' use of streets / less 'rat running'	2	1%
Concern of lack of consistency in speeds throughout the road network	10	3%
Perceived waste of money	4	1%
Perceived lack of need to reduced speeds / questions the evidence base of proposed changes	4	1%
Concern that there may be increased congestion	4	1%

Requests	Number of comments	Proportion (%) of Waipapa comments
Install traffic calming measures (instead or in addition) to lower speeds	91	29%
Install speed camera and/or Police presence to enforce speeds	26	8%
Limit changes to variable speeds around schools	6	2%

Highly interacted-with comments (like/dislike)²

There needs to be another speed bump and /or speed reduction near the Jennifer St entrance to Edgar Macintosh Park. Cars speed down Jennifer St, using it as a thoroughfare and there are people with dogs and/or young children using the park constantly. At the very least, signage posted either side of the park informing drivers of the fact that it is a high pedestrian traffic area might help. (105/0)

The Speed Limit's on Melrose Street, Otley Street, Moa Place, Aberdeen Street & Ely Street Should Be 20/30KPH because it's insanely narrow & it's impossible to go any faster (104/0)

² People were able to 'like' and 'dislike' comments made by others on the map. Due to a technical issue, not all comments were visible to everyone at all times. In the interests of fairness, comment interactions have not been analysed. However, comments with 'likes' or 'dislikes' well above the average, have been recorded for relevant Community Board areas.

Waipuna Halswell-Hornby-Riccarton

We heard from 296 organisations and individuals from the Waipuna Halswell-Hornby-Riccarton Community Board area.

47 comments clearly stated their support of the proposed changes, 28 clearly stated their opposition, while the remaining 221 were observations or specific requests.

93 comments requested speed reductions for areas not included in our current plan.

Eight comments request speeds to be lower than what has been proposed. Most requests were for currently proposed 40km/h to be reduced to 30km/h.

Five comments requested higher speeds than what have been proposed (while still reducing speeds). Most are requests for currently proposed 30km/h to be increased to 40km/h.

Key themes on outcomes of the proposal	Number of comments	Proportion (%) of Waipuna comments
Perceived safer streets	56	19%
Perceived quality-of-life improvements including health and better use of outdoor spaces	4	1%
Concern that these changes will make roads less safe (typically citing driver frustration as the cause)	8	3%
Concern of lack of consistency in speeds throughout the road network	7	2%
Perceived lack of need to reduced speeds / questions the evidence base of proposed changes	6	2%
Concern that there may be increased congestion	4	1%
Perceived waste of money	2	1%

Requests	Number of comments	Proportion (%) of Waipuna comments
Install at of traffic calming measures (instead or in addition) to lower speeds	80	27%
Install speed camera and/or Police presence to enforce speeds	17	6%
Include kindergartens in 'School zones'	4	1%
Limit changes to variable speeds around schools	3	1%

Waitai Coastal-Burwood-Linwood

We heard from 288 organisations and individuals from the Waitai Coastal-Burwood-Linwood Community Board area.

64 comments clearly stated their support of the proposed changes, 21 clearly stated their opposition, while the remaining 203 were observations or specific requests.

80 comments requested speed reductions for areas not included in our current plan.

Seven comments request speeds to be lower than what has been proposed. Most requests were for currently proposed 40km/h to be reduced to 30km/h.

Five comments requested higher speeds than what have been proposed (while still reducing speeds). Most requests were for currently proposed 30km/h to be increased to 40km/h.

Key themes on outcomes of the proposal	Number of comments	Proportion (%) of Waitai comments
Perceived safer streets	60	21%
Perceived quality-of-life improvements including health and better use of outdoor spaces	8	3%
Perceived waste of money	6	2%
Concern of lack of consistency in speeds throughout the road network	4	1%
Concern that there may be increased congestion	3	1%

Requests	Number of comments	Proportion (%) of Waitai comments
Install at of traffic calming measures (instead or in addition) to lower speeds	91	32%
Install speed camera and/or Police presence to enforce speeds	18	6%
Include kindergartens in 'School zones'	3	1%
Limit changes to variable speeds around schools	2	1%

Highly interacted-with comments (like/dislike)³

Veges Direct is a busy fruit and vegetable shop close to the Marshland Road traffic lights with a lot of vehicle traffic. The 60km/h speed limit is way too fast for this short stretch of road - I have witnessed many near-misses with pedestrians carelessly crossing the road or entering/exiting their cars in front of vehicles travelling at the speed limit. The speed limit really should be no more than 40km/h for 50 metres either side of the vege shop. (121/0)

Cameo Grove now joins to new subdivision, so this section should be 40km/h too. (104/0)

³ People were able to 'like' and 'dislike' comments made by others on the map. Due to a technical issue, not all comments were visible to everyone at all times. In the interests of fairness, comment interactions have not been analysed. However, comments with 'likes' or 'dislikes' well above the average, have been recorded for relevant Community Board areas.

Submissions table – Safe speed neighbourhoods – zone extensions post-consultation, June 2023

ID	Area	Submitter feedback	Name - Organisation
34	Waihoru – Colombo/Dyers/Cashmere/Centaurus	<p>Thanks for the flyer advising of the change to 30 km/h.</p> <p>Short story: Go for it - great idea our opinion.</p> <p>Long story: When I looked at the original plans of the changes to the intersection I guess I assumed the changes would have the effect of slowing down the traffic at this intersection anyway. We are often crossing Colombo Street on foot either at the roundabout or at the pedestrian island to the corner with Remuera Ave, and are often concerned at the speed vehicles are travelling through that area, particularly coming from Dyers Road onto Colombo Street, and turning left from Cashmere Rd onto Colombo Street. Those same vehicles can also make pulling out of our house onto Colombo Street, by car or bike, a bit of a challenge. I thought the raised areas of the pedestrian crossing would slow the vehicles down in these cases but I also see a number of cars travelling too quickly for the conditions in the opposite direction down Colombo Street towards the hill past the shops so the speed limit reduction would help with this.</p>	Kerrin Thomson
37	Waihoru – Colombo/Dyers/Cashmere/Centaurus	<p>My family and I have lived on Dyers Pass Rd since 1974 and during that time have seen many accidents due to speed, some going up as well as coming down. We were just settled in when a speeding stolen car being chased by the police flipped just below us, killing the young passenger.</p> <p>A runaway bus crashed into our drive when its brakes failed, and a runaway Landrover towing a weed spraying unit went through the barrier and landed upside down against a house, only one of the many, many times the barrier on the sharp curve below us has been smashed down along with the fences bordering the footpath there. Ambulances were needed on many of these occasions. Often it has been speeding boy racers, some in stolen cars, that couldn't cope with the sharp curve by speeding uphill and hittin the opposite side of the road at great risk to descending traffic.</p> <p>Many drivers use Dyers Pass Rd, going up the steep bit outside our property, to floor the accelerator just to test what their cars are capable of. This applies also to some motorcyclists.</p> <p>We have had to install double glazing to reduce the noise of such traffic which can last until the small hours on Fridays and weekends.</p> <p>Consequently we would be delighted to have the Council introduce speed restrictions not only at the roundabout but also with speed bumps to slow traffic moving both up and down the hill. The electronic speed sign indicating the sharp curve is not of itself enough to deter speeding. It has helped a little but more deterrent is needed.</p> <p>I refer you to the speed measures taken by the council in Opawa Village.</p>	
44	Waihoru – Colombo/Dyers/Cashmere/Centaurus	<p>We think it's a brilliant idea to set a speed limit of 30 km/h on Merlewood Avenue. I have been meaning to raise this idea with the Council for ages. Merlewood Ave is steep and narrow and for most of it's length has no footpath. Residents, including school children, walk or cycle up and down the street at any time of day. However, in the mornings there are a lot of non-resident drivers using Merlewood avenue to bypass the roundabout at the bottom of Dyers Pass road. Many of them travel too fast for the conditions, think it's a one-way street, and make no allowance for residents exiting their driveways or parking on the roadside. I believe all residents have at some point experienced abuse from these inconsiderate drivers. It feels unsafe currently. Any measure to calm the traffic flow, such as imposing a reduced speed limit, is welcome. Personally I don't believe you can drive safely down Merlewood Ave in excess of 20 km/h.</p>	Vicky Cameron
45	Waihoru – Colombo/Dyers/Cashmere/Centaurus	<p>Re proposed speed reduction near Colombo St , Centaurus Rd intersection.</p> <p>I live at [REDACTED]. As such I have been witness to the marked increase in traffic on Centaurus Road. This started after the earthquake. Whilst lower speed limits may help, I suspect few motorists will be affected by a limit of 30 km/ hr. When the traffic is heavy it is queuing and below that. A bigger problem is acceleration away from the roundabout, especially as sweeping around the first bend, when sometimes cars stacked up waiting to turn right into Rossmore Tce.</p> <p>Enforcing the current 50km limit would catch those motorists as I would estimate many are travelling above this.</p> <p>I suspect there are similar issues in other directions away from the roundabout too.</p> <p>In conclusion therefore, enforce the current limits, don't reduce them further.</p>	Kay Joyce
94	Waihoru – Colombo/Dyers/Cashmere/Centaurus	<p>I am a resident in the area affected, and I am writing to express my support for the changes to Cashmere Road.</p> <p>A reduction in speed on my street (I live on Cashmere Road, a short walk from the roundabout) will make it safer and easier to navigate my own driveway.</p> <p>A reduction in speed will also make walking in the area more pleasant. The bus lane is right up against the footpath and it can be quite scary when one passes!</p> <p>I am also an active recreational cyclist, along with many other people. A 30km/h zone extending at least up to the Barrington Street roundabout would feel a lot safer. Beyond that point Cashmere road is significantly wider and Barrington Street gains a cycle lane.</p> <p>I hope that a quiet voice in support carries some weight among the loud ones who feel the need to drive everywhere as fast as possible.</p>	Karen Dombroski

Submissions table – Safe speed neighbourhoods – zone extensions post-consultation, June 2023

97	Waihoru – Colombo/Dyers/Cashmere/Centaurus	<p>Thank you for the notice about the reduced speeds I think that's a great start. Without enforcing i.e. speed camera will be somewhat symbolic.</p> <p>Another improvement to road safety would be to install a two way sign where Merlewood Ave narrows to no footpath, I live in 2a and I see and hear so many upset drivers abusing cars that are driving up, in one occasion someone threatened me for that same reason.</p>	Deigo
98	Waihoru – Colombo/Dyers/Cashmere/Centaurus	<p>I'm a cashmere resident for 35 years. The traffic is so slow already!There is no need to lower the speed.</p> <p>Please don't change it.</p>	William Stock
99	Waihoru – Colombo/Dyers/Cashmere/Centaurus	<p>I disagree with the proposal to lower the speed limit.</p> <p>Given the constant lines of traffic at the roundabout I fail to see how there is a speed problem, but it is obvious we have a traffic problem and a pedestrian safety problem.</p> <p>We will not walk to the shops even from Rhodesvale Terrace, because those intersecting roads are too busy, drivers are too busy concentrating on the funky intersection to look out for pedestrians risking their lives for a pie at the bakery. So we add to the traffic problem for safety reasons.</p> <p>What we need here is a robust pedestrian crossing with lights or an overpass nearby connecting to walk/cycle ways which are off the road. Then 50km/h should not be an issue on those roads, given it's gridlock most of the time anyway.</p> <p>Secondly nobody obeys those 30km/hr speed limits, because they are too busy texting. I think that's the real danger in Christchurch - inattention not speed.</p> <p>Christchurch traffic only seems to move when the lights are Red. It begs the question, where is the rest of the Motorway and why does it deliver us to traffic chaos instead of to the other side of the City?</p>	Aaron Read
20	Waihoru – Heathcote	<p>I reside in Flinders Rd, Heathcote, and received your letter about new 30km speed limit.</p> <p>I personally think the speed limit is not the issue or solution for Flinders Rd. I believe the solution is Flinders Rd being a one way, uphill.</p> <p>The first part of the road , from the roundabout up, is too narrow to go up hill, two ways and with road side parking. the danger is not the speed going up or down, but coming around narrow blind corners not knowing if you have traffic coming at you, it doesn't matter what speed you approach that it, if you can't see if traffic will be there, but also to narrow to pass and pull over, you have an issue.</p> <p>During the road works, when Flinders has been a one way, it is the first time I approach the road feeling confident and more safe.</p> <p>I know that one way would not work for some driveways entrances, due to angle and hillside and how they approach their driveway and I don't know if the council can assist with some redesign/cost of some of those affected driveways.</p> <p>But I would really like the council to consider this Road being a one way, esp until it widens out again towards the end, towards Heathvale place.</p> <p>Also I request the council look at some of the retaining walls on the right side bank - going up hill, mid way along, where no houses are, that the last few larger rainstorms, have created some mini mudslides to occur. This seems to occur more and more and the solution appears to be road cones, at the time by the council. A more preventative longer term solution would be ideal, especially with more adverse weather events predicted.</p> <p>I hope the council looks at some other options for Flinders Road, beside's an easy new setting of the speed limit, which is obviously a cheaper solution, but I don't believe is the solution!</p>	Donna Bailey
41	Waihoru – Heathcote	<p>I recently received a letter at [REDACTED] Flinders Road advising staff will be recommending the speed be lowered to 30km/h. I wish to let you know that I fully support this recommendation.</p>	Helen Reddecliffe
47	Waihoru – Heathcote	<p>In response to your letter re Speed Limit changes to 30kph in Flinders Rd,sounds like a great idea on Paper but in reality this won't make any difference to most Drivers as I have witnessed this over the last few weeks whilst Road works are conducted in our area with 30kph signs erected up and down our street.</p> <p>I have been asking via Sara Templeton for several years to have Speed Humps constructed on this very narrow road and widened with Footpaths formed.Speed Humps I believe x 2 should be put around the lower end of Flinders Rd before the Corner outside number 22 and another back up further around 28 possibly.</p> <p>Unless you erect Speed Cameras and or Police Surveillance the situation 30kph Speed Signs will not slow the Traffic down.The area around 19 thru to 51ish needs the Bank Cut back which allow for a much needed Road Widening,this current situation was ok thru the 60 s etc but not now with the traffic increase 10 fold.</p>	Kit Chambers

Submissions table – Safe speed neighbourhoods – zone extensions post-consultation, June 2023

		Have a look at this please. I only other comment ivwould make is that the retaining wall existing should be continued along Flinders rd from number 40 eastwards towards Bridle Path rd.Doesnt need to be that high but just enough to hold back Bank slips and erosion which occur regularly during the Rains and keeps narrowing the road because no one cones and clears UT Right back. Many thanks.	
95	Waihoru – Heathcote	I have lived on Fliders Road for 27 years and have never seen an accident. I don't think that there's any need to reduce the speed limit.	James Price
46	Waihoru – Redcliffs	In Secretary Pat McIntosh's absence overseas I have been tasked by the Redcliffs Residents Association with responding to your invitation to give feedback. I am a member of the Association's Committee. You will be aware that the RRA has been lobbying for some years for a 40kmh zone along the length of Main Road that runs from Redcliffs School to the previously agreed starting point of a reduced speed zone in the vicinity of the Christchurch Yacht Club associated with the Coastal Pathway. We have limited sampling of the community's views on the speed limit on the side streets you list but in summary it is clear that the view is that the side streets can and should deliver safe and efficient motor traffic use within a 30kmh limit. We are very keen to learn about the results of the survey you are conduction and by this email seek these results please. There has been discussion amongst members about the need for 40kph for the full length of Main Road from the School or perhaps from the intersection with Celia Street, however the accepted difficulty of drivers unfamiliar with our suburb understanding the information about the start time and duration of the School zone restrictions notices suggests for safety's sake commencing the 40kmh zone prior to the School makes a lot of sense.	Redcliffs Residents Association
60	Waihoru – Redcliffs	The Te Raekura Redcliffs School Board of Trustees met on 22 May 2023 and wishes to comment on the proposal for speed reduction in Redcliffs. We support the proposed speed reductions on Main Road and the neighbouring streets (including Beachville Road and Celia Street) to 30 km/h. At Te Raekura Redcliffs School, we encourage students to walk, bike and scoot to school and we greatly appreciate measures proposed to make our streets safer. Should you require any additional information from the Te Raekura Redcliffs School Board of Trustees, please do not hesitate to be in touch.	Te Raekura Redcliffs School Board of Trustees
4	Waihoru – Redcliffs	We received your letter about the proposed speed limit changes in Redcliffs, thank you. Our family just want to register our support for the extension of the 30km/h speed limit zone to the streets surrounding Main Road. We also want to encourage the Council to recognise the need to support these speed limit changes with infrastructure that creates a safe, self-describing environment. Treatments like road narrowing, speed bumps, chicanes, filters etc. all slow down vehicles and create safe spaces for people to use public space in a more productive and sustainable way. Our street (Taupata St) is 14m wide which is ample space to create family (and 8-80) friendly streets that encourage walking, scooting, cycling and socialising with neighbours as well as cater for necessary vehicle movements. Thanks for your work on this, it's much appreciated by everyone we know in our street.	Hugh
5	Waihoru – Redcliffs	We had your flyer with the 'Updates to speeds in your area' in our letter box yesterday. While I have given my feedback recently (see screenshot) and, unfortunately, I will not be able to speak in front of the panel, I want to reiterate how strongly I feel about this - at the same time I am very disillusioned, as mentioned before. As a matter of fact, when picking up the mail, including the flyer, two cars raced each other down Taupata Street, with kids on the footpath returning from school - and no 30 or 40km limit signs would have slowed these cars down - I feel they would have taken it even as an 'incentive' to drive faster. Bitter? Angry? No - just really concerned about the safety for other people, be it from the James Preschool, the (mostly elderly) visitors of the Club Redcliffs, and of course my lovely neighbours. Speed restrictions and speed signs without speed bumps/speed calming measures and enforcement by police = honestly, it will not work,based on what I see every single day. Thank you for your time reading this, for putting it (again) forward to the panel - with my sincere hope nobody will get hurt badly or even killed by the speeding drivers in our (or any!) neighbourhood!	Reto Casutt
6	Waihoru – Redcliffs	I have just found in my letterbox the note to tell residents that a speed change will be imposed on Augusta St inline with the proposed Main Rd changes. I would like to comment on this as being ridiculous. Augusta St is a quiet residential street, much of it no exit where most locals have lived for many years without traffic incidents. Who pays for the cost of all the sidestreet changes? Costs that are surely not necessary? Even the Main Rd change to 30kph will create frustration with drivers. Having lived in Australia for many years past where local residential speeds were 50kph I believe reducing it to 30 is absolute 'over reaction' by the council. Have the council received significant support from the general public that justifies these changes?	Elizabeth Rushton

Submissions table – Safe speed neighbourhoods – zone extensions post-consultation, June 2023

7	Waihoru – Redcliffs	hi absolutely no this is my street not yours i am the one that has to live with your stupidity so find yourself another street for your woke madness cheers	Johnny Royle
8	Waihoru – Redcliffs	Just a quick message to say that I support the proposed 30km/hr speed limit for Augusta Street, Redcliffs.	John Cook
15	Waihoru – Redcliffs	<p>I realise that the letter posted to my address is a post consultation letter, as I was not aware of consultation in the first instance I would like my thoughts below to be considered.</p> <p>As a mum who walks along the road to school each day with young children, and balancing this with also being a car driver in the area, I feel reducing to 30km ph is excessive - I feel reducing to 40km ph would be much more reasonable and fair. Main Road feels pretty safe from a pedestrian angle, speed limits need to be balanced with the fact it is a thoroughfare for lots of people, reducing it to 30km ph is just going to end up with lots of people speeding over 30. Just my opinion though.</p> <p>As a resident the major concern at present is the giant double tanker petrol carriers coming over the hill through sumner and Redcliffs - these pose much more danger to children in our community as there is no way they could brake in time travelling at 50. They are frequent day and night, our house rattles as they pass. The summit road and the causeway from Redcliffs to ferrymead are fragile infrastructure and not built for that kind of traffic thundering through - the summit road is often being repaired at present and it is a dangerous mixture of cyclists, big tankers and tourist type traffic. The port / tankers have an industrial tunnel leading to motorways so I have no idea why they are using a small community instead and am surprised this has been allowed to continue.</p> <p>Just my thoughts I would like including and considering is possible.</p>	Nicole Hayes
16	Waihoru – Redcliffs	<p>I live in the Redcliffs area and am responding to your circular re reducing speeds to 30km/h.</p> <p>I realize from the tone of the letter that these changes are pre determined but feel that this change would achieve nothing in terms of safety.</p> <p>There is already a speed reduction in place near the school both before and after school hours.</p> <p>There are now extensive bikeways well away from the road pus the main road is wide and more than suitable for 50km/h.</p> <p>Better use of Council time would be to look at cycleways on the footpaths in the area where e/bikes are travelling way too fast for safety. Sadly, I am sure that at some stage in the future an elderly resident could be badly injured or killed.</p>	Grant Bargrove
17	Waihoru – Redcliffs	I live in James Street Redcliffs, and received a notification that speed limit will be reduced to 30kmh in James Street, thankyou! It's hard to believe folk actually do 50kmh, in this street, but they do. Thanks for the info, great to see that speed limits reduced through Redcliffs village. I fully support the speed reductions in and around Redcliffs, been way too long to get to this. I assume when you said coastal pathway, that includes Beachville Road. I would like to see all of Beachville Road decreased to 30km/hr also, currently it is 50, with some reduction depending on time, wrt school. Should just be 30 all the time.	Lance Siebuhr
21	Waihoru – Redcliffs	I agree that the speed in the side streets should be reduced, but 40km/h like Sumner seems more appropriate. 30km/h for the Main Road would be good as it is a busier street.	Bill Bere
24	Waihoru – Redcliffs	<p>Thanks for your letter regarding the Council's current idea of reducing all speeds on Main Road *and* all side streets in Redcliffs.</p> <p>I'm deeply disappointed that you intend to recommend in favour of this proposal. Main Road is a major feeder for the Redcliffs/Clifton/Sumner/Taylors area. It has plenty of width and safety margins - including bike lanes, controlled crossings, pedestrian refuges, wide footpaths and now also the Coastal Pathway - to permit it to remain at 50kph.</p> <p>Further, the new proposal to reduce all the side streets to 30kph "for consistency" - when this was not mentioned in the original consultation - is a definite and unwelcome surprise.</p> <p>As a now-aging resident, it's probably in my personal interest to have slower speeds everywhere, to suit my slowing reaction times. But I am sensitive to the needs of other road users and I do not feel the volume of traffic on any of our streets justifies a change of this significance, when so much else has already been successfully done to make our streets safer for vehicles, pedestrians and other road users.</p> <p>Please reconsider.</p>	Peter Hyde
25	Waihoru – Redcliffs	<p>Thank you for your letter regarding the speed changes in Redcliffs.</p> <p>Egnot Heights joins Taupata Street. Cars often go very fast down the bottom section of Egnot Heights just before the turn into Taupata Street. Is it possible to have a 30km limit installed at the bottom of Egnot Heights as well please? This will reduce the likelihood of an accident and someone being hurt, plus will start the slowing down process into the side street.</p>	Diane & Michael Toothill
29	Waihoru – Redcliffs	I'm emailing to say that we support the speed change in Redcliffs to 30km/h. It would be great if there were pedestrian crossings put in by each of the pedestrian islands here too.	Mark Adams

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		Also, I was hit off my bike on Burwood-Mairehau roundabout in February. I've been meaning to contact CCC regarding this. Could a speed bump be put in leading into this roundabout so that cars slow down. Multiple cyclists have been hit on the same roundabout.	
30	Waihoru – Redcliffs	<p>I live [REDACTED] Augusta street and have received a letter suggesting the speed limit drops to 30 km/h.</p> <p>I would like to point out that Augusta street is not a through road we are a dead end and as such most of our traffic is from residents.</p> <p>I do not believe there is a need to reduce the speed in ours or the streets close by.</p> <p>I understand school zones but this seems a bit unnecessary.</p> <p>We have 30 km/h in sumner township which makes sense as there are a high level of pedestrians but I don't believe the same applies in our street</p>	Nathan Robinson
31	Waihoru – Redcliffs	<p>Receiving the flyer - Updates to speeds in your area, I am concerned what the speed recommendation of 30Km/h will do to the Redcliffs / Sumner area.</p> <p>Not only during the summer months but whenever the sun is shining at the weekend and during weekdays the traffic crawls along to Sumner at 10 - 20km/h causing not only frustration with motorists but we can never get out of our driveways.</p> <p>From 7.30 am the crawl begins again from Sumner into the City.</p> <p>This recommended speed will continue to cause frustration with motorists and accidents will happen with the build up of traffic to the Ferrymead Bridge and beyond. This is already happening from 4.30pm every day which is ridiculous.</p> <p>Surely you don't need consultants to advise speeds in areas. They have already stuffed up the inner city which is appalling.</p> <p>Traffic needs to keep moving.</p> <p>My City traffic concern-</p> <p>The other day from outside the Litchfield Car Park to turning right into Colombo St 20 mins. It is time to sort the traffic lights out, and have more time with the arrows enabling traffic to move rather than let 2, max 3 cars if you are lucky in a line of 30. It was such chaos. I still don't know how an accident didn't happen. Cars couldn't even leave the car parking buildings.</p> <p>The same with Victoria St and Bealey Ave. The traffic from Papanui Rd coming into Victoria St has time but the opposite way, you are lucky if 3 cars can get into Papanui Rd. The traffic is cued up from the lights of Victoria St and Salisbury St. Surely you don't need a consultant to sort that out. I would only charge a quarter of their costs !!!!!</p> <p>Personally and I am not the only one with this concern, we are now reluctant in going into the city and this will stop the foot traffic that is required for city businesses to survive.</p> <p>It's time for someone with a head on them to use their brain and be proactive.</p> <p>Please do not hesitate in coming back to me if you would like to hire my services.</p>	Carol Williams
33	Waihoru – Redcliffs	<p>I am a resident of Redcliffs on Taupata Street and received a letter notifying me of the proposed reduced speeds on my street and area. I am absolutely for this speed reduction and hope that it will be enforced. I hope that speed bumps (like on James Street) will be placed on Taupata Street.</p> <p>Main Road is a big problem as well, especially in the morning when children are walking to school. Many cars coming from Sumner and heading to the city speed and many do not stop at the pedestrian crossing near the school. I have seen accidents at the crossing and near misses. There needs to be lowered speeds and enforcement.</p>	Marie-Claude Hebert
36	Waihoru – Redcliffs	<p>There is no need to lower any road speeds in Redcliffs. They all met my expectations. The only area of change would be the causeway where all, except the few, all travel at a more appropriate speed of around 60k. The primary school does require timed lights for the reduction periods already in place in this area.</p> <p>I only wish that the continual change for the sake of change would stop.</p> <p>Council staff do not reflect the citizens opinions. They reflect a out of step group that continue to amaze me with poor planning and ability to get it right first time.</p>	Geoff Farrant
61	Waihoru – Redcliffs	<p>I am a resident of Redcliffs on Taupata Street and received a letter notifying me of the proposed reduced speeds on my street and area. I think that it absolutely makes sense to reduce the maximum speed on side roads, especially near the school, I can see no downsides to clearly communicating to drivers that the side roads are residential. The travel distance on those streets is also very short so the overall impact will be negligible.</p> <p>On a related note, I take the bus to work in the morning after dropping off my children at school. I spend a reasonable amount of time looking at cars that approach the pedestrian crossing while waiting for the bus, and I have to say that I am shocked by the number of people that are driving while looking at their phones - I estimate that this occurs in approximately 1 in 3 people driving past me. I hope that reducing the speed limit will give those drivers a fraction of a second more to react while distracted.</p>	Jonathan Davidson
69	Waihoru – Redcliffs	<p>I have lived in Redcliffs for over 30 years, I'm not aware of any road safety issue that has occurred in the area, so why reduce the speed limit to 30 km/h.</p> <p>Main Rd Redcliffs is a major highway to access Sumner and Lyttelton for the petrol tankers, to suggest you are now going to reduce the speed down to 30 km/h will create travel congestion.</p> <p>For Redcliffs residents it is diabolical at times to get onto the main road, it is now going to be even worse with a reduction in speed as cars will be closer together and in turn will make it harder for vehicles to get into the flow of traffic.</p>	Jackie Jones

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		<p>Are you going to drop the speed all the way to Sumner, or are you saying, 50 km/h on the causeway, 30 km/h through Redcliff's and Moncks Bay, then increase speed from Shag Rock, then back down to 30 km/h entering Sumner. Is that economical driving, okay for the climate?</p> <p>Please save rate payers money and leave as is.</p> <p>Thank you for allowing me to comment.</p>	
22	Waihoru – Selwyn Street	I'm a resident of selwyn street and I would like to complain about these crazy plans for 30km/h. If anything it should be faster. Majority of crashes are caused by slow driving and people being angry so why make the roads even slower when we are slowly making our roads better to be able to handle more speed? I would like to say no. No I do not agree the roads should be slower that's my statement as a resident of Christchurch and New Zealand.	Jesse Gray
81	Waihoru – Selwyn Street	<p>I am pleased the CCC, has had the decency to communicate with the land owner in the area (██████ Selwyn Street) reference the proposed road speed reduction to 30km/h.</p> <p>As a rate payer in the CCC region we are against any speed reduction at all. 50km/h has and is a safe speed.</p> <p>We realise that you will not bother to acknowledge our view point as in your role as a council consultant / engagement advisor and council employee and not the elected representatives, you have already made up yours minds that this is what is to happen and you are only going through the motions of seeking the land owners' input. We must be grateful for that. It will not change anything sadly. This is our opinion as a rate payer.</p>	Neil & Kris Borlase
1	Waipapa – Redwood	<p>This is very unprofessional to get feedback from people without actually advertising it to everyone. I haven't seen an opportunity to give feedback about this at all. In fact didn't even know it was proposed. But I get a letter afterwards telling us what's happening what a joke.</p> <p>So the 80 odd submissions that were made probably account for under 1% of people living in this area.</p> <p>I'm highly against the proposed speed limits to be dropped to 30kph. I bet if everyone living in these areas knew about the submissions this would never have been accepted.</p> <p>Do you really think bringing the speed limit down is going to stop people from speeding, they already ignore the speed limit so why would they obey the new lower speed limit this is mind boggling.</p> <p>So I see as well that Winters Rd wasn't in the plan that people were submitting on but you think it's OK to just add in without people's thoughts on it.</p> <p>Regards a very frustrated chch resident. I thought we were trying to fix the flow of the city not slow it down.</p>	Kris Elkington
2	Waipapa – Redwood	<p>Thank you for asking for feedback regarding the speed change to Grimseys Road.</p> <p>I am against this change on the grounds that there is no health and safety problem on this road. Apart from the occasional lawless Hoon or entitled Ute driver who do not take notice of any speed restrictions anyway. The current speed limit is set at a very conservative level already taking into account the number of commuters and physical width and length of the road.</p> <p>In our area the real problem is on the double roundabouts on QE11 near Grimseys Rd. Drivers use this as a drag strip routinely speeding. If you really want to do something positive you would do better to adopt the Australian system of a graduated speed reductions (80km- 60km-40km) when approaching the roundabouts.</p> <p>I do not believe there is any justification for this change. It is disturbing to me that residents of Christchurch have to endure with this sinister agenda driven nonsense.</p>	Neville Palenski
3	Waipapa – Redwood	<p>I received a note in my letterbox about changing the speed limit of my street (Greenock Street, Redwood). I think this is a ridiculous idea. I live in a cul-de-sac where the only vehicles using it are residents, visitors and tradesmen. This is the same for Sarabande Avenue (although not a cul-de-sac), Wiremu Street and the section of Grimseys Road that runs off Winters Road. What difference would it make to have these streets with a 30 km/h limit? I understand the need to drive slowly past Papanui Primary School on Winters Road (as we do now) but can not see why we need to go slower at other areas on Winters Road or on the side streets.</p> <p>Your notification also talked about the busier streets being Winters Road and Grimseys Road. Grimseys Road off Winters Road can not be called busy- there are approximately 10 houses on it and it is a cul-de-sac.</p>	Lorraine Sharr
10	Waipapa – Redwood	<p>30km speed limits seem to be a little bit too slow to be honest, central CHCH being reduced to 30kms is in my opinion a bit too slow. I am not a speedy driver but if we can only drive 30kms everywhere we go in the future it just doesn't make sense. We live in Greenock Street, dead end, not by retirement homes or school. We probably never get anywhere near 50kms when we actually drive into our Street but if speed limits reduce to 30kms everywhere, you may as well bike, probably be faster. I get it that they are trying to make it safer but the statistics aren't that high for pedestrians getting hit? What are the reasons for reducing to 30kms? 30kms does feel very slow you must admit? Further to my submission for the Grimseys Rd 30 km change over. Yes, there is further info I would like to submit. Reducing the speed limit has some serious disadvantages. The reduction in speed is 40 % so I will use this method rather than kms and time.</p> <p>No 1 The speed reduction to 30km takes vehicles 40% longer to do their trip. The exhaust emission is increased by that amount of time. Motors are more efficient at 50 km than 30km.</p>	Jannaya Brown & Bob Hayes

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		<p>Many are not in their higher driving ratio at the lower speed. I understood that exhaust emissions were trying to be controlled.</p> <p>No 2 I would consider there were at least 4000 commercial or work related drivers on the road any day in Christchurch. With an average hourly wage of \$35 per hour the extra time they would spend driving their vehicles at 30km would be 1600 hrs. Their wages for this extra driving time would be close to \$56000. This cost would have to be absorbed daily by our business community.</p> <p>Bob Hayes</p>	
11	Waipapa – Redwood	<p>I've got your note in the mail to say that you're thinking of dropping the speed limit down to 30km/h on Winters and Grimseys Roads. I can't think of anything more stupid in my life. The only thing it does is give people more opportunity to cross the road because the car is going slower while the driver is going slower. He's stargazing everywhere because he's going slower. It's the most idiotic thing in the whole wide world - to have one limit in one part of the town and another for another. 30km/h makes a big distraction for drivers. John's Road was the worst accident area because of inconsistencies their judgements were mucked up. This will create confusion, especially for elders, and there will be negative impacts on emissions. What should be focused on is a Winters Road overpass for the cycleway going north - that should have a barrier on it. Instead of changing speeds, we should be providing more safety education in schools.</p>	Jonathan Paisley
13	Waipapa – Redwood	<p>We received notification that the Council would recommend that the speed limit along Winters Road will be reduced to 30Kph.</p> <p>We fully endorse this decision and think it will make it a much safer community.</p> <p>We are just curious on what measures will be taken to reduce the speed as cars often drive 100kpm+ when it is a 50kpm zone.</p> <p>We would like to see speedbumps and other speed reduction measures.</p>	Thomas Harrison
14	Waipapa – Redwood	<p>I consider your speed reduction an invasion of the everyday motorists freedom. The 50.km limit is very acceptable to our road conditions and modern cars, and is generally used worldwide in built up areas.</p> <p>I believe the problem we have lies with the council and police, the average current driving speed today is at least 60km, speeding tickets are rare and hardly a deterrent penalty if caught. Maybe losing your driving licence would be more positive.</p> <p>New Zealand drivers are well known to be the worst on the planet (I wonder why !!) reducing the speed to 30 km is only going to aggravate them more, it will not cure the problem. Reducing speed to 30km will have the effect of putting more cars on the road at one time, which adds to more congestion again. To travel one Km on Grimseys Road will take you 40 seconds longer. So on an average of 800 cars a day just for one km will equate to 9 hours extra driving time and of course the extra gas emission that goes with it.</p>	Bob Hayes
18	Waipapa – Redwood	<p>We have been residents of Grimseys Road for 34 years and think the reduction of the speed limit is not workable. How and who is going to police the 30kmh limit? The road is nearly 2kms long and people are just not going to drive that distance at that reduced speed.</p> <p>Our solution would be to keep the 50kmh limit but have it policed which is not happening at present. What are the accident statistics for this area, I'm not aware of many happening while we have lived here. The road carriage way is wide and only 1 cross intersection controlled by stop signs. With the opening of the Northern Corridor traffic volumes have dropped and we can't see the need for this change. Has anyone from the council actually driven down Grimseys Road if not they should do to see the futility of this change.</p> <p>Some further information has come to hand, could you please link this email submission with our previous one sent to you on Thursday 18 May 2023.</p> <p>I would like to highlight that Grimseys Rd is an urban connector road and it is important that traffic moves efficiently and reliably to support the local network. The build environment is a wide and straight street with good visibility which handles the current traffic volumes. With the opening of the Northern Corridor traffic volumes on both the Main North Rd and Grimseys Rd have reduced.</p> <p>Reducing the speed to 30kph will encourage rat running and congestion down other routes. This will cause driver frustration resulting in erratic behaviour.</p> <p>The number of different speed limits in the city needs simplifying as the present system is confusing for road users. We are both motorists, cyclists and walkers and we see no need to reduce the speed limit to 30kph on Grimseys Road.</p> <p>I (Ray Blyth) would like to speak to my submission at the Council Meeting to be held next week. Could you please advise details of the time and place.</p> <p>We are aware of the need for a safe environment but please don't do this but have the 50kmh current speed limit enforced.</p>	Judith & Ray Blyth
19	Waipapa – Redwood	<p>Thanks for the updates to speed in winters road and Sarabande avenue . we are happy to see some changes . my concern is more about the putting up the camera in that area which it became a drifting place for some people and plus unsafe area for our families. Our car was smashed 4 times and we reported it but still there is no changes and So many cars was rubbed. It's very important for us to feel safe otherwise considering to sell our property and leave the area. Hope there will be a consideration and help resident to feel safe.</p>	Ali
23	Waipapa – Redwood	<p>I live on Grimseys Road.</p>	Tracy O'Connell

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		<p>I wanted to give you feed back on the speed reduction on Grimseys Road as per your letter.</p> <p>I dont think you need to reduce the speed, there needs to be speed camera's installed instead.</p> <p>The issue we have, is the boy racers going up and down. 50kmph is just fine and doesnt need to be reduced as the letter is looking to do. Winter's Road is different as there is a school.</p>	
25	Waipapa – Redwood	<p>I am writing in response to the proposal to change the speed in Grimseys road Winters Roads. I'm thinking the suggested reduction from 50kph to 30kph is a typo era. However if not I am definitely opposed to this reduction. I have travelled most days along Grimseys road for 43 years and to the best of my knowledge have seen one accident where a lady drove into her gate/fence. If the CCC have a record of the number of incidents that have happened along this road that would warrant such a change, I would be very much interested in viewing this information. Grimseys road is a very wide road which easily caters for the NZ standard speed limit in a residential area, with one area maybe being of concern, that being Owen Mitchell Park. However if this is of concern then all parks need addressing in regards to the speed limit, but only the stretch of road adjacent to the parks. It bewilders me that the speed limit in school areas is 40kph and only 35minutes before school starts and 20 minutes at the end of school, yet the CCC is looking at reducing Grimseys to 10kph less than a school zone. There maybe a case for Winters road with Papanui Primary school however once again then all school zones would need addressing. By changing only some parts of the city this is going to make a very confusing situation. I would have thought keeping travelling times down is a priority given our climate issues, not keeping cars on the road longer. I could however see this would be a great opportunity to increase revenue for the CCC, as a mobile speed camera would make a killing. I have tried doing 30kph since receiving this letter, the car drops down a gear increasing fuel emissions and energy savings. I hope the CCC has more common sense than to introduce this ridiculous proposal.</p>	Edward Duncan
28	Waipapa – Redwood	<p>in reply to your letter re updates to speeds in our area,(Regency Crescent in particular) I am quite amazed ,shocked and astounded that I have lived on such a busy and dangerous road for these last 7+ years without realising it,</p> <p>Can you please provide details and numbers of all these incidents,accidents and near misses that have happened to both vehicles and pedestrians that have occurred in Regency Crescent and therefore require the current speed limit to be dropped to the proposed 30 kph. ,</p> <p>I for one only know of the single minor crash caused by my neighbour Craig (2 doors down) whom whilst driving to work one morning, had his visibility hampered by the extreme sun glare as you are looking directly into the sun, and drove into the back of a utility vehicle that was legally parked on the side of the road, while driving on Regency Crescent towards Grimseys Road, this only occurs just post to the change of daylight saving.</p> <p>Craig was traveling very slowly due to the lack of visibility, but there was still enough damage to his vehicle that it would not polish out and required a transport to the panel beater. Speaking to other of my immediate neighbours some of whom are like me are retired and at their residences for a greater part of the day, none of them recall any accidents or incidents or near misses.</p> <p>As a collective we are all of the mind set of "if it is not broken, then why fix it"? As for myself I personally feel with the layout of Regency Crescent,and the vehicles parked on the side of the road during the day and night, it would be utmost foolish to travel at anything above 40-45 Kph in a motor vehicle around said road.</p> <p>I personally have never seen anybody in a motor vehicle progressing at anything I would consider excessive (above 50kph) but as with everything there is always the exception, where as two persons on these new electric push bicycles must have mistaken our street for the Formula one racing circuit, without having any form of identification upon their bicycles (Registration plates)I could not ascertain to the proper authorities these miscreants, I for one would like to know what the council is doing about this, as I have witnessed not only bicycles but these scooters that all and sundry seem to be riding now,and some in a very haphazard way and without helmets as well. What are you doing about this I wonder?</p> <p>I am eagerly waiting for a reply to this email so I can communicate with the previous mentioned neighbours as to the ammount of mishaps that have occured to cause such a alarm for the council to reduce the speed limit within our street.</p>	Richard Kinsey
32	Waipapa – Redwood	<p>I looked the map with the consultation (which is a fantastic initiative). Specifically I looked at Grimseys road and I've noticed that very small number of people gave their feedback.</p> <p>I would like to add my objection to any speed limit changes until you have feedback from a much larger number of people. This change is going to affect many thousandths of people daily.</p>	Michael Wilson

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		<p>Grimseys road is a very wide and open street with excellent visibility and there's no reason to reduce the speed limit below 50 km / h.</p> <p>In addition, according to the NZ transport Agency, your speed should be safe for the traffic conditions. Regardless of the actual maximum speed limit. You need to slow down if you're on a busy road, or if there are pedestrians or cyclists around. So even now motorists are required (by law) to reduce the speed depending on the conditions.</p> <p>This means that in a 50 km/h area you are required to slow down depending on the conditions.</p> <p>The street is usually not busy at all apart from the rush hours.</p> <p>Here's my feedback:</p> <p>Some of the streets you mentioned are cul de sac. They have very little traffic which is mostly the residents who live there. They are unlikely to have speeding cars in these streets because of the short length of the street and also because of parking cars which makes it hard to maneuver at higher speeds.</p> <p>For example: Sheraton Place, Providence Place, Te Maru Place, Te One Place, Kruse Place and Regency Crescent</p> <p>If you want to apply 30 Km/h to these streets then this should also apply to any other cul de sac streets in Christchurch.</p> <p>Adding another sign with a different speed limits is only going to make it more confusing for the drivers. There are so many different speed limit signs already in the city which makes it more confusing to drive at the correct speed.</p> <p>I just can't see the logic in spending time and money in putting speed limits where they are not required. The council is already in a tough financial situation and money should be spent where it is required (for example: fixing footpaths).</p> <p>Adding more and more different speed limits only makes it more confusing to drive and keep the correct speeds.</p>	
38	Waipapa – Redwood	<p>I'd like to bring your attention to 5 things:</p> <p>1/ School speed zones While I fully support slower speeds outside schools, during school travel hours. Is it actually necessary at other times? I see school speed zones in other streets (eg: outside Casebrook Intermediate) where a speed limit is enforced during certain hours. Is this an option for us on Grimseys Road?</p> <p>2/ Safe crossing places On a bigger road, such as Grimseys Road, safe crossing places are non-existent for some reason? These are long overdue to be installed near the school (St Bedes) and near the park (Owen Mitchell Park). This should be a priority for neighbourhood safety.</p> <p>3/ QE2 drive The speed of 80kmh on QE2 impacts significantly on speeds on Grimseys Road. Expecting drivers to drop from 80kmh (QE2) to 30kmh (Grimseys) is a big ask of drivers. I just don't see it happening. (I've tried it myself a number of times this week and found it unrealistic).</p> <p>4/ Driver behaviour QE2 is not monitored in any way... and many, or most, vehicles are travelling well in excess of 80kmh. Many drivers leaving the northern motorway do not slow down from the 100kmh. Many others tailgate and lane change to intimidate drivers travelling at 80kmh. I suggest that monitoring and police-ing the road would instil a better drivers etiquette. (I have NEVER seen a speed camera or police presence on the road).</p> <p>5/ Main access route Grimseys Road is a main access for anyone living in Redwood and Redwood Springs. In fact, apart from using Main North Road, it is the ONLY access route to many properties. Is it realistic to expect drivers to travel at 30kmh for such a distance? I suggest that drivers will get frustrated and just ignore the speed limit.</p> <p>And just a personal comment - the changing speeds on roads across the city makes for a varied and frustrating journey. My drive to work encompasses 50kmh, 80 kmh, 60 kmh, 40 kmh, back to 50kmh, down to 30 kmh, then back to 60kmh. It can be hard to remember just which speed you should be travelling these days! May I respectfully suggest that 40km in residential suburbs could be an across the board speed, with major access routes at 50/60km.</p> <p>Thank you for the opportunity to comment. And PLEASE don't drop our speeds to 30kmh full time.</p>	Robyn Peterson
39	Waipapa – Redwood	<p>I would like to submit my objection to the speed reduction in Grimseys Rd, from the following reasons:</p>	Holly Bar

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		<p>1. Grimseys Rd is an urban connector, and as such we need to make sure that the traffic is flowing efficiently and quickly. This road connects traffic from QEII road to Preston road and to the CNC over-bridge, so reducing the speed in such a major urban connector doesn't make any sense.</p> <p>2. Multiple speed signage are only going to confuse the drivers, and the end result is that the drivers will struggle to follow the "signage pollution".</p> <p>3. Instead of spending money from a limited budget, we need to focus on drivers' education. It doesn't matter what the speed limit is if the drivers are not educated about other factors that are big contributors to accidents, such as drink driving, reckless driving, etc. According to the Ministry of transport, the majority of speed related fatal crashes happened in open roads and not in urban areas. Therefore the money is better spent in making our open roads safer.</p> <p>4. Reducing the speed limit to 30 km/h is not realistic and is only going to make the drivers more frustrated and angry, which can result in more accidents. This is an open wide road with great visibility, and driving there at such a low speed is not reasonable. People are nowadays time poor, and reducing the speed limit will just cause erratic driving elsewhere, which will result in more accidents.</p> <p>5. Reducing the speed will result in increased travel time. This will increase the car emission, which is undesirable. Also there is a 15 minute city initiative which will be harder to achieve due to the increased travel time.</p> <p>6. Reducing speed limits in urban streets is part of the "road to zero" strategy, which is unattainable and doesn't make any sense. We need to be realistic and apply some common sense. According to surveys conducted by AA, 86% of people opposed to a reduction of speed limits and they preferred instead to look at a range of other options to improve safety.</p> <p>7. There should be a very wide consultation about reducing the speed limit. At the moment this is not a democracy, and people's voices are not heard. Only a very small number of people have been involved in this matter. This is a significant shift in drivers' behavior which cannot be done instantly.</p>	
40	Waipapa – Redwood	<p>Thank you for your notice dated 10 May.</p> <p>I would support this reduction regardless of Grimsey's Road limits as Sheraton Place is a small narrow street and 50km is quite unsafe.</p> <p>Looking at the bigger picture the danger area is the initial part of Grimsey's Rd from the motorway east where Sheraton Place joins and where pedestrians cross (including primary and secondary school children) to enter and exit the QE11 underpass.</p> <p>The area around the reserve further down Grimseys Rd would also be an area of concern.</p> <p>It will however do little to mitigate risk to school pupils (and vehicles exiting/entering Sheraton Place) if QE11 remains at 80km with vehicles coming around the corner onto Grimsey's Rd at motorway speed.</p> <p>This is currently State Highway 74 and NZTA's responsibility however this part of QE11 is proposed to be transferred to the CCC (this was supposed to have already happened.)</p> <p>I have had discussions with previous Councillor and Transport chairman Mike Davidson and other council staff about the safety and noise aspects of QE11 (it is no longer business as usual post motorway) and will be making representations re this once it is in CCC control. A strong case can be made for a reduction to 60km for QE11 from the Main Nth Rd to the roundabout (the area being transferred to you) on the basis of safety and noise concerns.</p> <p>Asking NZTA to do anything would be a waste of time from my experiences in dealing with them.</p>	John Roche
42	Waipapa – Redwood	<p>I am writing about public consultation for safer speeds after seeing a post on facebook bringing attention to the further consultation for my area.</p> <p>I live [REDACTED] Main North Road and am surprised I did not receive a letter by mail given we are so close that the bus lanes mean that my household often parks on Winters Road, as well as surrounding streets such as Grady's Road. I do not support the extension of safer speed limits beyond school hours, which I feel are perfectly sufficient for protecting children at crucial times. I use these streets regularly and outside of busy school times, when the limit is lowered anyway, I rarely see children (when i do, they are in small groups, easy to spot and easy to watch out for as hazards). The sidestreets in this neighbourhood are quiet and wide with plenty of visibility and speed humps built in. I would not consider them dangerous at 50km an hour. Lowering the speed limit to 30km is extremely excessive.</p>	Stephanie Cullen
43	Waipapa – Redwood	<p>Kia Ora, I live in the short end of Grimseys Rd and while I could understand the speed limit being 40kph, I feel 30kph is far too slow for the many streets which are not through roads or are cul de sacs with minimal traffic except for school drop off and pick up times.</p> <p>I have done the trip from my home to Cranford St at 30kph and believe it is very unlikely there will be compliance to a 30kph limit.</p> <p>At present my normal speed in this area is around 40kph which I believe is adequate for the conditions. But at times where there is school traffic, of necessity, I go slower around the school.</p>	Helen Carter
48	Waipapa – Redwood	silly idea. It would take ages to get to work, block grimseys to the motorway.	Kay & Janie Mccord
50	Waipapa – Redwood	I have no problem with the reduction to 30km/h - anything to make the streets safer is great. I do think that we need yellow lines on the corner of Autumn Place/Winters Road as it can be a blind corner with cars parked right up.	Allison Partridge

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51	Waipapa – Redwood	I'm ringing about the letter I received about dropping the speed to 30k. I don't actually agree with it, it should be left the way it is. Also, I think you should be more worried about the boy racers that are coming up and down that street, especially on the corner of Grimseys Road and Winters Road. All day we have to put up with the burnouts and doughnuts that they do on that corner, and we also have trouble with boy racers hanging out at one of the neighbours streets and throwing glass all over the road, we have to deal with that. So I really think that dropping the speed limit isn't the answer, you need to sort out the thing with these boy racers. Thats my opinion. You're only dropping the speed limit because of the cycle lane because it's come a problem when you go to go onto the motorway and cyclists think that you have to give way to them all of the time. That is my opinion. I don't agree with it at all.	-
52	Waipapa – Redwood	I'm fine either way with speeds (50km/h or 30km/h) - 40km/h would probably be good. I am worried about the lack of patrolling of it though. The main issue on our street is boy racers doing doughnuts etc. I often call the Police, but but we could do with speed bumps.	Andrea Wood
53	Waipapa – Redwood	I would like you to get in touch with the Ministry of Transport, we would like a mufty Police car to enforce the current speeds. It is a race track, if they can't keep keep to the current limit. I'm not worried either way about the speed limit.	Rex Ward
54	Waipapa – Redwood	I disagree with the proposal to reduce speed in our neighbourhood to 30 km. I would prefer the council do something about the Prestons/Grimseys intersection – that is where the most risk of accident is.	Janette Love
55	Waipapa – Redwood	<p>I'm a resident [REDACTED] Winters Road. I woke this morning to the sound of a crash somewhere nearby which reminded me to respond to you.</p> <p>Victoria Henstock has circulated in our letter box a map showing 30kph speed limits extending to Winters Road which was apparently not in the original proposal...thanks to Victoria for doing this and bringing it to our attention. I'm not sure how accurate the 30kph zone she has circled is because there appears to be a few anomalies. I comment as following and refer you to Victoria's map which I have marked up and attached.</p> <p>i) I have no real opinion on Winters Rd speed limits. Since the motorway has been in place the traffic volumes and speeds appear to have reduced. I am quite happy for the speed limit of 50 to remain, but also quite happy for it to be reduced. Reducing the speed will minimize the impacts when crossing the overly high drainage plates along the road so that is a good thing.</p> <p>ii) Yellow Highlighting. It would seem very sensible to set a 30kph zone past the school on the corner of Fraser St and Winters Rd. I also think it would be much more consistent to post 30kph on Fraser St from its intersection with Cranford St, and to post 30kph from the intersection of Winters Rd with Main North Road. This is where existing speed limit signs are already in place.</p> <p>iii) Orange Highlighting. QE2 drive has an 80kph limit and I very much doubt the intention is to reduce this to 30kph, although that would be very good on the roundabouts. I am however aware that CCC is taking over QE2 drive and that speeds along this section are being reconsidered. It does tend to be a bit of a drag strip, so reducing to 50 or 60kph would seem sensible to me.</p> <p>iv) Pink Highlighting. This roundabout and its partner to the West is a constant cause of worry to me. I use them daily to access the motorway south which means a right hand turn across the West bound QE2 traffic. On numerous occasions I have had to give way to QE2 traffic entering the roundabout at high speed to avoid a collision. There is something wrong with this design, and of course motorists aren't helping by jockeying for gaps that don't exist. Just sit by the roundabouts for a while and watch the behavior of traffic.</p> <p>It is also not uncommon to observe traffic heading West in the left lane under the bridge to race through the roundabout using all three lanes as a means of maintaining 80kph in a straight line. The variability in speeds under the bridge (30 to 80kph) also makes access from the Winters Rd slip road much more risky than it needs to be; there is insufficient vision in the exit of the slip road to see the higher speed traffic in good time.</p> <p>v) While I'm writing, outside of the map area, the merge on to the Cranford St Roundabout from Cranford St onto the right hand lane as it exits the motorway is also an accident waiting to happen. Motorway traffic has not slowed to the posted 50kph at this point, with much of it only slowing from 100kph despite the 80kph posted limits. The "Slow Down" flashing sign is very busy, and I'm sure extraction of speed data from this sign would support my casual observations. Around Placemakers traffic has finally slowed to about 60kph. You may like to consider posting 50kph further North on the motorway and asking the Police to undertake some speed enforcement in this area.</p>	Andrew Hayward
56	Waipapa – Redwood	<p>I am writing in response to the flyer received in my letterbox last weekend titled 'Updates to speeds in your area'.</p> <p>I was unaware of any earlier request for feedback on proposals to change speeds across Christchurch and Banks Peninsula to support safer roads. The web page you quote for viewing the information provided during the consultation has since then been showing 'could not be found', however I have read the 'Submissions received on Safe Speed Neighbourhoods, January 2023'.</p> <p>My address is [REDACTED] Kruse Place, which is one of the side-roads off Grimseys Road, all part of a proposed recommendation to introduce a speed change to 30km/h.</p>	Gillian Hunter

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		<p>In my opinion this proposal is, quite frankly, the most ludicrous waste of time and resources. My opinions mirror those made in the Submissions by Glen Mearns, Nigel Ellis and Kathryn Taylor.</p> <p>I have lived at the above address for 4 and a half years. During this time, as both a regular driver and a pedestrian, I have not witnessed any occurrences of excessive speed along Grimseys Road which might have given rise to concern (though I am sure it must happen).</p> <p>Grimseys Road is a fairly quiet, wide road, but obviously slightly busier at peak times. To make crossing the road safer for pedestrians it just needs pedestrian islands – one opposite Providence Reserve to serve the St. Bede's College and Papanui Primary School students, and a second one somewhere between Prestons Road and Hibiscus Place to serve the Redwood School students.</p> <p>A member of the Papanui/Redwood Facebook community page has asked for feedback on the Council's letter of 10 May. To quote one response: 'If they are not catching the speeders going over 50km how will they catch people going over 30km? Just enforce the current speed. The only people that will suffer are residents of the area doing 40km 50km in the newly 30km zones.'</p> <p>My feelings exactly. I cannot imagine anyone crawling south along Grimseys Road at 30km/h before reaching QEII Drive, with its impending speed limit of 80km/h. Correspondingly, exiting QEII Drive into Grimseys Road with an immediate restriction to 30km/h is quite frankly beyond dangerous, especially when there are several cars following making the same exit.</p> <p>Consider Montreal Street which I regularly use on my journey home from work. This street is a hundred times busier than Grimseys Road (both with vehicles and pedestrians). It has a 30km/h speed limit, which no one adheres to, including Police vehicles, which I have witnessed several times. If I try to drive at 30km/h up Montreal Street I am clearly seen as causing an obstruction and have other drivers making last minute lane changes to get around me. In my opinion trying to slow traffic on Grimseys Road to 30km/h will only encourage dangerous overtaking on a wide residential street by those who think such a speed is ridiculous.</p> <p>Apart from the references to the intersection with Prestons Road (which I totally concur with), I can see only two references to Grimseys Road in the Submissions received. If Council staff feel the need to make a recommendation that the speed change to 30km/h, I sincerely hope such recommendation is based on more factual evidence than just sitting at a desk collating a couple of submissions, and that they have actually spent time observing the behaviour of motorists on Grimseys Road at various times of the day. I would be interested to receive a copy of such data evidence.</p> <p>I had drafted the above over the past couple of days and have this afternoon received in my letterbox the flyer from Victoria giving a map of the proposed changes (thanks).</p> <p>The map only goes to confirm my feelings that the proposed changes are ludicrous. I am only concerned with the area around Grimseys Road north of QEII Drive. The map shows the 30 Speed Limit commencing/finishing a bit north of Regency Crescent. In your view what suddenly changes north of that point? The general traffic and pedestrians are still the same!</p> <p>But in fact the map does not show Owen Mitchell Park (OMP) just immediately up Grimseys Road on the right. That park has no off-street parking. Children's parties are held in the playground and during the winter months when there are football matches, either side of the street is completely clogged with cars and pedestrians crossing the road. Yet the proposal shows the end of the 30 Speed Limit just south of the park. Why would 50km/h not be considered safe south of that part of the road, but deemed safe in an area that gets heavily congested on Saturday mornings? That is an area that also needs a pedestrian island, plus off-street parking.</p> <p>Never mind making the small no exit side streets 30km/h as I doubt many people would get beyond that speed anyway. But please, please put broken yellow lines either side of the entries to all these side streets to stop the OMP traffic parking so close that motorists and pedestrians alike are in danger of accidents because of seriously impeded visibility.</p> <p>This all just shows us that the proposal is being made by people who do not know the streets they are trying to make changes to which will have a detrimental affect on the residents living there everyday</p>	
57	Waipapa – Redwood	<p>I don't know who came up with this idea. But it's all wrong. You need to use QE 2 as the split.</p> <p>In principle I have no problem with Winters Road being 30 Km's an hour as it has a school on it. Makes real good sense to me.</p> <p>The piece of Grimsey's Road from Winters Road to QE 2 is effectively a side road now and should be treated as that. No issue with side roads being 30 Km's/ hour.</p>	Murdo Paterson

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		<p>But Grimsey's Road from QE 2 Drive to Daniels Road absolutely not! It's a straight wide road.</p> <p>No school in that area.</p> <p>Will interfere with flow of traffic.</p> <p>You come off QE 2 at 80 Km's/ hour and then go to 30 Km's/ Hour.</p> <p>Really hard to get to 30 km/h in the small runoff on QE 2 before turning into Grimsey's Road.</p> <p>Not sure how safe that corner will be.</p> <p>To go at 30 Km/h to Daniels Road will cause lots of aggravation and I suspect road rage.</p> <p>But I do have an observation on this piece of road. The pedestrian/ Bicycle crossing opposite the underpass is really dangerous, I really do fear for the safety of the Estates kids crossing the road at that point. It's dangerous because it's between Sheraton Place and QE 2 and this piece of road is 30 meters at the most. Drivers can't see round the corner, till you turned, and the crossing is right there. Even travelling at 30 Km/h its only a matter of time till someone is hit. It's made worse by the property on the corner having a high fence.</p> <p>Possibly more sensible to move the crossing from that corner to a mid-point between Sheraton Place and Providence Place.</p>	
58	Waipapa – Redwood	<p>I live at ■ Grimseys rd + I don't see what difference it will make, 30 or 50 km/h. It won't stop them doing wheelies at the corner Grimseys/Winters. at all hours.</p> <p>My pet hate is the vehicles [trucks included] coming off the Northern motorway from the Nth at over 100k/mh down the slipway onto QE2 avoiding the roundabout [which would slow them down] + continuing east still at a high speed + appearing from nowhere on our left, crossing lanes back + forth cutting off anyone in their path. They seem to disregard the sign saying 80k/mh, so what difference will a sign make in Winters rd.?</p>	Louise Mcgregor
59	Waipapa – Redwood	I support the safe speed neighbourhood proposed changes in the Grimseys Rd/Winters Road area. Also thank you for considering the area for safer speeds.	Dave Gardner
62	Waipapa – Redwood	<p>We live in Regency Crescent which is now proposed to be changed to a 30kph speed limit because of maintaining a consistency with the part of Grimseys Road also proposed to be 30kph. How is it then consistent that Grimseys Road changes from 30 to 50kph at about Wingate Street? That makes no sense at all. Grimseys Road is fine as it is, as are the other streets in the area. The biggest problem in our area for speeding is QE11 Drive and the Arterial where breaking the speed limit is commonplace.</p> <p>For Regency Crescent, if safety is the reason for these changes, it would be much more sensible, and probably cheaper, to put yellow lines on the curves in our street. We live on a curve in the street and with parking on both sides of the street visibility is cut when we drive out of our property, and for cars driving around the crescent. The street is pretty much reduced to one way when cars are parked on both sides (caused by some properties being rentals, with many cars per property).</p>	Janet & Wally Cribb
63	Waipapa – Redwood	<p>I would like to object to lowering the Speed on Winters and Grimseys road to 30 kph speed limit .</p> <p>And side roads .</p>	Jill Eade & Ross Bamford
64	Waipapa – Redwood	Don't see a point in reducing the speed on Winters Road - seems odd as it is a wide, quiet road.	Malcolm Maule
65	Waipapa – Redwood	<p>I wish to provide feedback and ask council staff to reconsider their decision to recommend the speed limit be reduced on Grimseys Road and it's side streets.</p> <p>As a resident of this area I find it ridiculous such a proposal would be made, I understand the need to improve road safety but this is not the way to go about it.</p> <p>Traffic coming off QE2 drive and an 80kmhr zone is not a new thing, this has been happening for decades. I would like to know the data you have for accidents caused by excessive speed in the area, I do not recall any and have lived in the area for 40 years.</p> <p>If there is need to reduce excessive speed why not install judder bars and garden areas such as those on Tuckers Road which have worked well. Slowing all traffic to 30km/hr is stupid. Those who want to go faster will do so.</p> <p>Traffic going past schools only at at pick up and drop off times is reduced to 40km/hr. Why on earth would 30km/hr on regular streets, 24/7 be necessary? It makes no sense!</p>	James Lever

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		<p>Slowing all traffic to a 30km/hr crawl also increases emissions which with the state of the climate surely this needs to be considered. Subsequent longer commutes reduce the livability of our city and will only serve to frustrate drivers leading them to make poor decisions when navigating other traffic potentially making accidents even more likely. Drivers are also more likely to look at or use their mobile phones when in slow or stationary traffic which further increased the risk.</p> <p>50km/hr speed limits have been considered a safe and acceptable speed for decades. Safety improvements in road and vehicle designs have come a long way in recent years. Whilst not all accidents are absolutely preventable at this speed and it may the possibility of a fatality, halving our speed limits like this is a lazy response.</p> <p>Most e-bikes and scooters go faster than 30km/hr these days. How about we just ban cars altogether.</p>	
66	Waipapa – Redwood	<p>I have lived at [REDACTED] Regency Crescent, Redwood, Christchurch for approximately thirty years.</p> <p>During this time I have noticed an increase in the speed of vehicles being driven along Grimseys Road and have felt very concerned for people (mainly children) crossing the road. Several years ago there was a definite improvement when police patrolled the area, after they left, the speeds of vehicles increased again.</p> <p>There has been a huge increase of speed and dangerous driving on Grimseys Road since the QE2 expressway has been updated - actually the speed and dangerous driving on the expressway is appalling (this is constant and there is no enforcement of correct driving standards). I travel these roads every day, morning and night so I know this to be true.</p> <p>Therefore I truly believe that it is a waste of council time and money to change the speed limits in our area (including my street, Regency Crescent). How was the Christchurch City council going to enforce the new speed any way - I am just wondering.</p> <p>Just a quick note to add - I do like the reduced speed in the central city as there are many people who are not really noticing the vehicles because they are looking for a particular place or side tracked by events (especially tourists). There are also so many barriers to prevent speed anyway in the central city like lots of traffic lights and some speed bumps so drivers really have to slow down anyway. In the area you have marked in the correspondence you put in my mailbox, residents are generally travelling back to home or to somewhere like work or school so I think changing a speed from 50 kph to 30 kph will inconvenience already mostly law abiding people (I think it will add more stress to our journey).</p> <p>There should be more of a Police presence in our area and more correct driving enforcement before any change is made to the speed limit. It is obvious to me that just because a sign says 50 kph or 30 kph doesn't mean everyone obeys the rule.</p> <p>Thank you for taking your time to read my email.</p>	Tanya Hamilton
67	Waipapa – Redwood	<p>Please accept my feedback on the proposed change to speed limits in the Grimseys Road area.</p> <p>I own and occupy [REDACTED] Grimseys Road.</p> <p>Recently there has been an element move into the area who regularly speed in both cars and motor bikes including trial bikes and quad bikes doing wheelies on both Grimsey's Road and in the park. Several residents in the area including myself have phoned police concerned for safety of other road users and more so families enjoying the park. As we all know the police are resource stretched and so no action has been observed.</p> <p>I feel that the above may have driven some frightened residents to call for speed reductions which in my opinion will have absolutely no impact other than to cause frustration to law abiding road users. In the current environment those elements "boy racers" "ram raiders" and gang members have little or no respect for authority so regardless of speed limits will continue to behave as they choose.</p> <p>Those of us who choose to work hard to provide for our families and contribute to society should not be penalized by further reduction in our ability to operate productively. To impose senseless speed limits would prove to me that the majority of council is simply out of touch with providing leadership which allows the community to prosper.</p> <p>To put things in perspective, if the proposed 30kph zone was implemented then I could come off QE2 drive at 80kph, reduce my speed to 30kph & drive down Grimsey's Road, turn left into Preston's Road and speed up to 40 kph as I enter the school zone!</p> <p>In summary, I urge the council to act with common sense and leave the current 50kph limits in place.</p>	Dave Graham
68	Waipapa – Redwood	<p>Regarding the 30k speed limit proposed for Grimseys Rd and side streets. To me this is just nonsense, There are no main intersections like Daniels and Preston's Rd, there are no bus stops in that area. I have lived here for 53 years and the majority of accidents have been North of Wingate St. To me this is a waste of time and money. I would rather see the footpaths upgraded and Owen Mitchell Park mowed more often.</p>	Dave Wilson
70	Waipapa – Redwood	<p>I am opposed to the proposal to reduce the speed limit down Grimseys 30km. Due to it being an urban connector from the motorway I don't agree with this idea. Please keep it 50km.</p>	Penny Findlay
71	Waipapa – Redwood	<p>I just got a visit from Victoria regarding the change of speed limit in the neighbourhood of Wingate Street. I think 30 km/hour is safer and better for this community and I agree with this change. Thanks.</p>	Carrie Zhang

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72	Waipapa – Redwood	I have had a visit from Victoria Henstock this afternoon informing me of the the proposed speed to Grimseys Road and surrounding streets. This I feel is an excellent idea, 2 schools in the immediate area, Papanui and Redwood, hopefully it might curb the dangerous speed some drive at off Grimseys Road onto Wingate, I live on the corner of Wingate and Rathlin Streets, being 2 doors from Grimseys Road, and at times, mostly the weekends it is a dangerous mission backing out onto Wingate Street hoping a speeding car doesn't come round the corner at that time, an accident waiting to happen I feel, not forgetting to mention children cycling in the area. I thank you for bringing the proposed plans to my attention.	Ada Campbell
73	Waipapa – Redwood	We live on Grimseys Road and received your flyer in the letterbox today regarding a decision to change the speed limit in this area to 30km. Our personal opinion is it's pointless. We have no schools on this road, and the footpaths are well maintained. We do however have one twit in this area who every night decides to race down Grimseys Road at a ridiculously high speed. A 30km limit is certainly not going to stop him. It would be great to instead put a couple of speed bumps onto this street, like there is with Lowry and that may allow more people to take precaution but a 30km speed limit is just going to create an annoyance.	Nikita Morrison
74	Waipapa – Redwood	I am not at all happy about the proposed reduction in speed limit around the Redwood area and the whole of Christchurch. To be honest with you it's a joke that the flyer was received on the 27 May 2023 and expected to give feedback by 28 May 2023. Why are we reducing the speed limits and not making it harder for people to get a drivers licence? Educate people on how to drive safely. This includes fines for those not indicating which could stop an accident from happening. Make it harder to get a drivers licence and make everyone do a defensive driving course. It's clearly not to make roads safer as this will create more congestion of traffic (along with all the road works that are not making the roads anymore user friendly) this increases the likelihood of road rage and then on top of that you'll have more people getting less sleep because they will have to get up earlier to be able to get to work or the children to school on time. This will increase more health problems and the likelihood of people falling asleep at the wheel. Where is the proof that a reduce speed creates safer roads? How many studies are there on impaired sleep and traffic accidents? Just incase you have no idea of what lack of sleep does for people I've attached a link for for here. https://www.betterhealth.vic.gov.au/health/conditionsandtreatments/sleep-deprivation A little bit about me is I work shift work (Essential Service Worker) so I need to be able to get to and from work at all hours of the day as I have rotating shift patterns. On top of this I use heavy machinery which as the potential to kill someone if I'm not at 100%. There are a large number of workers in and around Christchurch that do the same or similar sort of work. Through education on driver safety and a better public transport system in and round Canterbury you will likely reduce the accidents and create safer roads. The roads around Christchurch are an absolute joke as it is. It's an a shame to see Christchurch roads the way they are. It's also a shame to see the Government and CCC so far out of touch with reality. Seems like there is no one with logical and/or critical think on the team that put the proposed speed limit reductions in place. I have not agreed to any such speed reduction. I have not signed a contract or heard about the planned changes until the flyer arrived. I did not see a voting paper for the people of Christchurch get the opportunity to vote for this. If you go ahead with the speed reductions, your going to get a lot of back lash from the residents and/or a lot not complying with the new speed limits.	Lisa Stickley
75	Waipapa – Redwood	I own [REDACTED] Prestons Rd, corner of Prestons and Grimseys. Regarding your letter dropped in my mailbox, I would like the area my house is located in to become 30km zone too. There are many accidents at the intersection of Grimseys and Prestons, plus we have a primary school just down the road on Prestons. Traffic is very noisy in our area, and we also contend with buses and trucks that shake our house. Vehicles tend to come down the hill from the motorway overpass at a high speed which becomes unsafe for people and vehicles at the intersection. There is also a relatively high amount of foot traffic in the area. I hope you can advocate for our area to also be changed to 30km/hr.	Andrew Parkin
76	Waipapa – Redwood	I do not agree with Grimseys Road changing to a 30km/h road. Since the motorway has been open Grimseys Rd is no longer used as "rat run" by people going to and fro to work. There is less traffic, cyclists use the motorway path and St Bedes students have their own car park within the grounds which means there is no parking on Grimseys Rd. It is now a free flowing road mostly used by the residents and works well in that regard.	Barbara Wilson

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		Thank you for the opportunity to express my opinion which is also the view of the other two adult members of my family who live in Rathlin Street.	
77	Waipapa – Redwood	<p>It is good that the speed limit will likely go to 30k in Winters Road it couldn't come soon enough for me.</p> <p>Winters road is a dead straight and wide road with a slight downhill gradient towards the new motor way complex at the end.</p> <p>I have lived in the street for over 12 years now and the traffic speeds (not volumes) have increased markedly since the new motorway opened.</p> <p>I have witnessed cars speeding well over the limited past our front door as the road is so inviting to do so. And I have seen two cars actually racing each other side by side flat out down towards the bike/pedestrian subway at the end of the road which was so scary. If you look at the road now you will see burnout rings all over one area from the other evening so yes I fully support the 30k change but many drivers will ignore this on such an open road, and a road with Papanui Primary school in it too. Speed bumps to stop speeding near a school is the main safety issue here.</p> <p>Request.</p> <p>In view of this, Is it at all possible to include some speed bumps in the road somewhere in the middle as this would certainly drop all dangerous speeds which the 30K limit will not. Neighbours go on about the need for something to be done and the council has also been contacted in the past to no avail.</p> <p>Thank you for thinking of our safety on this dangerous road.</p>	Alan Johnson
78	Waipapa – Redwood	<p>Thank you for your letter inviting feedback on the speed limits in our area.</p> <p>I have no problem limiting the speed in Regency Crescent to 30 km/h as it's a small street and most people drive slowly around the crescent anyway.</p> <p>Unfortunately I missed the chance to comment on Grimseys Road earlier but I would like to make a comment now. I'm not sure that a speed limit of 30 is warranted given that it is a wide straight road, however, the area where I think a 30 zone would be advantageous is around Owen Marshall Park (maybe from Regency Crescent to Daniels Road). Pre-pandemic this area was always full of cars on a Saturday due to the football pitches and this level of parking is starting to build again. Limiting to 30 permanently in this area would also mean that people are conscious of the need to slow down along Grimseys Road anyway so might limit speeds either side.</p>	David Perry
79	Waipapa – Redwood	I wish to let you know that I object to the safer speeds suggested for Grimseys Road from Winters Road through to Wingate Street. I am particularly concerned about the reduction of speed on Grimseys Road - particularly because of the fact that on turning in to Grimseys from QEII you would have to go from 80km to 30km. Also, Grimseys Road is well used and if reduced to 30km then, I believe there will be a back up of traffic and it will make it more difficult from cars to turn out of streets on to Grimseys to join the flow.	Sandra Matai
80	Waipapa – Redwood	<p>I reside at [REDACTED] Grimseys Rd and I am writing in regard to the proposed speed limit change on Grimseys Rd.</p> <p>I am unsure if the proposed change of reducing the speed limit to 30Km/h is to encompass all of Grimseys Rd but my feedback would be that this change should cover the entirety of Grimseys Rd.</p> <p>Vehicles regularly speed down Grimseys Rd at all hours of the day and night. This is really an accident waiting to happen, given the number of families in the area it truly is an unsafe situation that residence are exposed to daily.</p> <p>In short I am in favor of the speed reduction on Grimseys Rd and would recommend that its extended to the entire length of Grimseys Rd.</p>	Hayden Smith
82	Waipapa – Redwood	<p>I live in Regency Crescent, which is a side street off Grimseys Road. I don't believe it is necessary to lower the speed to 30km/h as there isn't any speeding in our street anyway.</p> <p>I feel it is a waste of time and money to lower the speed limit in Grimseys Road. The drivers who break the current 50km/h speed limit will continue to do that and I don't believe there will be a comparative lowering of the speed driven by those drivers.</p> <p>The problem is in enforcement and that won't change. There won't be any increase in patrolling of suburban streets especially as police funding has been reduced.</p> <p>The result of lowering the limits to 30km/h will be a great deal of driver frustration, bottlenecks, and no benefit at all.</p> <p>Ratepayers will end up paying for all of this, for nothing, and there is too much wastage in council spending now.</p>	Catherine Sawers
83	Waipapa – Redwood	<p>Today, 27th May 2023 late in the afternoon I received a flyer in my letter-box informing me that speed restrictions are to implemented in my residential area. (See attached flyer)</p> <p>The opening paragraph states that I "may be aware" that the Christchurch City Council (CCC) asked for feed-back on the proposed changes to speeds across Christchurch and Banks Peninsula to support safer roads. I was not aware about any of these proposed changes.</p> <p>The second issue I have with this flyer is that, quote: "feedback must be received by 28 May;" I assume 2023 as the year was not defined. Very little time to respond to an extremely controversial measure. I consider this a modus operandi designed to curtail the use of private motor vehicles.</p> <p>One only has to look at where these draconian measures have been introduced, e.g. Lincoln Road - Whitely / Barrington intersection that has a raised bitumen plinth to slow vehicular movement through this junction - to Morehouse Avenue. Driving at peak hour travel time on this stretch of road took forty-five (45) minutes to complete.</p>	John Stickley

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		<p>I am exceedingly infuriated that the CCC should be getting involved with introducing restrictive speed limits per se, in order to comply with Central Government's drive for a zero road toll.</p> <p>Can the City Council please provide all the statistical data used in determining the rational to support their decision to implement safer roads? How many accidents involving pedestrians and vehicles have occurred to warrant this move.</p> <p>A case in point in support of "safe speed limits," is the speed restrictions imposed in shopping mall carparks.</p> <p>Limits of 5, 10, 15 and 20 kms have all been deemed appropriate to slow vehicles to a safe speed where people and vehicles intermingle in close proximity. These restrictions are without doubt necessary in these confined areas; however, have you every taken the time to see how many people are illiterate when it comes to complying with the gazetted speeds. The council has parking infringement officers who impose fines upon unsuspecting individuals who exceed the time limit or clamp the vehicles. However, I have yet to meet someone who has been fined for speeding in these areas.</p> <p>The identified roads in the Redwood area where I reside, are vastly different to the confines of shopping mall carparks. Take Grimsey's road for example, it is about six cars wide, yet the section identified is to be restricted to thirty (30) kms. All the adjacent streets identified already have restricted vehicle through traffic movement. Invariably, safe car drivers modify their speed to suit the conditions they encounter.</p> <p>Inconsistency, with the proposed speeds if they are to be introduced, should be set at standard level, i.e. thirty (30) or forty (40) kms. The decision being made here is purely down to the schools being in the area. There is no sound reason or evidence why these changes need to be made.</p> <p>I have lived in the Redwood area for sixty (60) years and used to bike to Papanui Primary School, Casebrook Intermediate and then Mairehau High; this was in the 1960's. The use of bikes by school children during this decade was much higher than it is today. The incidents of accidents involving school children and vehicles was unheard of.</p> <p>I am of the firm opinion that the move to change speed limits across Christchurch and Banks Peninsula is nothing to do with "safer roads," but part of a bigger agenda, namely the drive to push the ratepayers/citizens of Christchurch into 15 minute cities as part of UN Agenda 2021 and Agenda 2030.</p> <p>Transparency in Christchurch City Council's agenda to impose these constraints on its ratepayers/citizens is at best minimal.</p> <p>On March 10th 2023, a meeting was organised by the CCC Town Planning at the Central Library to discuss proposals for the City. Very limited notice was given and this was reflected by the attendance at this event, - eighteen (18) for the first hour then twenty (20) for the next forty-five (45) minutes. The meeting was all part of the 15 minute city proposal that is being slowly introduced upon the ratepayers of Christchurch. The sad reality about these Central Government Agendas driven by the United Nations, is they are being introduced covertly. Minimal notification upon unsuspecting ratepayers by democratically elected councilors. After all you have responsibility to be more transparent with the ratepayers and more importantly to the constituents of your ward.</p> <p>As an end note, David Seymour has speed restriction implementation as one of his election items.</p>	
84	Waipapa – Redwood	<p>We received a notice today, Sunday 28th May, about the speed reductions in Redwood. I must say we were rather surprised at the extent of these changes.</p> <p>We fully understand and support speed limit reductions around schools and parks at times when children are going to or coming home from school, but feel that to extend those reduced speeds to the entire area at all times is rather excessive.</p> <p>We drove at 30kmh down Daniels Rd earlier this morning when there was almost no other traffic on the street. We feel that to make it 30kmh all the time is only going to lead to frustration and rash actions on the part of some drivers, and that possibly 40kph across the board would be better accepted.</p> <p>Doing something about the boy racers who scream up and down Grimseys Rd and Daniels Rd, and then up and down the motorway at all hours of the day and night would very much appreciated though.</p> <p>Thank you for considering our comments. My husband has been chatting to people on his morning walks around the area, and has found that 4/5 people were not even aware there were proposed changes to the speed limit. Most thought that it would only be in front of the school during morning and afternoon travel times.</p>	John & Jill Hanna

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		<p>Whilst no one will oppose a change to 30kmh outside schools during drop off and pick up times, making so many different speed limits will be confusing as they will vary from 30kmh, to 80kpm on the average persons journey to work. We feel this will lead to some people ignoring the speed limits altogether in their local areas.</p> <p>We also do not feel that the majority of people have be adequately informed of what is proposed.</p>	
85	Waipapa – Redwood	<p>We write in reference to the proposal for reduced speed limits around the streets of Winters Rd and Grimseys Rd. We support this proposal and would also like to request consideration for additional traffic calming measures to reduce the speeds of motorists.</p> <p>Since the motorway connection has been built, we have noticed an increase in the number of cars speeding down the road at dangerous speeds. It appears that word has spread that Winters road is long straight road with easy access to the motorway for a quick getaway from any following police cars. The road is being used a “Rat-Run” for speeders. We frequently witness “drag racing” having cars battling 2 a-breast with each other to drive as fast as possible down the road reaching speeds in excess of 100kph. Sadly, we believe a 30kph sign will do little to reduce this behaviour and would like to suggest additional traffic calming measures such as speed bumps or chicanes, especially as we have a Primary School on the road.</p> <p>We have previously contacted the police and council with my concerns regarding the speeds reached on the street and was advised the only thing that could be done was installation of a speed measurer. The only problem with this, it measured an average speed and the majority of residents in this area do drive considerably, it's the non-local cars that are speeding. This is especially the case at night when we have regular “donut” burn-outs and speeding too.</p> <p>We are grateful for your consideration of this matter and wait to hear the decision made regarding this proposal. If you require any further information to assist with this proposal, please contact us.</p>	Clare & Steven Giltinan
86	Waipapa – Redwood	<p>I live on Regency Crescent, and I understand based on feedback the safe speed neighbourhood area has been expanded to include more of Grimseys Road (including the back entrance to St Bede's Colledge), Regency Crescent, more of Winters Road and connected side streets. I know this area well; our children have attended Papanui Primary School and my wife is currently a Teacher Aide at the school.</p> <p>I would like to provide the feedback in support of this expanded area to help create Safe Speed Neighbourhoods.</p>	Allan Taunt
87	Waipapa – Redwood	<p>Thank you for your letter notifying us of the proposed change to the speed limit on Grimseys Rd.</p> <p>Firstly your letter does not fully explain why a speed limit change is being explored, other than to refer to a general review across Christchurch.</p> <p>I do not support the proposal.</p> <p>I live within the proposed area on Grimseys Rd.</p> <p>What is purpose? This appears to be quite random and unnecessary.</p> <p>If this has anything to do with access to St Bedes, then speed traffic limits could be applied during school hours in the normal manner.</p> <p>Please do not change the speed limit. Your endeavours are applaudable, but perhaps misguided.</p> <p>As mentioned previously, there are already road codes that can be applied to school zones.</p> <p>Plus following the logic presented in the email, all our roads would need to be at 30 kph, because people could get run over anywhere.</p> <p>I walk the dog nearly every morning. On most days there are no pedestrians. There are admittedly a few school children, but they are being dropped off beside the back path to St Bedes, and therefore walk down the path in the park - where there are no cars.</p> <p>So again, please do not change the speed limit.</p>	Martin Gale
88	Waipapa – Redwood	<p>I am a resident of Regency Crescent - [REDACTED] where I along with my wife I have lived for 25 years. In that time we have brought up 3 sons from birth to adulthood.</p> <p>The proposal to limit the speed in Regency crescent and also Grimseys Road to 30km per hours is best described by 1 word - LUDICROUS</p> <p>In my 25 years on Regency Crescent I am not aware of a single accident in our street, let alone one caused by speed. Please therefore do not try to tell me that the proposed reduction in speed is for the purposes of safety.</p>	Greg Cooper

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		<p>At no time in our life here have I had any misgivings about any of my children riding their bikes (even when they were very young) on our street. This certainly would not have been the ase if I thought speeds were excessive</p> <p>In regards to Grimseys Road I again am not aware of any accidents but given that it is a longer street, I accept that I may not be aware of an accident if indeed one has occurred. Having said that Grimsey's Road is a main thoroughfare in our local area and to think that it should be reduced to a 30 km/hour speed limit is idiotic. Have you ever visited our area and driven down this road. It is a big wide road in good repair. In fact it is wide enough that it could probably be made into 2 lanes each way (not that I advocate this) so why any sane person would want to reduce the speed limit to 30km/hr is beyond me.</p> <p>It seems to me that this proposal has nothing to do with safety or even what local residents want, but rather is driven by the same ideology that has had the Council traffic engineers completely mess up the likes of St Asaph ST in the central city, and the members of the council who have this idea that everyone should be forced onto their bicycles without giving thought to the fact that some of us have physical injuries/ disabilities, or families to transport that mean this is not a practical mode of transport for us</p> <p>Leave these streets alone!</p>	
89	Waipapa – Redwood	<p>As a resident of Winters Road for the last 16+ years I would like to register my objection to the proposed speed limit change to our area.</p> <p>It makes no sense to reduce the speed in our street and surrounding streets Sarabande, Wiremu and Greenock Streets by 40%. May Road, Knowles Streets, McFaddens have been reduced to 40km and 30km is the speed around the central city not down suburban streets. Consistency is hardly a reason to waste money for a change.</p> <p>What makes our street unsafe is not the speed but the unaddressed popped drains which have been that way since the earthquakes and the flooding that occurs on the corner of Cranford Street. Cars move out of the way to avoid these on a regular basis. Also unsafe in our street is only have 1 footpath on the side of the road from Grimseys Road corner up to the new underpass on the even numbered side of the road.</p> <p>I would support a school zone speed reduction (like outside Waimairi School on Blighs Road) and implementation of a painted pedestrian crossing outside the school. With the corner into Fraser Street already at 25km cars automatically slow down.</p> <p>Fixing the bottle neck of cars at the Main South Road, Papanui Road, Cranford Street also needs to be addressed too.</p> <p>I hope that common sense and fiscal management prevails.</p>	Nicola Burton
90	Waipapa – Redwood	<p>As long term residents of Grimseys Road we wish to forward our objection re proposed lowering of speed limit to 30 kph at the southern end of Grimseys Road.</p> <p>It is a ridiculous idea as cars turning into Grimseys Road from QE11 Drive have to slow considerably due to the sharp turn anyway. Then once they pick up speed after the 30 kph area at Wingate Street they may be tempted to “boot” it. We will find that cars will be overtaken by folk on scooters and bikes!</p> <p>We think that the thousands of dollars being spent on this scheme would be far better utilised fixing roads and footpaths in the area. Or better maintenance of Owen Mitchell Park which my husband calls “third world” condition – for sport and recreation users.</p> <p>Hoping that eventually common sense will prevail.</p>	Shona & Ken Cribb
91	Waipapa – Redwood	<p>Hi, recently I received 2 letters in my mailbox asking for feedback in relation to the Christchurch City Council proposing to lower the speed limit of my & other side streets in my neighbourhood to 30km/h. My street is connected to Grimseys Road, but the letter also mentioned that the council wants to lower the speed limit of both Grimseys Road and Winters Road.</p> <p>I am opposed to the lowering of the speed limit to 30km/h in streets surrounding Grimseys & Winters Roads, such as, Wiremu Street, Sarabande Ave, Sheraton Place, Providence Place, Regency Crescent, and Te Maru Place, as I believe that the current speed limit is safe enough given that most of these streets are fairly short & none of them are the main entrance to any places of learning such as a school or playcentre.</p> <p>It may not be relevant to the feedback asked for, but I am also opposed to the lowering of the speed limit of Grimseys & Winters Road given that it will likely increase traffic congestion from people who turn off the Northern motorway into both streets, as they will be stuck in traffic for longer, thus increasing air pollution from their exhaust pipes & the increasing the time taken to travel from one place to another.</p> <p>Thank you for your time</p>	Kevin Drake

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92	Waipapa – Redwood	<p>I have only just become aware of the proposed proposal to reduce speeds in this area and wish to provide the following feedback;</p> <p>The intersection of Winters Road with the Northern Corridor off-ramp should also be included with any proposal to reduce speeds in this area. Reducing the speed limit of the off-ramp past the intersection will provide additional safety to the pedestrians and cyclists using the north-south pathway and/or the Winters Road subway.</p>	Tony Judd
93	Waipapa – Redwood	<p>In regards the proposed speed limit reduction to 30km/hr. I believe this is unnecessary. We have lived on Winters Road between Wiremu St and Papanui Primary School since 1991 (over 32 years).</p> <p>Very few cars speed along the road, on very rare occasions a car may go well above the speed limit but a speed restriction is highly unlikely to stop that behaviour.</p> <p>On the stretch of road east of Papanui Primary up to the expressway, there is little chance or indeed little point in putting police resources into enforcing a 30km/hr limit when it is a 20m wide road with a 14m carriageway with few parked cars (beyond the school area), few pedestrians and few cyclists. A lower speed limit is only likely to capture law-abiding citizens with fines and demerit points who may accidentally travel at 40-45km in a long and unrealistically low 30km/hr zone.</p> <p>The biggest danger in the area is the unrepaired earthquake damage between Autumn Place and Wiremu St with manholes that have risen out of the ground and multiple depressions where the road surface has sunk. There has been little to no repairs done by the CCC in the 12 years since the earthquake.</p> <p>A bigger roading issue in the area, is the safety of the Cranford St roundabout. Vehicles travelling north in the lane turning left onto Cranford St routinely drive straight rather than taking the marked lane which curves. Vehicles in the centre lane are often nearly side-swipped. I have had two near misses there recently.</p> <p>Other issues with the roundabout such as visibility have only marginally been fixed by removing plants.</p> <p>The biggest issue in the area is traffic speeding south from the motorway at potentially 70 plus km/hr cutting off traffic exiting the roundabout. Often traffic continues at high speeds well towards Innes Rd. Little has been done to address this safety issue. The digital speed display signs achieves little.</p> <p>Although the entire stretch from Innes to McFaddens is unsafe for pedestrians and cyclists, the visibility at the McFaddens Rd corner (west side) for vehicle turning left (north) onto Cranford is appalling and an accident waiting to happen.</p> <p>The council should be putting effort into sorting those major roading design issues rather than trying to solve a problem that does not exist in the suburban side streets.</p> <p>Reducing the speed along Fraser St up to the end of the school has merit. However reducing the rest of Winters Rd would achieve little in terms of safety.</p> <p>Reducing the entire street to 30km/hr is not only illogical but confuses motorists with multiple speed zone changes.</p>	Christian Jordan
96	Waipapa – Redwood	<p>I am incensed at the thought of having to endanger people by reading my odometer to ensure I was travelling at 30 or 40 kph. THIS IS STUPID. For over 100years the speed limit had been set at 30mph which is now 50Kmph.</p> <p>HAS NO ONE HEAR OF THE LAW TO DRIVE TO THE CONDITIONS. I have and sometimes I drive slower to ensure the safety of anyone including myself.</p> <p>THIS IS ABSOLUTELY RIDICULOUS. No one bothers to read the road and many don't bother about your signage that clutters the environment</p> <p>Get lost. This pertains to a suggestion for the Redwoods (8051) but in reality it applies to all of Christchurch. What I have seen of these red blotches on the roads are indeed an area that does not need any restriction on them. In fact I have only seen one that should have a PRESCHOOL sign, despite the fact that I Have never seen children arriving or leaving the establishment.</p> <p>The whole exercise is a waste of money just like the fortress of biking roads pushing out cars and reducing valuable people into the inner city. They are dangerous and clearly need sign posts to mark out as to where they are.</p>	Rawiri Bowie
100	Waipapa – Redwood	<p>As a Redwood resident and frequent user of Grimseys Road I strongly object to it being subjected to a 30kph speed limit.</p>	Lew Henry

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101	Waipapa – Redwood	Just letting you know I disagree with the planned changes for the speed restrictions for Grimseys Rd and surrounding streets. Dropping it down to 30kph seems ridiculous – as the only school involved is the back entrance to St Bedes High School. If it were for a primary school, then I would reconsider – but this decision seems illogical and overkill. We live on Salford Ave and travel down Grimseys Road onto the motorway all the time.	Tony Cribb
102	Waipapa – Redwood	Thanks for those stats and information, but we think it still looks like a tick in the box to comply with a policy, for a problem that isn't really there; Specifically on Winters Rd. We do appreciate this opportunity to have our say and thanks for your time; However we haven't been provided with any data, that would see us agreeing with a speed reduction in our area.	Blair Robertson & Moira Hofsteede
103	Waipapa – Redwood	We received the note, in the mail, from Victoria while we were on holiday and missed the deadline. However, we wish to make comment on the proposal. 1. I am not sure why Momorangi Cres. was not included in the 30kph area. There is significant congestion on Momorangi in the busy times for the students at St Bedes school. It is much worse than any of the other streets in the St Bedes area. Many of the boys park their cars on Momorangi or in the St Bedes carpark. Wander down and be there at the busy times and you will see what I mean. Maybe an amendment could be made in the near future. 2. In the plan, QEII drive is included. While a speed restriction would be desirable, I am sure this is not the intention. 3. Monitoring the speed of cars as they come off QEII Drive into Grimseys will be imperative. At present cars accelerate quickly from the corner, often to speeds in excess of 50KPH.	Murray Edlin
9	Waimāero – Fendalton	I received a letter from you because I am a resident and you wish to hear my thoughts re the proposal to reduce the speed limit to 30 km/hr. I do not believe this is necessary. There are already speed bumps.	Joseph Petelo
12	Waimāero – Fendalton	40km/h would be okay but 30km/h is absolutely ridiculous.	Adrian Loveridge
26	Waimāero – Fendalton	You have asked for feedback which of course is pointless giving because it will be ignored. Something strange happens to people when they enter Hereford St, group think, must be very difficult working for an organisation so detested, a very negative environment 30 Ks on Idris Rd is mad, will be ignored by most and plod can't give everyone tickets, some of us have things to do with our lives and have not got time for CCC stupidly, latest bike lane in Park Tce a prime example. [Information clarified about Idris not being 30km/h] Fair enough, still a pointless exercise, in 40 years I doubt I have done 30 in bradnor, Snowden already has 20k speed humps, who is going to police either anyway.	Adrian Sisson
35	Waimāero – Fendalton	As a resident I cant see the point of spending money on a 30km/h speed limit, as you cant go that fast down Snowdon rd due to all the installed speed bumps already installed	Mike Smail
49	Waimāero – Fendalton	My comment is absolutely not , waste of time and money Am sure CCC will go ahead regardless of feedback though	Ian McPherson

