

Safe Speed Neighbourhoods

Interim Speed Management Plan

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

On 5 July 2023, Christchurch City Council approved the Interim Speed Management Plan known as Safe Speed Neighbourhoods. The agenda item can be found [here](#).

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 and Climate Emission Reduction 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 a vision, objectives, policies, and measures for managing speed on relevant roads.</p>	<p>CCC engagement page: Safe Speed Neighbourhood Programme</p>
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>Christchurch City Council will develop a long-term Speed Management Plan outlining a 10 year vision with a three year implementation plan. 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</p>	<p>CCC engagement page: Safe Speed Neighbourhood Programme</p>

	Land Transport and Road to Zero. Consultation will be completed later this year.	
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 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.</p> <p>Council continues to advocate to Waka Kotahi for the provision of safety cameras on our network.</p> <p>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>	CCC engagement page: Safe Speed Neighbourhood Programme
3.8(2)(a)	<p>An interactive map was provided during engagement for the community to see where changes were proposed and to provide feedback. The map detailed what streets we included for consultation.</p> <p>We're helping to meet the requirement 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>As in 3.8(1)(c) no safety infrastructure is proposed as part of our interim plan.</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</p>	Christchurch City Council Meeting Report (Hearing submissions)

	into the National Speed Limit Register to create land transport records for each speed limit.	
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 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. All speed limit changes proposed should be implemented within the next 18 months.</p> <p>As in 3.8(1)(c) no safety infrastructure is proposed as part of our interim plan.</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, in neighbourhoods and on rural roads on Banks Peninsula 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 in 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 was then presented to Council recommending the plan be approved followed.

Clause	Plan information	
3.11(1)(a)	<p>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.</p> <p>Public consultation started on 10 October 2022 and ran until 3 January 2023. This period included an extension where additional streets were added, and some existing street speeds lowered further. Key stakeholders, including all schools and principals, and emergency services, were directly notified of the consultation via email. Libraries and service centres were briefed and provided with physical submission forms. A Newline story was posted and shared to social media including Facebook community groups. Paid advertising included newspaper, Google Display, a Stuff Sponsored Content article, bus shelters, and flyers at targeted cafes.</p> <p>2,008 comments were made on the Safe Speed Neighbourhood consultation's interactive map. These were made by 1,139 unique businesses, organisations, and individuals. 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.</p> <p>Due to the volume of submissions, submitters did not receive an individual response. Through the process, submitters were provided with general e-mail responses. A copy of these e-mails are provided in Appendix C.</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. The submissions analysis is also provided in the Christchurch City Council meeting agenda for the 5 July 2023 meeting.</p> <p>Where additional areas were added post-consultation, further engagement was completed with these residents. Their feedback is provided in the Christchurch City Council meeting agenda for the 5 July 2023 meeting.</p>	<p>Safe Speed Neighbourhood Programme</p> <p>Christchurch City Council Meeting Report (Hearing) – 25/05/2023</p> <p>Christchurch City Council decision making report – 05/07/2023</p>
3.10	<p>Mana whenua have not been involved with the proposed changes to speed limits in school streets to date.</p> <p>We are proposing to establish a process to provide opportunity for Māori to contribute to the long-term Speed Management Plan.</p>	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 - RUSSLEY	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	
CHARNWOOD 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	

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
CULLAHILL ST	50	30	30	Permanent	ISMP timeframe	Same	
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	

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 IVES ST	50	30	30	Permanent	ISMP timeframe	Same	
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	

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GLENCULLEN DRV	50	30	30	Permanent	ISMP timeframe	Same	
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	

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
WESTERLEIGH ST	50	30	30	Permanent	ISMP timeframe	Same	
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	

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CAMDEN ST	50	30	30	Permanent	ISMP timeframe	Same	
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	

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THORNWOOD PL	50	30	30	Permanent	ISMP timeframe	Same	
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

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ASHBOURNE ST	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
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

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GRANGEWOOD LANE	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
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

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RISBY PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
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

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
WITBROCK CRES	50	30	40	Permanent	ISMP timeframe	Different	Transitional limit to 30km/h due to older wider roads in neighbourhood
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	

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
KILBURN ST	50	40	30	Permanent	ISMP timeframe	Different	Neighbourhood consistency
KILSYTHE PL	50	30	30	Permanent	ISMP timeframe	Same	
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	

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
STAINES ST	50	30	30	Permanent	ISMP timeframe	Same	
TULETT ST	50	30	30	Permanent	ISMP timeframe	Same	
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

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
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	
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	

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
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	
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	

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
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	
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	

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
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
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	

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
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
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	

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
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	
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

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
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	
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	

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
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	
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	

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
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	
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	

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
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	
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	

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
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	
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

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
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	
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	

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
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	
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

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
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	
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	

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
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	
BRENCHLEY AVE	50	30	30	Permanent	ISMP timeframe	Same	
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

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
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	
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	

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
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	
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	

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
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	
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	

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
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	
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	

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
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	
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	

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
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	
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	

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
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
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	

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
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	
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	

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
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	
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

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
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	
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	

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
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	
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	

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
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	
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	

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
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
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

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
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	
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	

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
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	
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	

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	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
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	

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
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)
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)

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
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)
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)

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
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)
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)

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
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)
SELFE 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)
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)

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
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	
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	

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
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	
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	

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
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	
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	

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
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	
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	

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
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.
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	

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
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	
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	

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
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.
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	

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
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	
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	

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
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
STONEHURST 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	
FERGUSSON 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	
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	

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
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	
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	

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
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
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	

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
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	
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	

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
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	
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	

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
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	
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	

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
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	
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	

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
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	
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	

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 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	
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	

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
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	
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	

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
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	
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	

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
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 HORNBROOK 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	
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	

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
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	
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	

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
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	
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	

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
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	
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	

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
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	
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	

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
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	
LOGIE PL	50	30	30	Permanent	ISMP timeframe	Same	
MCGREGORS RD 2 HAY ST TO RURU 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
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	
RAUPO ST	50	30	30	Permanent	ISMP timeframe	Same	
RAYMOND 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
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	
ST ADELA PL	50	30	30	Permanent	ISMP timeframe	Same	
ST FLORIAN 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
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	
MCRAE ST	50	30	30	Permanent	ISMP timeframe	Same	
RADLEY ST	50	40	40	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
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	
DAMPIER 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
EDMOND ST	50	30	30	Permanent	ISMP timeframe	Same	
FINLAY PL	50	30	30	Permanent	ISMP timeframe	Same	
FRENHAM 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	
OKEOVER 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
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	

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
RENFREW ST	50	30	30	Permanent	ISMP timeframe	Same	
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	

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
BALFOUR TCE	50	30	30	Permanent	ISMP timeframe	Same	
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	

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 SOUTH LINCOLN RD TO GR	50	30	30	Permanent	ISMP timeframe	Same	
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	

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
ABERDARE ST	40	30	30	Permanent	ISMP timeframe	Same	
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	

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
HALSWELL JCT RD 1 SOUTH CSM	50	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
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	

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
NOBLE PL	50	30	30	Permanent	ISMP timeframe	Same	
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

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
AIR RACE LN 2 OFF VILDEBEEST ST	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
ALVASTON DRV	50	40	40	Permanent	ISMP timeframe	Different	Same
ARKWRIGHT PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
ASTOR PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
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	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
BRENDA PL	50	30	30	Permanent	ISMP timeframe	Same	
BRIGHAM DRV	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
CALVERTON PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
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	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
CLIPSTON PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
COBRA 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
CONSTABLE PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
CUNNINGHAM PL	50	30	30	Permanent	ISMP timeframe	Same	
EMPRESS PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
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	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
LANCEWOOD DRV 2 DUNBARS - LANCEWOOD	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 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	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
NOTTINGHAM AVE	50	30	30	Permanent	ISMP timeframe	Same	
OAKRIDGE ST	50	30	30	Permanent	ISMP timeframe	Same	
OLDHAM CRES	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
PATTERSON TCE	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
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	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
RIVERTON TCE	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
ROSAMUND PL	50	30	30	Permanent	ISMP timeframe	Same	
ROWANWOOD CLOSE	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
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	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
SUNBEAM PL	50	30	30	Permanent	ISMP timeframe	Same	
THORNLEA PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
VAN DYKE PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
VANDERBILT PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
VICEROY PL	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
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 WEST	50	40	40	Permanent	ISMP timeframe	Same	Transitional speed limit to 30km/h
AIDANFIELD DR 3	50	40	30/40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
AIDANFIELD DRV EAST	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
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
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

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
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
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

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
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
MCCMAHON DR 3	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
MCCMAHON DRV 1 WEST	50	30	40	Permanent	ISMP timeframe	Different	Transitional speed limit to 30km/h
MCCMAHON 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
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

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
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	
CEDARS ST	50	30	30	Permanent	ISMP timeframe	Same	
COPENHAGEN 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
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	
LEWIS 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
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	
SALMOND 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
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	
ARMOUR 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
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	
MALLETT 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
BOLEYNS 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

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
WHAREORA TERRACE	50	50	40	Permanent	ISMP timeframe	Different	Banks Peninsula - Wainui Township
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
ONUKE 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

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
CHORLTON ROAD	100	60	40	Permanent	ISMP timeframe	Different	Banks Peninsula - Little Akaloa Township
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

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
LE BONS BAY ROAD	50	50	40	Permanent	ISMP timeframe	Different	Banks Peninsula - Le Bons Bay Township
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	

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
ANTRIM ST	50	30	30	Permanent	ISMP timeframe	Same	
ASHGROVE TCE 2 WEST FAIRVIEW ST	50	30	30	Permanent	ISMP timeframe	Same	
ASHGROVE TCE 1 EAST FAIRVEIW 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	

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
BLAKEHALL PL 1	50	30	30	Permanent	ISMP timeframe	Same	
BLETSOE AVE	50	30	30	Permanent	ISMP timeframe	Same	
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	

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
CHEVIOT ST	50	30	30	Permanent	ISMP timeframe	Same	
COBHAM ST	50	30	30	Permanent	ISMP timeframe	Same	
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	
DELLOW 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	

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
DUNDEE PL	50	30	30	Permanent	ISMP timeframe	Same	
DUNN ST	50	30	30	Permanent	ISMP timeframe	Same	
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	

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
GOLDSMITH PL	50	30	30	Permanent	ISMP timeframe	Same	
GRETA PL	50	30	30	Permanent	ISMP timeframe	Same	
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	

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
HUTCHESON ST	50	30	30	Permanent	ISMP timeframe	Same	
HUXLEY ST 2 SOUTH BURLINGTON ST	50	30	30	Permanent	ISMP timeframe	Same	
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 Tahī 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	

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
MARTIN AVE	40	30	30	Permanent	ISMP timeframe	Same	
MCCOMBS ST	50	30	30	Permanent	ISMP timeframe	Same	
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	









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
RIVERVIEW ST	40	30	30	Permanent	ISMP timeframe	Same	
ROBERTA DRV	50	30	30	Permanent	ISMP timeframe	Same	
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
ROSEBERY 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 HEATHCOTE	50	30	30	Permanent	ISMP timeframe	Same	
SEFTON PL SPREYDON	50	30	30	Permanent	ISMP timeframe	Same	
SELWYN ST SOUTH BROUGHAM ST	50	40	30/50	Variable	ISMP timeframe	Different	School variable - Defer underlying speed changes to SMP
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	

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
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	
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 NORTH PEER ST	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
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
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

KEY

-  Variable 30 km/h Speed Limit
-  30 km/h Speed Limit
-  40 km/h Speed Limit
-  50 km/h Speed Limit
-  60 km/h Speed Limit
-  70 km/h Speed Limit
-  80 km/h Speed Limit
-  School (position indicative only)



Variable speed limits shown on State Highways are for illustration only.
Waka Kotahi as Road Controlling Authority will need to approve the implementation of variable limits on these streets.

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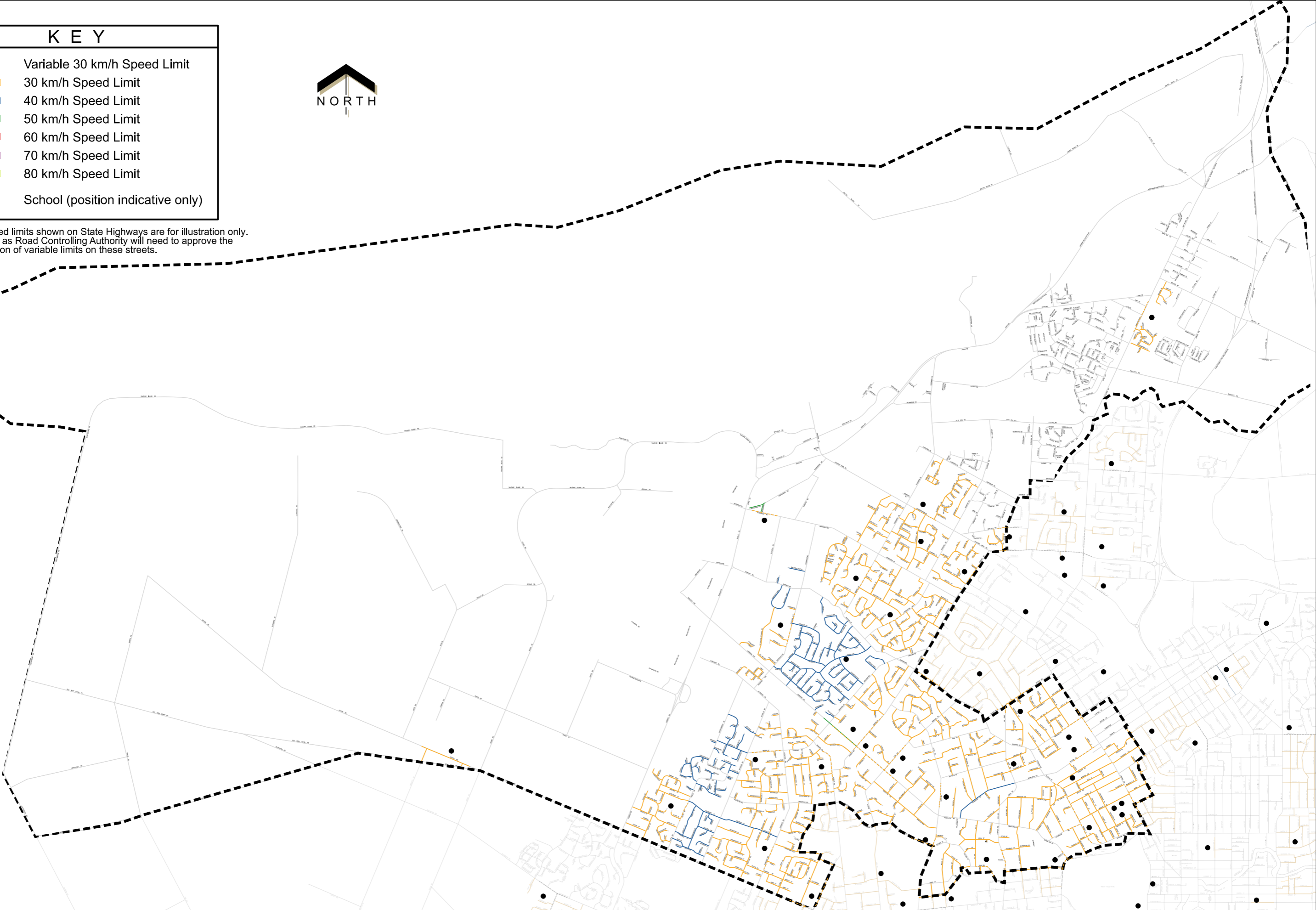
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KEY

-  Variable 30 km/h Speed Limit
-  30 km/h Speed Limit
-  40 km/h Speed Limit
-  50 km/h Speed Limit
-  60 km/h Speed Limit
-  70 km/h Speed Limit
-  80 km/h Speed Limit
-  School (position indicative only)



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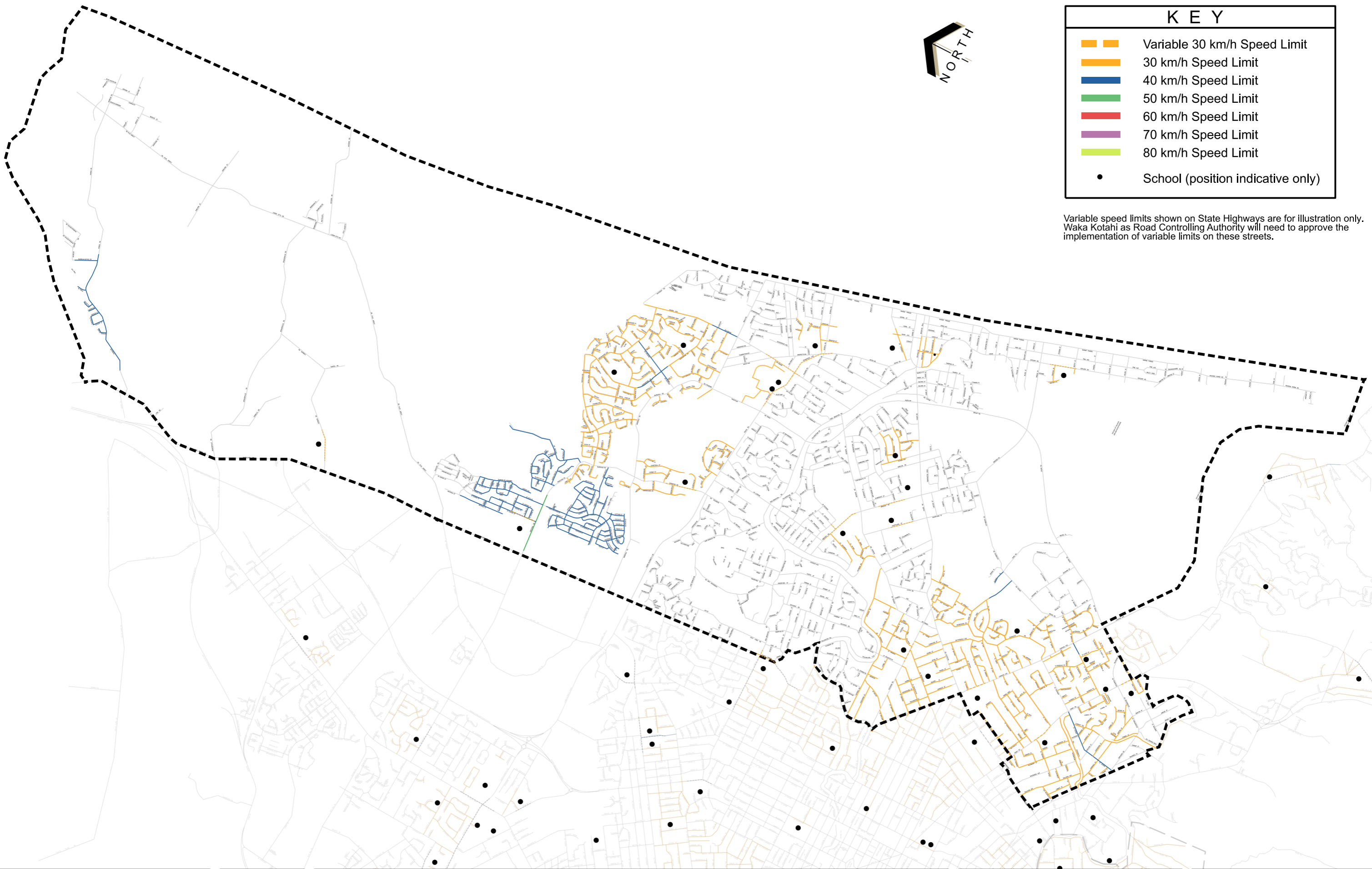
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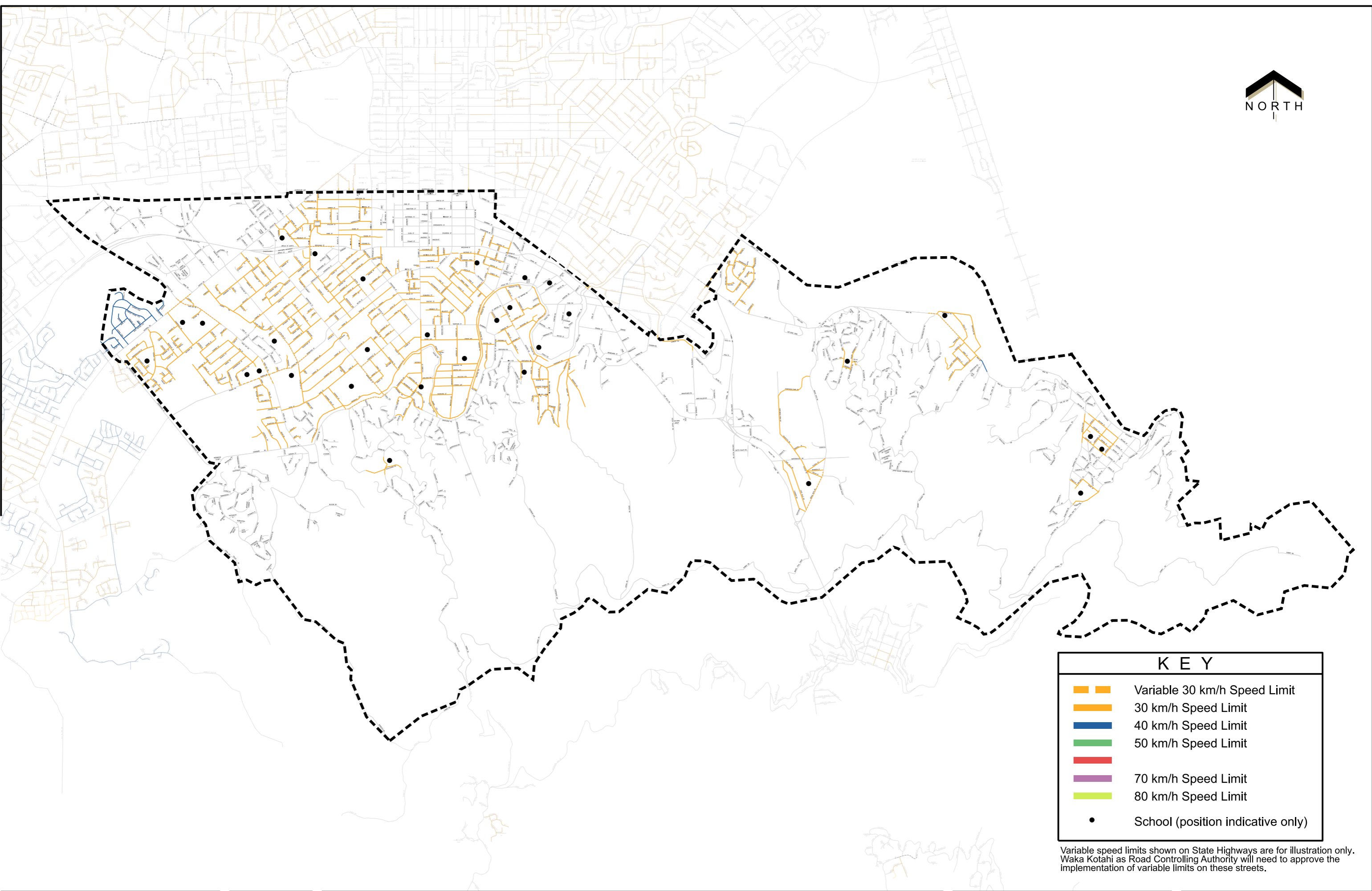
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	Variable 30 km/h Speed Limit
	30 km/h Speed Limit
	40 km/h Speed Limit
	50 km/h Speed Limit
	60 km/h Speed Limit
	70 km/h Speed Limit
	80 km/h Speed Limit
	School (position indicative only)

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KEY	
	Variable 30 km/h Speed Limit
	30 km/h Speed Limit
	40 km/h Speed Limit
	50 km/h Speed Limit
	70 km/h Speed Limit
	80 km/h Speed Limit
	School (position indicative only)

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Waihoru Spreydon-Cashmere-Heathcote Community Board
Speed Limit Changes
For Certification by Waka Kotahi



Original Plan Size: A3
ISSUE. 06/07/2023
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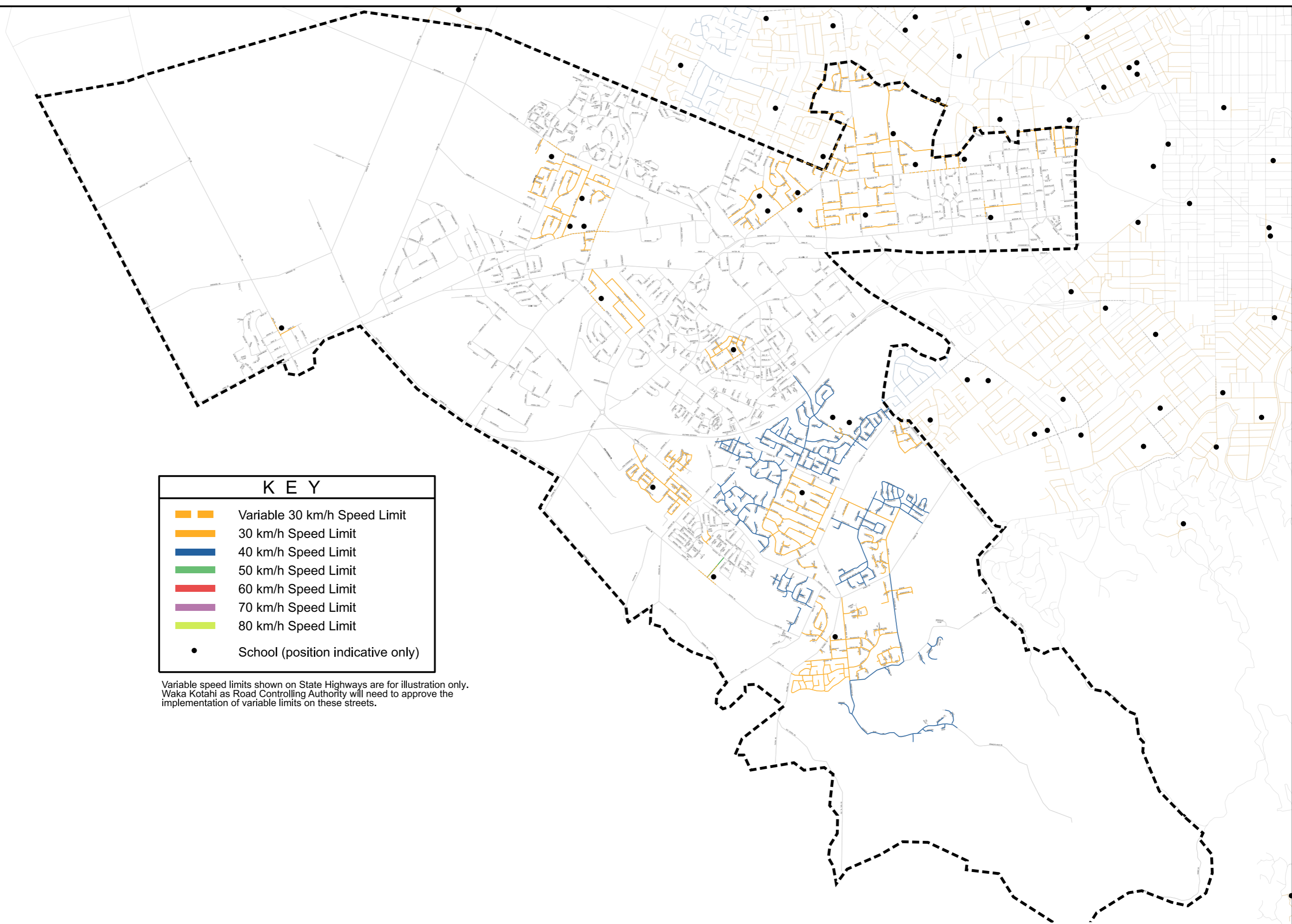
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100 Original size mm
50
30
10
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KEY	
	Variable 30 km/h Speed Limit
	30 km/h Speed Limit
	40 km/h Speed Limit
	50 km/h Speed Limit
	60 km/h Speed Limit
	70 km/h Speed Limit
	80 km/h Speed Limit
	School (position indicative only)








Variable speed limits shown on State Highways are for illustration only. Waka Kotahi as Road Controlling Authority will need to approve the implementation of variable limits on these streets.



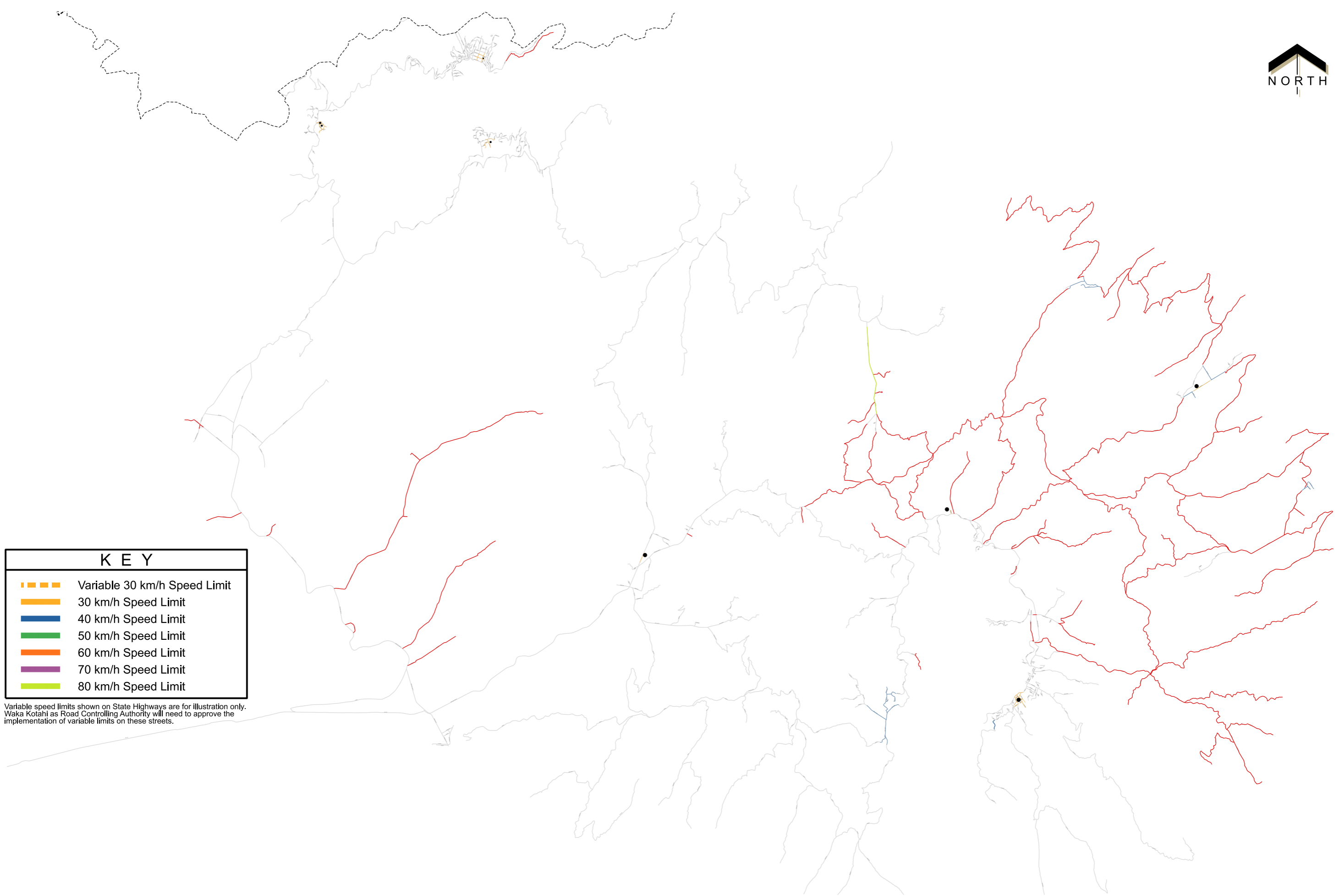


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Original size mm
100
50
30
10
0

KEY	
	Variable 30 km/h Speed Limit
	30 km/h Speed Limit
	40 km/h Speed Limit
	50 km/h Speed Limit
	60 km/h Speed Limit
	70 km/h Speed Limit
	80 km/h Speed Limit

Variable speed limits shown on State Highways are for illustration only. Waka Kotahi as Road Controlling Authority will need to approve the implementation of variable limits on these streets.



Appendix C – Responding to submitters

Dioni, Gemma

From: Ballantyne, Hannah
Sent: Friday, 7 July 2023 3:31 pm
To: Dioni, Gemma
Subject: FW: Safe Speed Neighbourhoods | decision made

Kia ora,

We've made a decision on Safe Speed Neighbourhoods

Thanks for taking the time to let us know your views about the Safe Speed Neighbourhoods project. Council decided to approve the plan this afternoon.

[Read our Newsline story to learn more about the decision.](#)

From Friday, you can read the meeting minutes which include the formal resolutions.

councillive.ccc.govt.nz/

You can also watch the decision being made.

[Christchurch City Council meeting | 5 July 2023](#)

What happens next?

We expect the implementation of signage and reduced speeds to begin late this year.

How are we doing?

We want to make the decision making process as easy to understand as possible. We'd love to get your feedback on your experience making a submission. Complete the survey below - it takes approximately 4 minutes to complete and will be open for one week. Your feedback will help us continue to develop and improve how we consult with our communities.

[Submitter survey](#)

Further information

If you have any questions, please get in touch.

Ngā mihi,

Hannah Ballantyne (she/her)

Senior Engagement Advisor

Communications and Engagement



03 941 8055 | 027 310 1546



Te Hononga Civic Offices, 53 Hereford Street, Christchurch



PO Box 73016, Christchurch 8154



ccc.govt.nz

Christchurch
City Council 

From: Engagement
Sent: Monday, June 26, 2023 11:42 AM
Subject: Safe Speed Neighbourhoods | decision meeting

Thanks for sharing your views about Safe Speed Neighbourhoods.

Update

Since our last email, Councillors were briefed on the outcomes of consultation and heard oral submissions from 63 individuals and organisations.

Comments made on topics not covered by this project have been forwarded to the appropriate people in Council.

Changes to the proposal

Additional zones intended to be included in the proposal but **will no longer be recommended** by staff.

- Redwood - Winters Road, Gimseys Road, and their side-streets

These streets will be assessed for safe and appropriate speeds with all other Christchurch streets as part of the full Speed Management Plan later this year.

Additional zones included in the proposal post-consultation either because of consultation feedback, or for consistency as they were missed off of the initial plan.

- Redcliffs Village – Main Road and side-streets
- Heathcote Valley – Flinders Road, Heathcote Valley Road and side-streets
- Fendalton – Snowdon and Bradnor Roads
- Streets surrounding the Cashmere, Dyers, Centaurus, Colombo intersection
- Selwyn Street

Tables of submitter feedback can be [viewed online](#).

Meeting details and decision making process

A staff report recommending approval of the Safe Speed Neighbourhoods project will be presented to the Council

Date: Wednesday 5 July

Time: from 9:30am

Venue: Council Chambers, Level 2, Te Hononga Civic Offices, 53 Hereford Street, Christchurch

This is a public meeting and everyone is welcome.

There will be an opportunity to speak to Council about the additional proposed zones. Bookings are required – please contact Team Leader of Hearings and Committee Support, Katie Matheis at katie.matheis@ccc.govt.nz by 5pm Friday 30th June.

You can read the meeting agenda, including the staff report and any additional information, from Monday 3 July online at councillive.ccc.govt.nz

The final decision is recorded in the meeting minutes, available online three working days after the meeting.

Project timeframes

Implementation of any approved speed changes will start shortly after a decision has been made.

Further information

If you have any questions, you can contact me using the details below.

Ngā mihi,

Hannah Ballantyne

Senior Engagement Advisor

Communications and Engagement

Pronouns: she/her ([Why?](#))

03 941 8055 | 027 310 1546

Te Hononga Civic Offices, 53 Hereford Street, Christchurch

PO Box 73016, Christchurch 8154

ccc.govt.nz



From: Engagement

Sent: Thursday, May 11, 2023 2:01 PM

Subject: Safe Speed Neighbourhoods | decision meeting

Kia ora kotou,

Thanks for sharing your views about the Safe Speed Neighbourhoods project.

Summary of feedback

We received 2,008 comments on this project.

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.

Key topics raised were

- Requests for the installation of traffic calming measures to support reduced speeds
- Requests for additional zones to be included in the proposed changes (more speed reductions throughout Christchurch and Banks Peninsula)
- The perception of reduced speeds leading to safer streets and communities
- Requests for speed cameras and/or Police presence to enforce speeds
- Concern that proposed changes will lead to inconsistencies throughout the road network

Comments made on topics not covered by this project have been forwarded to the appropriate people in Council.

Changes to the proposal

Staff have recommended that additional streets be included in the proposal where this was supported through consultation feedback. Newly affected residents will be notified prior to the decision meeting.

Maps detailing the full staff recommendation to Council will be available in the meeting agenda (see details below).

The following information can be [viewed online](#):

- The table of submission feedback
- Project updates

Meeting details and decision making process

A staff report recommending approval of Safe Speed Neighbourhoods (along with the additions made) will be presented to the Council from

Date: 25 May 2023

Time: 9:30am

Venue: Council Chambers, Level 2, Te Hononga Civic Offices, 53 Hereford Street, Christchurch Central

This is a public meeting and everyone is welcome. If you would like to speak at the meeting, please contact the Committee Advisor, Ann Fitzgerald at ann.fitzgerald@ccc.govt.nz

You can read the meeting agenda, including the staff report and any additional information, from Monday 22 May online at councillive.ccc.govt.nz

The final decision is recorded in the meeting minutes, available online three working days after the meeting.

Project timeframes

We will notify you once a decision has been made and we know the next steps.

Further information

If you have any questions, you can contact me using the details below.

Ngā mihi,

Hannah Ballantyne

Senior Engagement Advisor

Communications and Engagement

Pronouns: she/her ([Why?](#))



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