The Reversal: The School-Speed Paradox in Auckland's 2024–2025 Speed-Limit Reclassifications

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Abstract

This dissertation asks how Auckland implemented the Land Transport Rule: Setting of Speed Limits 2024, which required specified post-2019 lower speed limits to be reversed. Using documentary process tracing and critical policy discourse analysis, it follows national direction, Auckland Transport's (AT) assessment of earlier planning purposes, peer-review challenges, treatment schedules and selected National Speed Limit Register records. Manurewa provides the local trace, with Christchurch and Dunedin used as bounded comparisons. The central finding is that the Rule turned an earlier planning justification into a test with binding regulatory consequences: the question of whether school access had been one reason for a permanent lower limit determined which sections were reversed. Area 1 largely retained permanent 30 km/h coverage, while much of Area 2 returned to a 50 km/h base with variable school-speed sections; AT intended to retain physical traffic calming. National authority fixed the test, but the registered outcome depended on local archives, section-level interpretation and peer challenge. The study therefore explains whose reasoning counted at each implementation stage and how legal protection changed across space and time; it does not claim measured post-reversal safety effects. It recommends traceable road-level evidence records, transparent peer challenge and monitoring of regulatory network coverage.

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Statement of Generative AI Use

I used ChatGPT (including Codex), Claude and NotebookLM to assist with question development, source discovery, organisation of OIA/LGOIMA material, source comparison, chapter drafting and iterative editing. Documentary records and legislation, not AI outputs, form the evidential base. I remain responsible for the research choices, interpretation, wording, accuracy, attribution, originality and disclosure of this assistance.

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Chapter 1: Introduction

Manurewa's road-safety programme combined physical traffic calming with later lower posted limits. It brought crash records and residents' concerns together with school access and other local destinations (Auckland Transport, 2021a, 2025b). The 2024 national reversal requirement gave the reasons for those earlier decisions an unexpected significance.

1.1: School safety and the reversal of local planning decisions

The Land Transport Rule: Setting of Speed Limits 2024 required specified post-2019 lower limits to be reversed. For local streets, eligibility depended partly on why the earlier limit had been set. In Manurewa, AT had combined school access, residential safety and active travel within neighbourhood programmes. Under the new Rule, evidence that a school was one reason for a permanent 30 km/h limit could trigger its reversal. The earlier case for a lower limit became evidence for withdrawing it (Auckland Transport, 2019, 2021b, 2025b; Land Transport Rule: Setting of Speed Limits 2024, sch. 2, cl. 11.1).

Some permanent 30 km/h limits were replaced by higher base limits and variable 30 km/h school limits. A permanent limit covers the regulated streets throughout the day; a variable limit applies to specified sections during activation periods. That difference changes legal coverage along journeys between home and school and on other everyday trips (Auckland Transport, 2025c; Land Transport Rule: Setting of Speed Limits 2024).

The rationale put forward by AT in response to Councillor Angela Dalton in March 2025 illustrates the overlap between these purposes. AT acknowledged that residential safety was the main description used in the interactive consultation map, but argued that this did not capture every reason for the earlier changes. It cited school maps and delivered postcards as evidence that wider pedestrian access to schools had also formed part of the original rationale for the lower limits (Auckland Transport, 2025b, pp. 11–12).

1.2: Auckland and the Manurewa case

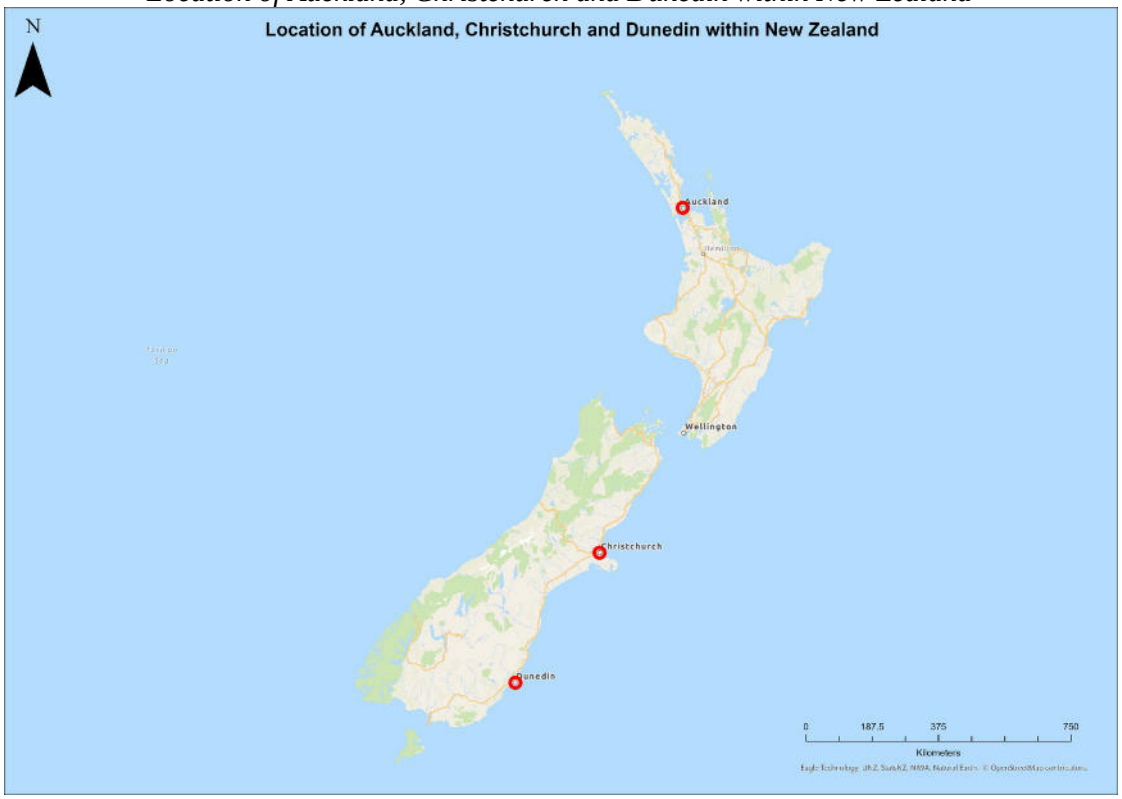
Auckland offers an extensive record of implementation. In February 2025, AT expected to increase 1,561 speed-limit lengths across 1,540 roads, compared with seven roads identified for automatic reversal in Christchurch and six local streets in Dunedin (Auckland Transport, 2025a; Christchurch City Council, 2025; Dunedin City Council, 2025). These are dated administrative counts with different units. More importantly, AT's consultation records, purpose assessments, peer review and schedules allow the decisions behind the resulting network to be examined (Auckland Transport, n.d.-b, 2025b, 2025c; ViaStrada Ltd., 2025).

Manurewa provides a local case with records spanning earlier neighbourhood planning, the reversal assessment and registered outcomes. Its consultation material connects school access with residential safety, walking and cycling. The later assessment and peer review reconsidered whether school access had been a reason for the permanent limits. Area 1 and Area 2 allow this process to be examined within a defined neighbourhood setting (Auckland Transport, 2019, 2021b, 2025b; ViaStrada Ltd., 2025).

Area 1 largely retained permanent 30 km/h coverage, while much of Area 2 returned to a 50 km/h base with variable school sections. Roscommon Road at the network edge and McVilly Road outside the Blind and Low Vision Education Network NZ (BLENNZ) Homai campus provide further examples of different treatments under the Rule (Auckland Transport, 2025c; NZ Transport Agency Waka Kotahi, n.d.). Chapter 4 examines how those outcomes followed from the classifications.

Figure 1

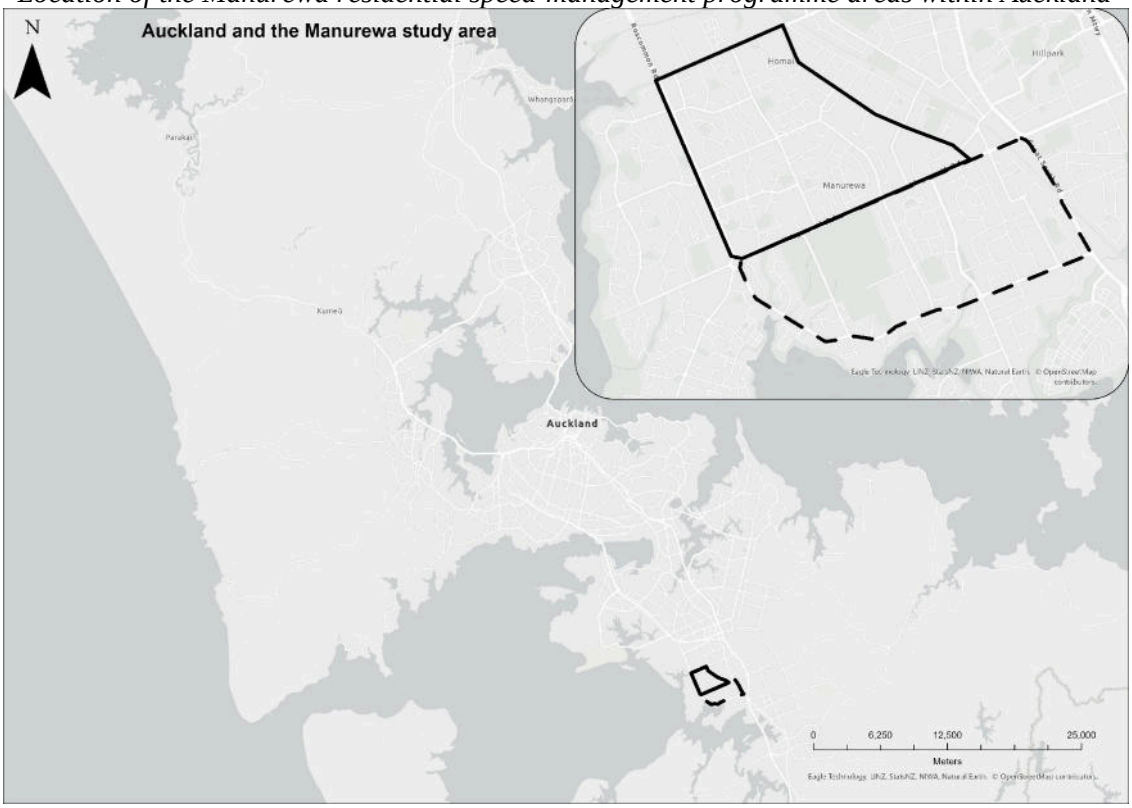
Location of Auckland, Christchurch and Dunedin within New Zealand



Author GIS map using Esri (n.d.-b).

Figure 2

Location of the Manurewa residential speed-management programme areas within Auckland



Note. Author GIS map using Esri (n.d.-a); programme boundaries from Auckland Transport (2019, 2021b). Area 1 is the northern area with a solid boundary. Area 2 is the southern area with a dashed boundary.

1.3: Research question and subquestions

This thesis asks:

How were the 2024 speed-limit reversal requirements implemented in Auckland?

Two subquestions guide the analysis:

1. **How did Auckland Transport determine the historical purposes of earlier lower speed limits when applying the reversal requirements?**
2. **How did the resulting decisions change the spatial and temporal distribution of lower speed limits within and around Manurewa's two residential speed-management programme areas?**

1.4: Methodology overview

The study uses critical policy discourse analysis to examine national and Auckland policy arguments through a power–knowledge lens. I unpack how documents define the planning problem, justify a treatment and establish who may decide which evidence counts. School-access reasons are compared in their original consultation setting and their later use under the reversal Rule, including contested interpretations. This practical deconstruction of policy arguments follows Fairclough's (2013) attention to discourse within institutional practice; it does not claim a separate Derridean method.

Documentary process tracing establishes the sequence from national direction through AT's assessments and peer review to recorded treatments. Consultation material, correspondence and assessment records support interpretation; workbooks and selected National Speed Limit Register records test how classifications relate to legal coverage. Counts describe administrative entries, and GIS maps show the registered configuration. Neither establishes the meaning of a policy argument or measures safety effects. Manurewa is the main local case, with Christchurch and Dunedin providing limited comparisons. Chapter 3 explains the procedure and its limits.

1.5: Dissertation structure

Chapter 2 reviews speed management, school travel, governance and classification. Chapter 3 specifies the evidence and method. Chapter 4 traces regulatory implementation and the Manurewa configuration, with limited inter-authority contrasts. Chapter 5 interprets the findings; Chapter 6 presents conclusions and future research.

Chapter 2: Literature review

The literature explains why speed limits matter beyond an individual sign, and how national requirements depend on local interpretation. It also provides concepts for examining the changing role of earlier planning reasons.

2.1: Speed management as a planning responsibility

Speed management shapes how streets accommodate local access, walking, cycling and through movement, as well as regulating traffic.

The Safe System approach starts from human fallibility and vulnerability. Roads and their regulation should accommodate mistakes without exposing people to death or serious injury (Global Road Safety Partnership [GRSP], 2023).

GRSP (2023) treats speed limits as one component of a system encompassing street design, enforcement, vehicles and human behaviour. Crossings, traffic-calming measures and enforcement influence operating speeds alongside the posted limit. On a local street, a lower limit can reinforce a function centred on local access and everyday activity, particularly where physical design supports it.

Yannis and Michelaraki's (2025) review identifies potential safety, health, environmental and liveability benefits of 30 km/h urban limits, with outcomes depending on implementation and context. For this study, the implication is to examine the posted limit alongside the street design and network in which it operates.

2.2: The school journey as a spatial unit

School journeys connect homes, neighbourhood streets, crossings and destinations beyond the gate. Smith et al. (2020) show how physical conditions interact with social relationships, school culture and perceived safety. Their model supports examining connected routes as well as the immediate school frontage.

The school gate offers an identifiable location and predictable concentrations of activity. A journey extends through residential streets, intersections and larger roads. A variable gate limit and a permanent neighbourhood limit can therefore serve school safety at different spatial scales.

They also differ in time. School activities and travel can extend beyond principal arrival and departure periods, while the same streets serve other daily trips. A planning assessment should ask how activation periods relate to these uses.

2.3: National direction, local knowledge and bounded discretion

National government sets requirements that local institutions apply to particular streets. Marsden et al. (2014) locate transport policy within dependencies between levels of authority and delivery capacity. Here, national law fixed the consequence of a classification, while local actors had to establish the historical facts. Applying a uniform rule still required judgement.

Matland's (1995) implementation model distinguishes policy ambiguity and conflict, showing why the application of a national requirement can still depend on interpretation and local conditions. Here, the required consequence can be clear while the factual classification of an earlier decision remains contested. Hupe and Hill (2007) add the accountability question: responsibility is distributed across nested levels of decision-making.

Here, bounded discretion means that national regulation fixes the category and consequence while the local authority interprets historical evidence to determine which road sections meet the test.

2.3.1: Planning, power and knowledge

Planning knowledge matters through the decisions it can support and the institutions able to act on it. Flyvbjerg's (1998) account of planning in Aalborg challenges the idea that rationality operates independently of power and context. Applied here, it directs attention to who defines the decisive question and the evidence relevant to answering it. National rule-makers selected historical school purpose as the test; AT interpreted local archives, and external reviewers could challenge its reading within that statutory frame. This is an application to documented authority, not an assumption that the Auckland case reproduces Aalborg's politics.

Foucault (1980) examines the procedures and institutional positions through which statements acquire the status of accepted knowledge and produce effects of power. His power–knowledge perspective directs attention beyond individual intentions to how an account becomes authoritative. In this study, the relevant question is how a consultation statement becomes accepted evidence of a historical school purpose. The assessment, challenge and registration stages can be examined as different sites of authority without treating an official classification as either self-evidently neutral or necessarily false.

Fairclough (2013) supplies the discourse-analytical connection: accounts of a problem are part of social practice, but institutions and material conditions cannot be reduced to language. His approach supports examining the relationship between a document's wording, its institutional use and the action it makes possible. Here, the statutory criterion, AT's evidential

interpretation and the recorded treatment need to be traced together. A school-access statement acquires different consequences when it moves from a consultation into a retrospective legal assessment.

The three contributions are complementary rather than interchangeable. Flyvbjerg directs attention to the context in which reasons count as rational; Foucault to the production and authority of accepted knowledge; and Fairclough to the relation between discourse and institutional practice. Together they focus this dissertation on how mixed planning purposes were classified and contested. Their value is to sharpen questions that the records can answer, not to infer hidden motives or replace an examination of alternative explanations.

2.4: Classification of streets and policy purposes

Critical policy discourse analysis examines how language frames problems, justifies action and assigns responsibility (Mulderrig et al., 2019). It helps explain why the wording of earlier school-access reasons mattered when AT applied the reversal requirement.

Van Leeuwen's (2008) concepts of legitimation and recontextualisation describe how a reason can change function across decision settings. School access first helped justify lower limits. When placed within the later Rule, the same kind of reasoning could support reversal. The analysis follows that change in function through specific documents.

Rydin (2020) explains how administrative categories shape planning knowledge by deciding which differences count. A neighbourhood programme may address several concerns, but a rule must classify a road using a defined criterion. Here, extracting a school reason from a mixed-purpose programme could determine the present treatment of that road.

Fairclough's (2013) distinction between discourse and other elements of social practice makes the institutional use of these texts central to the analysis. Consultation material invites a view of a neighbourhood problem; an assessment report determines whether that history meets a legal test; peer review challenges the evidential connection. Comparing these uses shows how a reason can be retained in wording but changed in function. Van Leeuwen helps identify that recontextualisation, while Rydin directs attention to the administrative category through which it becomes consequential. The treatment schedule and register then establish what was recorded, rather than leaving the interpretation at the level of policy language.

2.5: Research gap

The literature connects lower speeds with street design, school travel with routes beyond the gate, and implementation with local interpretation. These strands meet when an earlier local justification becomes a criterion under a new national rule.

That transition is the research gap examined here. A reason supporting an integrated intervention may later be separated from its original context and given a different legal consequence. Auckland's records allow that process to be investigated from the original programmes to classifications and treatments.

2.6: Conclusion

The conceptual framework links the scale of an intervention, the allocation of authority and the use of historical reasons. It directs attention to both the coverage of a limit and the evidence used to determine its treatment.

Chapter 3 applies this framework through critical policy discourse analysis, using chronology, documentary comparison and treatment evidence to examine actors, recorded purposes, disputed classifications and their regulatory consequences.

Chapter 3: Methodology

The study follows the reversal requirement from national policy through local assessment to registered limits. The method pays particular attention to source dates, decision status and geographical units.

3.1: Research design

Manurewa is an embedded local case within Auckland's implementation of the Rule. Its earlier neighbourhood programmes and later road records allow the relationship between purpose, classification and treatment to be examined.

The analysis centres on Area 1 and Area 2 of Manurewa's residential speed-management programme, which provide contrasting registered configurations. Roscommon Road is a network-edge example under the urban-connector branch, and McVilly Road outside BLENNZ Homai is a peripheral example of a permanent limit replaced by variable treatment. These locations show how the Rule affected different parts of the surrounding network (Auckland Transport, 2025c; NZ Transport Agency Waka Kotahi, n.d.).

AT's assessment identified Hamilton, Christchurch and Dunedin as authorities taking different approaches to wider 30 km/h areas (Auckland Transport, n.d.-a, p. 5). I selected Christchurch for its released schedule of permanent and variable treatments, and Dunedin for its explicit distinction between neighbourhood purpose and school frontage (Christchurch City Council, n.d.; Dunedin City Council, 2025). Hamilton remains a future comparison. Each authority's programme history and reporting units are retained, rather than treated as equivalent cases.

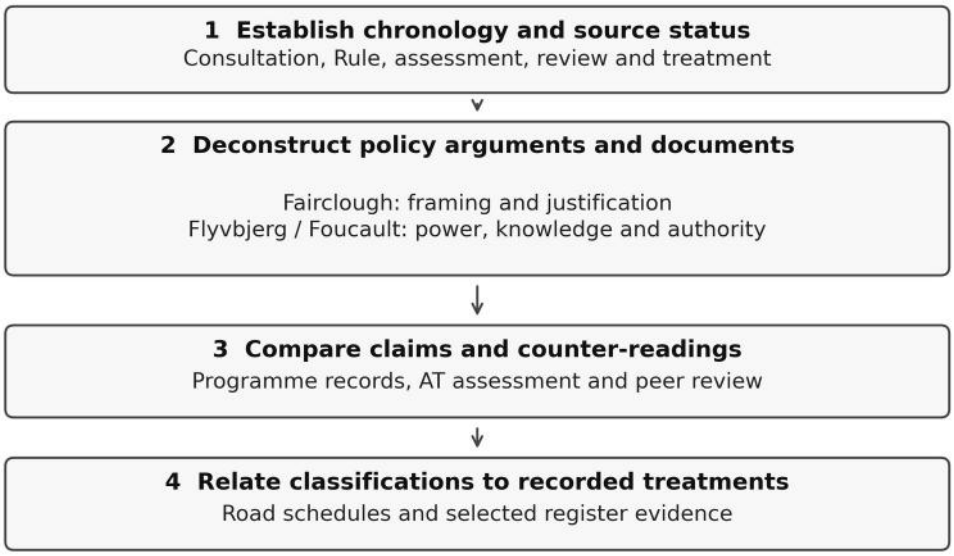
Critical policy discourse analysis guides the interpretation of the documents, drawing on the power–knowledge lens developed in section 2.3.1 (Fairclough, 2013; Foucault, 1980; Flyvbjerg, 1998). I examine the categories used to define the problem, the reasons offered for action, and the authority to accept or challenge those reasons. Documentary process tracing establishes the sequence in which these judgements occurred. Counts and GIS describe recorded treatments and legal coverage; they do not substitute for interpreting the arguments that produced a classification. Figure 3 connects these tasks.

The analysis is non-partisan, but not value-free. Its evaluative concerns are access to lower-speed protection across everyday journeys and the accountability of the reasons used to allocate that protection. Consistency, predictable school-gate treatment and the practical limits of implementation are also legitimate policy considerations. I therefore test the interpretation against both contrary records and the strongest competing reading, including

that AT was applying a binding historical-purpose test rather than freely choosing a present safety policy. The theory guides this examination; it does not establish actors' intentions or a causal effect on crashes.

Figure 3

Documentary analysis process



Author diagram: critical policy discourse analysis through the lens in section 2.3.1, linked to chronology and treatment evidence.

3.2: Sources and document collection

The corpus covers national regulation, earlier Auckland planning, assessment and review, and recorded treatments. Christchurch and Dunedin documents support the comparisons.

I supplemented public policy and council reports with documents released under the Official Information Act 1982 (OIA) and Local Government Official Information and Meetings Act 1987 (LGOIMA). The Auckland releases included AT's assessment and appendices, ViaStrada's review, the treatment schedule and the assessed-roads workbook. Selected National Speed Limit Register records came from NZ Transport Agency Waka Kotahi (NZTA) administrative data. The study concerns the 2024–2025 reversals, using earlier planning records and material disclosed in 2026.

Sources were included where they identified an earlier purpose, the reversal requirement, its interpretation or a resulting treatment. Consultation and draft records were read for their reasoning and status; assessments were compared with review; schedules and register records supplied treatment evidence. Original dates were kept separate from release dates, and road extents were retained. Table 1 summarises the principal source groups.

Table 1

Documentary evidence corpus

Analytical stage	National	Auckland	Comparator	Contribution to analysis
Earlier planning purposes	—	Manurewa programme and consultation material, 2019–2022 (Auckland Transport, 2019, 2021a, 2021b, 2021c, 2022; Viewpoints NZ, 2021)	—	Establishes original planning purposes
Reversal requirement	2024 Rule and Ministry of Transport policy advice (Ministry of Transport, 2024a, 2024b)	AT Board and implementation material (Auckland Transport, 2025a)	Christchurch and Dunedin implementation material	Establishes the national test and implementation context
Classification and review	NZTA implementation material (NZ Transport Agency Waka Kotahi, 2026)	AT assessment report and appendices; correspondence; ViaStrada peer review; assessed-roads workbook (Auckland Transport, n.d.-a, n.d.-b, n.d.-c, 2025b; ViaStrada Ltd., 2025)	Dunedin council assessment (Dunedin City Council, 2025)	Shows how historical purposes were interpreted and classified
Recorded treatments	National Speed Limit Register (NZ Transport Agency Waka Kotahi, n.d.)	AT treatment schedule and selected register/GIS records (Auckland Transport, 2025c)	Christchurch schedule; Dunedin proposed treatments (Christchurch City Council, n.d.; Dunedin City Council, 2025)	Establishes spatial and temporal regulatory outcomes

3.3: Reading and comparison

The analysis used four connected stages (Figure 3). First, documentary process tracing established the chronology and source status: the original date, institutional author, geographical extent and role of each record were distinguished from its later release date. Consultation proposals, the enacted Rule, AT assessments, peer review and treatment records were not treated as equivalent evidence. Undated working records could show an assessment position without establishing when a particular revision occurred.

Second, I deconstructed policy arguments and documents by unpacking how they framed the problem, connected a proposed action to a purpose, and distinguished relevant categories. Guided by Fairclough (2013), this reading connects textual reasons with the institutional work performed by consultation, assessment and review. The power–knowledge lens asks who could set the criterion, supply evidence, judge its sufficiency or challenge the interpretation. For example, I distinguish a school's presence from evidence that school access was a reason for a limit, and ask what a focus on historical purpose leaves outside the immediate decision, such as present route needs. These are interpretive questions applied to

identifiable passages, not a claim to a new formal coding protocol or an exhaustive linguistic analysis.

Third, I compared later descriptions of purpose with earlier consultation and programme records, and AT's assessments with correspondence, ViaStrada's review and the workbook. This follows the changing use of school-access reasons and tests contradictory accounts. Exclusions despite nearby schools test whether proximity alone explains classification. The alternative reading—that the assessment faithfully retrieves an original school purpose under a binding Rule—must also fit the records. Area-level agreement and road-level revisions remain distinct, so a review statement cannot by itself prove the timing or cause of every final treatment.

Fourth, I related the interpreted classifications to treatment-schedule entries, selected register records and the maps, retaining source dates, status, units and road extents. Agreement across these records supports a documented connection between reasoning and legal coverage. Disagreement or a missing intermediate record limits the claim rather than being filled by inference. The sequence stops at recorded regulatory outcomes; it does not establish installation, compliance or post-reversal safety effects.

The sequence links discourse analysis to systematic empirical comparison, consistent with Shirazi (2023).

3.4: Definitions and counting units

The sources count different things: a named road, a treated section, an area assessment or a registered zone containing several features. Numerical claims retain those original units. Table 2 defines them; “street” is used descriptively in the surrounding prose.

Table 2

Definitions and counting units

Unit	Main source	What it represents	Use in this dissertation
Specified road / local street	2024 Rule; AT assessment	Regulatory category to which the reversal test applies	Retain the source category; not treated simply as a road near a school
Area assessment	AT Appendix A	Assessment of historical purposes across an area	Treat as an assessment-stage position, not a road count
Treatment entry / road section	AT treatment schedule	One named road extent with a recorded treatment	Baseline unit for schedule totals; entries are not unique streets
Excluded-road entry	AT assessed-roads workbook	One recorded exclusion, road extent and reason	Report as workbook entries, separately from treatment totals
Registered zone	National Speed Limit Register	Speed-limit record linked by a zone identifier; one zone may contain several spatial features	Use the zone identifier for selected register records
Permanent limit	Rule, AT and register records	Speed limit applying continuously while the record is active	Distinguish continuous lower-speed coverage
Variable limit	Rule, AT and register records	Speed limit applying only during specified activation periods	Distinguish time-limited school-speed treatment

Note. Author definitions from the 2024 Rule, AT records and the National Speed Limit Register.

Schedule totals count populated treatment entries. Separate sections or treatments on the same named road remain separate entries. Exclusion-sheet totals retain the assessed-roads workbook's unit and reason label, "Excluded - School not a reason". They describe the classification stage and are reported separately from treatment-schedule totals.

A zone identifier links spatial features belonging to the same registered limit. Effective dates are reported in New Zealand local time; administrative values such as 1900 are not implementation dates. I prepared Figure 4 in ArcGIS Pro by filtering speedLimitZoneStartDate and speedLimitZoneEndDate at 12:00 on 1 March and 2 July 2025. A record was included where its start was null or no later than the snapshot, and its end was null or later than the snapshot. Programme boundaries follow AT's consultation maps.

3.5: Research scope and limitations

The outcome examined is registered legal coverage. The records do not measure operating speeds, crashes, injuries, travel behaviour or lived safety; those questions require post-reversal observations and an appropriate study design.

The documents show the formal process more clearly than informal reasoning or every intermediate revision. ViaStrada's reviewer workbook was unavailable.

The study used documentary and administrative records and involved no interviews, surveys or other human-participant research. Publicly released institutional material was analysed for its policy content; personal contact details in correspondence were not reproduced. Christchurch and Dunedin provide focused comparisons. Differences in programme history, coverage and counting units limit causal and national generalisation.

3.6: Conclusion

The method connects earlier reasons with classifications and treatments while retaining each source's status and unit. Chapter 4 presents the evidence, beginning with the Manurewa programmes.

Chapter 4: Findings

The findings follow earlier Manurewa purposes through the national test, AT's assessment, peer review and recorded treatments. They then compare the resulting network with the limited Dunedin and Christchurch evidence.

4.1: Earlier Manurewa planning purposes

Before the 2024 reversal requirement, the two Manurewa areas were planned as area-wide residential road-safety projects rather than as isolated school-gate interventions. Area 1 covered the residential area bounded by Browns, Roscommon, Russell and Weymouth Roads. Area 2 was the second area-wide project, south of Weymouth Road and contained by Mahia Road and Great South Road. The early consultations were principally about physical speed-management measures. Auckland Transport later described the Manurewa programme as having two stages: engineering measures first, followed by permanent 30 km/h speed limits through the Safe Speeds programme (Auckland Transport, 2025b, pp. 11–12).

Table 3

Earlier Manurewa programme purposes relevant to the later reversal test

Programme	What consultation proposed	Reasons recorded	Relationship to speed limits
Area 1 – northeast Manurewa / Wordsworth area (2019)	Area-wide physical treatments including raised tables, speed humps, crossings and entry treatments.	Resident safety concerns; AT reported 213 crashes in five years; excessive speeds; schools and other community facilities.	The physical programme established a neighbourhood safety rationale. Permanent 30 km/h limits were added later through Safe Speeds.
Area 2 – south of Weymouth Road / Coxhead area (2021)	A second area-wide speed-calming project using raised crossings and tables, speed humps and entry treatments, with designs altered after consultation.	Resident safety concerns; AT reported 131 crashes in five years; excessive speeds; community facilities and pedestrian, cycling and school movements.	As in Area 1, the physical programme preceded the later permanent 30 km/h layer.
Safe Speeds school layer (2021–2022 consultation)	Permanent or variable lower limits around schools, assessed by road-safety engineers.	School travel and access; AT later described a catchment approach extending beyond school gates.	This school-focused layer overlapped with earlier residential safety programmes, making school presence one reason among a wider set of local purposes.

Note. Compiled from Auckland Transport (2019, 2021b, 2021c, 2022, 2025b). The Area 1 and Area 2 consultations proposed physical treatments; speed limits were set through the later Safe Speeds programme.

The programmes combined school access with crash history, speeding, walking, cycling and local destinations. This mattered under the later Rule, which asked whether school presence was a reason for a permanent 30 km/h limit, even within a wider neighbourhood purpose (Auckland Transport, 2019, 2021b, 2021c, 2022; Land Transport Rule: Setting of Speed Limits 2024, sch. 2, cl. 11.1).

McVilly Road provides a narrower example outside the formal Area 1 and Area 2 boundaries. Consultation feedback there referred to students alongside pedestrians who are blind or have low vision and people walking to the railway station (Viewpoints NZ, 2021, p. 68). At BLENNZ Homai, as in the two programme areas, school access formed part of a wider set of access and safety concerns.

4.2: The national selection of a school-related test

The 7 August 2024 post-consultation advice presented several alternatives. Option 7b proposed extending a public-support retention route, 7c clarified that a school could be one of several original reasons for a lower limit, and 7d considered specified exceptions. The released 13–14 August ministerial-office correspondence records direction to retain reversals (7a), adopt the mixed school-reason clarification (7c), and create a narrower land-use-change exception (modified 7d) (Ministry of Transport, 2024a, Annex 2, p. 4; 2024b, pp. 3–4). The 4 September 2026 response states that no signed decision paper was held, and the email also identifies other qualifications requiring confirmation. The correspondence establishes the recorded policy direction; the final Rule establishes which provisions took legal effect. Clause 11.1(a) of Schedule 2 in the Rule, as amended on 15 January 2025, defined the local-street branch through three conditions: a local street; a permanent 30 km/h limit set on or after 1 January 2020; and school presence as “the reason or one of the reasons” for that limit. Qualifying specified roads were subject to the reversal provisions, with applicable exceptions and school-variable requirements addressed separately. The criterion concerned the historical reason for setting the limit, rather than school proximity alone (Land Transport Rule: Setting of Speed Limits 2024, sch. 2, cls. 11.1, 11.2, 11.4; Auckland Transport, n.d.-a, pp. 1–4).

4.3: AT's assessment of historical purpose

Auckland Transport applied the national test retrospectively to its earlier permanent 30 km/h limits. Its assessment first removed roads that fell outside the date criterion and treated other programme types separately. It then used consultation material, programme records, maps and other historical documents to decide whether a school had formed part of the reason for the lower limit (Auckland Transport, n.d.-a, pp. 1–4).

Table 4

How AT distinguished school presence from historical purpose

Programme or area	Purpose recorded in AT assessment	Role of school	Initial AT conclusion
Franklin Road and Freemans Bay North	Road reconstruction, narrow streets and low operating speeds.	Not part of the recorded reason.	Not subject to reversal
Te Atatū South	Traffic calming, rat-running and active travel.	Schools were present but outside the project purpose.	Not subject to reversal
Rosehill	Traffic calming, rat-running and active travel.	Schools were present but outside the project purpose.	Not subject to reversal
Manurewa Area 1 (Appendix A: Wordsworth)	Residential traffic calming and active travel.	School material was also used in consultation.	Subject to reversal in the initial assessment
Manurewa Area 2 (Appendix A: Coxhead)	Residential traffic calming and active travel.	School material was also used in consultation.	Subject to reversal in the initial assessment

Note. Auckland Transport (n.d.-b), pp. 1–4. AT's "Wordsworth" and "Coxhead" assessment labels correspond to the Area 1 and Area 2 programme traces used here.

AT's appendix illustrates the distinction through closely related descriptions. Te Atatū South and Rosehill both contained schools, but their recorded purposes concerned traffic calming, rat-running and active travel. AT recommended excluding them. Wordsworth and Coxhead had similar residential purposes, but school-related consultation material supported an initial reversal recommendation (Auckland Transport, n.d.-b, pp. 3–4). The decisive difference was the recorded connection to schools, rather than school presence alone.

AT applied separate tests to other branches of the Rule. Urban connectors were assessed by road function, while a land-use-change test could support retention of a lower limit in qualifying cases (Auckland Transport, n.d.-a, pp. 3–4). These branches become relevant to Roscommon Road and to the treatment schedule below, but they were not the basis of the local-street school-purpose assessment.

NZTA's 3 September 2026 OIA response provides a useful boundary on national oversight. It reported no additional final guidance specifying what historical evidence proved that a school was 'the reason or one of the reasons', and no final responses to the three councils on that particular test; those requests were refused under section 18(e) because the specified final records were not held or could not be found. Road controlling authorities (RCAs) made the factual clause 11.1 classifications. NZTA received their lists and certified speed-limit register records once submitted, but stated that it did not separately scrutinise or validate each underlying historical-purpose determination (NZ Transport Agency Waka Kotahi, 2026, pp. 1–2). NZTA's certification role was therefore distinct from the RCA's responsibility for the

historical-purpose assessment. The response addresses the requested final records, leaving informal exchanges outside its scope.

4.4: Review, disagreement and changed classifications

ViaStrada's 21 May 2025 final review accepted AT's broad logic but disputed selected classifications. Its approximately 20% sample covered local streets on the specified-roads list, with urban connectors excluded (ViaStrada Ltd., 2025, pp. 1–2).

The review questioned Area 1 in northeast Manurewa, bounded by Roscommon, Weymouth, Russell and Browns Roads. It identified six schools not explicitly presented as school consultations in the material it located: Clendon Park, Finlayson Park, Rowandale, St Anne's Catholic, Manurewa Intermediate and Manurewa West. The report states, “AT have reviewed these areas and concur with our assessment” (ViaStrada Ltd., 2025, p. 5). This records agreement at area level; the road entries below show the later classification outcome.

ViaStrada described up to 93 possible exclusions across northeast Manurewa and southern Ponsonby, subject to AT review (ViaStrada Ltd., 2025, p. i). Separately, the released assessed-roads workbook records 93 entries coded 'Excluded - School not a reason': 84 in Manurewa and nine in Waitematā (Auckland Transport, n.d.-c). The coincident totals do not independently establish a one-to-one decision history. Table 5 samples Area 1 entries; Appendix A records the full final-workbook set.

Table 5

Selected Area 1 exclusions in the assessed-roads master

Source row	Road	Extent
94	Rowandale Avenue	Between Browns Road and Wordsworth Road
95	Rowandale Avenue	Between Wordsworth Road and Weymouth Road
111	Wordsworth Road	Between Roscommon Road and Rowandale Avenue
112	Wordsworth Road	Between Rowandale Avenue and Weymouth Road

Note. Auckland Transport (n.d.-c), Excluded Roads, rows 94–95 and 111–112. All four entries are coded “Excluded - School not a reason”, Manurewa Local Board, Tranche 2A.

The earlier Wordsworth area assessment recommended reversal; the later assessed-roads master contains school-reason exclusions within that geography. Alongside ViaStrada's recorded challenge and AT's response, this supports a changed classification outcome, but the disclosed sources do not date or attribute every intervening road-level revision (Auckland Transport, n.d.-b, n.d.-c; ViaStrada Ltd., 2025, p. 5).

ViaStrada also examined variable-zone boundaries. It identified 16 candidate reversal sections with school-gate access or short higher-speed-gap problems. Its appendix includes

three additional streets already at 50 km/h, so the 19 illustrated rows cannot all be counted as reversals (ViaStrada Ltd., 2025, pp. 6–10). The report says AT subsequently reviewed extents and extended them where appropriate, without providing final installation details for every street.

4.5: The released treatment schedule

The released Auckland treatment workbook has 1,881 nonblank road-name entries: 1,464 permanent reversals, 360 variable-limit treatments and 57 retained amended limits. Within the reversal entries, 1,432 are school-related local-street treatments and 32 concern urban connectors (Auckland Transport, 2025c). These are treatment entries, not unique roads or completed installations. ViaStrada's 21 May review described an assessed specified-roads list of 1,554 roads and approximately 577 km (ViaStrada Ltd., 2025, p. 1). Those counts have different dates and reporting units; the published records do not provide a reconciliation that permits them to be subtracted or interpreted as a net change.

Table 6

Treatment records in the released Auckland schedule

Treatment and category	Records	What the record represents
Permanent reversal – local street with a school in the area	1,432	Previous permanent limit restored on a local-street section.
Permanent reversal – urban connector	32	Previous permanent limit restored under the connector branch.
Variable limit outside a school	360	Higher base limit with a lower school-time variable limit.
Amended limit retained	57	Current lower limit retained; all 57 schedule rows state a change-in-land-use reason.
Total	1,881	Populated treatment rows in the released template.

Note. Author tally of Auckland Transport (2025c), Reversals template, rows 3–1887; blank road-name rows excluded. The unit is a treatment entry.

Area 2 records combine full-road permanent reversals with overlapping variable school sections. Rimu Road, McDivitt Street and Friedlanders Road are scheduled from permanent 30 to permanent 50 km/h, while shorter sections on McDivitt Street and Friedlanders Road retain variable 30 km/h treatment. Tawa Crescent, Kohiwi Road and Totara Road show the same combination of higher permanent bases and lower variable sections. The listed school periods run from 35 minutes before the start of school to its start, and from five minutes before the end of school to 15 minutes after it (Auckland Transport, 2025c, rows 346, 353–354, 362, 366, 368, 435–439).

Two peripheral records illustrate other branches without changing the Area 1/Area 2 focus. McVilly Road is scheduled as a 30/50 km/h variable school limit for its full length. The Roscommon Road section between Palmers Road and Browns Road is scheduled to return from 50 to 60 km/h as an urban connector. By contrast, the Area 1 road sections excluded because a school was not a historical reason are not “retained limit” rows in this schedule: they were removed from the specified-road reversal pool at the classification stage (Auckland Transport, n.d.-c, 2025c).

The administrative burden was material. In October 2024, AT estimated $7.5 million for reversals, $16.7 million for school-gate variable limits and $450,000 for communications, noting that reversal funding had not accompanied the Rule at signing (Auckland Transport, 2024, p. 3). By February 2025, the $8.8 million reversal programme was not budgeted in the Regional Land Transport Plan; Auckland Council was expected to fund it and NZTA had indicated a 51% contribution (Auckland Transport, 2025a, p. 1).

4.6: Manurewa's final spatial and temporal pattern

Figure 4 compares registered limits on 1 March and 2 July 2025 using the date filters in section 3.4. The schedule and selected register records provide street-level checks on the mapped pattern (Auckland Transport, 2025c; NZ Transport Agency Waka Kotahi, n.d.).

Figure 4

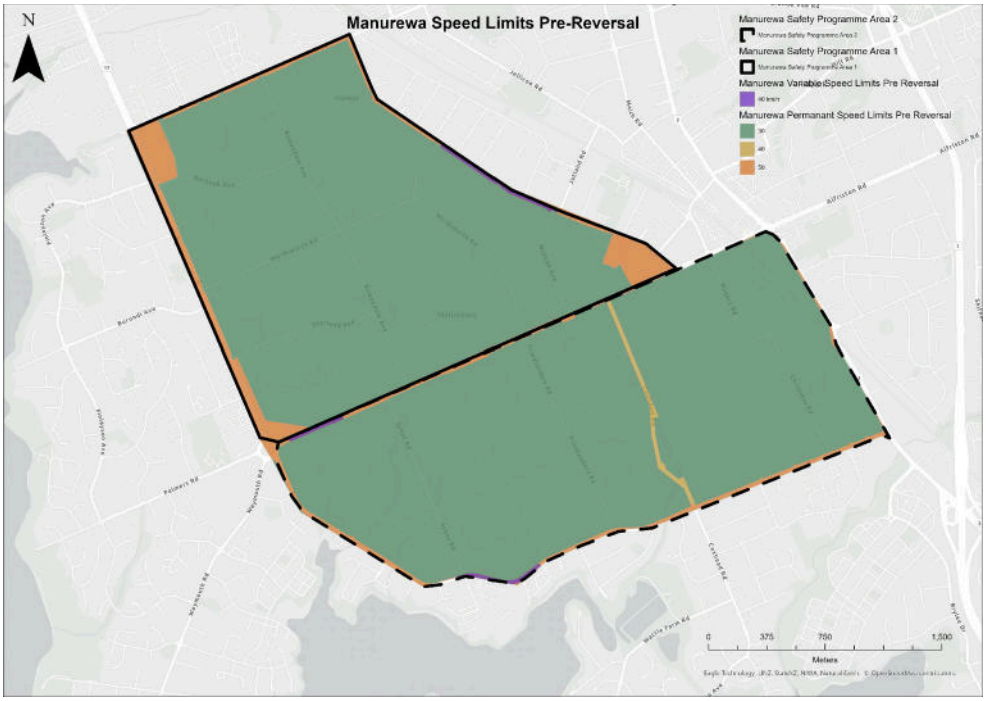
Registered speed-limit configuration in Manurewa before and after the 2025 reversal

Area 1 · north · solid boundary Area 2 · south · dashed boundary

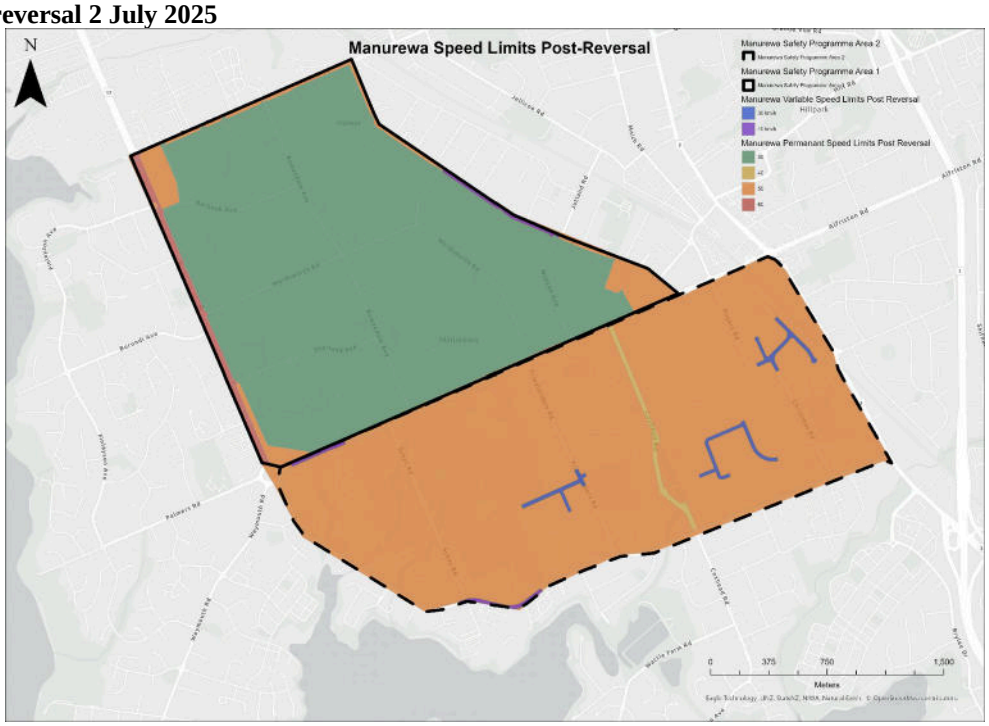
Permanent 30 km/h	Permanent 40 km/h	Permanent 50 km/h	Permanent 60 km/h

Variable 30 km/h when active Variable 40 km/h when active

(a) Pre-reversal 1 March 2025



(b) Post-reversal 2 July 2025



Note. Author GIS reconstruction using NZ Transport Agency Waka Kotahi (n.d.) and AT programme boundaries (2019, 2021b). Area 1 is north, solid boundary; Area 2 is south, dashed boundary. Colours and variable limits are explained in the key. Snapshot queries are specified in section 3.4. The December 2025 BLENNZ entry postdates this comparison.

The contrast between the two programme areas is now clear. Before reversal, both areas were dominated by permanent 30 km/h limits. After reversal, Area 1 remains largely within a permanent 30 km/h network, while much of Area 2 has a 50 km/h permanent base with discrete 30 km/h variable school sections. The Roscommon boundary also shows the separate connector treatment, including the 60 km/h section discussed above. The spatial result therefore reflects the earlier classification decisions rather than a single uniform treatment of Manurewa (Auckland Transport, 2025c; NZ Transport Agency Waka Kotahi, n.d.).

The two Wordsworth register queries return the same permanent 30 km/h Manurewa zone, consistent with the Area 1 pattern and the exclusions in Table 5 (Auckland Transport, n.d.-c; NZ Transport Agency Waka Kotahi, n.d.). Appendix C identifies the records. The assessment and review explain the exclusion; the register checks its legal coverage.

The peripheral McVilly trace records permanent 30 km/h ending on 14 May 2025 and variable 30 km/h with a 50 km/h base beginning on 15 May, matching the scheduled date. Its registered activation description also allows ten-minute periods for other roadside activity involving children. A BLENNZ-named variable zone took effect on 17 December 2025, with two spatial features sharing one zone identifier and the same 50/30 km/h form. The later entry records an alternative-method proposal and is distinct from the May reversal. Both stages retain a lower school limit within defined activation periods (Auckland Transport, 2025c, row 137; NZ Transport Agency Waka Kotahi, n.d.).

4.7: Bounded contrast with Dunedin and Christchurch

Dunedin’s assessment and Christchurch’s released schedule provide contrasts in recorded reasoning and treatments under the same national requirement. Their different programme histories and source units frame the comparison.

Dunedin’s April 2025 report made an explicit distinction between neighbourhood purpose and school presence. It stated that permanent 30 km/h limits in its slower-speed neighbourhoods had been introduced for amenity and safety outcomes, while the lower limit outside a school gate aligned with the surrounding neighbourhood. On that reading, staff proposed retaining most of those permanent neighbourhood limits and changing six local streets around Abbotsford School to variable school limits (Dunedin City Council, 2025, paras. 16–24). The relevance to Auckland is evidential: Dunedin also had to decide what the earlier reason for a lower limit had been.

Christchurch's released spreadsheet contains ten treatment rows across the local-street and connector branches (Christchurch City Council, n.d.). Appendix B preserves an inconsistency: the Western Valley Road variable row reports 0.60 km, while its 0.320–0.620

chainage span implies 0.30 km. No aggregate distance is calculated. The comparison concerns the recorded classifications and treatment types.

These records show a common national test applied to different local planning histories. Dunedin expressly distinguished neighbourhood purpose from school presence; Christchurch’s schedule combined permanent reversals and variable treatments. Auckland’s larger record requires the same attention to historical reasons, road extents and classifications. The contrasts establish variation in documented application, while its causes remain beyond this limited comparison.

4.8: Findings in relation to the research question

AT's application of the Rule depended on interpreting earlier consultation and programme records. School presence alone was insufficient, but a school reason within a mixed-purpose programme could trigger reversal. ViaStrada challenged some applications, and the final workbook records exclusions within an area initially recommended for reversal.

In Manurewa, the resulting classifications produced different permanent and variable patterns. AT also intended to retain physical traffic calming (Auckland Transport, 2025b, p. 11). The discussion examines why these legal and physical elements followed different paths, and what that reveals about planning authority and review.

Chapter 5: Discussion

The discussion explains how a change in the statutory question altered the role of earlier planning reasons. It then considers network coverage, implementation responsibilities and the records needed to make these decisions accountable.

5.1: Historical justification as regulatory classification

The Rule changed what AT's earlier reasons could do. School access had helped justify lower neighbourhood speeds alongside residential safety and active travel. Under the new test, that same kind of evidence could place a road in the reversal category. Van Leeuwen's (2008) recontextualisation explains this change in function: an earlier justification became a later classificatory test.

Rydin's (2020) analysis of categories helps explain the practical consequence. The integrated programme could not simply be carried into the new rule as a whole. AT had to decide which road sections met the school-purpose criterion. Wordsworth and Coxhead initially fell within it, while Te Atatū South and Rosehill were excluded despite nearby schools (Auckland Transport, n.d.-b, pp. 3–4). The documents made different features of otherwise mixed programmes legally decisive.

The Wordsworth sequence shows that this interpretation could be challenged. AT initially treated consultation material as sufficient evidence of a school reason. ViaStrada questioned the northeast Manurewa record and reported AT's agreement, while postcards remained relevant to AT's position in other disputed areas (ViaStrada Ltd., 2025, pp. 4–5, 8–9). A particular archive and its geographical connection mattered more than a programme label. The missing intermediate road-level decisions limit attribution of the complete exclusion set, as explained in section 4.4.

Read through Flyvbjerg (1998), the strongest exercise of authority in this case lay in choosing the question. National rule-makers selected historical school purpose; AT and ViaStrada could debate whether records met that test, but could not replace it with a fresh network-wide safety assessment. The accepted Area 1 challenge shows meaningful local review within a nationally fixed criterion (Auckland Transport, n.d.-b, n.d.-c; ViaStrada Ltd., 2025, pp. 4–5). Local judgement remained important because it determined which roads received the statutory consequence.

A competing reading is that a uniform historical-purpose test improves consistency while concentrating lower limits at school gates during busy periods. The ministerial correspondence and Rule support considering that rationale (Ministry of Transport, 2024b,

pp. 3–4; Land Transport Rule: Setting of Speed Limits 2024). The difficulty is that a historical-purpose test answers a different question from present route need. Schoolchildren's exposure, current street design and travel outside activation periods require their own evidence. Fairclough (2013) helps show how the institutional framing selected one question and bounded the decisions that followed.

Foucault's (1980) attention to the authority of accepted knowledge helps locate this mechanism in the assessment process: the issue was how a historical account became sufficient evidence for a regulatory category. Fairclough (2013) connects that use of the account to institutional practice. This interpretation is compatible with faithful legal implementation. The critical question is which present planning concerns the selected test can address, and which require a separate assessment.

5.2: How legal and physical measures endured

Figure 4 shows the geographical result: largely permanent lower limits in Area 1 and higher bases with variable school sections across much of Area 2. The schedule and selected register records support the street-level examples (Auckland Transport, n.d.-c, 2025c; NZ Transport Agency Waka Kotahi, n.d.). This altered the continuity of lower legal speeds across connected routes and times of day.

Smith et al.'s (2020) school-travel model makes that continuity relevant to planning. A journey may cross a variable frontage, a residential street and a larger connector. Evaluating coverage at the gate alone would miss the rest of that route.

Physical traffic calming complicates the meaning of reversal. AT intended to retain the engineering measures even where the legal limit changed (Auckland Transport, 2025b, p. 11). GRSP's (2023) systems perspective helps explain why this matters: design and regulation work together, but they can endure policy change differently. A later outcome study should examine both.

5.3: Bounded judgement, implementation capacity and cost

Responsibility was divided across institutions. National actors set the test, AT interpreted local records, ViaStrada reviewed selected applications and NZTA certified submitted register records without independently validating every historical-purpose determination (NZ Transport Agency Waka Kotahi, 2026, pp. 1–2). The Ministry's release places the August direction in an email chain rather than a signed decision table (Ministry of Transport, 2024b, pp. 2–4). Marsden et al. (2014) help explain this separation of authority and delivery capacity. A common rule did not remove dependence on local archives or review resources.

Implementation also required unplanned expenditure. AT's October 2024 and February 2025 estimates cover different stages and scopes, so they cannot be read as a simple escalation. They show a delivery burden dependent on funding decisions alongside the assessment task (Auckland Transport, 2024, 2025a).

The RCA's record consequently carries much of the responsibility for explaining why a particular street met the test. Certification confirms a register step; the historical-purpose rationale must remain accessible through the assessment and review records (NZ Transport Agency Waka Kotahi, 2026, pp. 1–2).

5.4: Records and accountability

Consultation evidence had a longer life than its original decision. Maps, postcards and letters later became inputs to a statutory classification for which they had not been assembled. The Manurewa dispute shows why preserving their relationship to a place and decision matters (Auckland Transport, n.d.-b, pp. 1–4; ViaStrada Ltd., 2025, pp. 4–5, 8–9). A project title or a school's proximity could not carry that evidential burden alone.

A useful road-section record would connect the original passage and map extent to the statutory trigger, assessment, reviewer challenge, response and final register treatment. The Wordsworth sequence has evidence at each broad stage but lacks the date and author of every intermediate revision (Auckland Transport, n.d.-b, n.d.-c; ViaStrada Ltd., 2025). Linking those steps would make the outcome easier to explain and challenge.

5.5: Implications for planning practice

RCAs should retain the linked road-section record described above and make the reasons for a classification available with the final treatment. This directly addresses the incomplete revision history found in Manurewa.

Rules that require retrospective purpose assessment should also provide a transparent review procedure, with shared source maps, road identifiers and recorded responses to challenges. Implementation reporting should then show permanent and variable lower-speed coverage, activation periods and retained traffic calming. These measures would make the policy's application inspectable. Testing its safety consequences remains a separate observational task.

Chapter 6: Conclusion

Auckland implemented the reversal requirement by interpreting historical planning purposes and applying them to road sections. National regulation fixed the test and consequence. AT reconstructed the earlier reasons, responded to peer review and recorded the resulting treatments. The weakest point in accountability is the connection between area-level reasoning, intermediate road revisions and final registration: the released files do not always preserve that full sequence.

In answer to the first subquestion, AT relied on consultation maps, programme records and correspondence to distinguish a school-related reason from school proximity. ViaStrada's accepted Area 1 challenge shows that this distinction could change a classification. National standardisation therefore depended on local interpretation and the records available to test it.

For the second subquestion, Area 1 largely retained permanent 30 km/h coverage, while much of Area 2 returned to a 50 km/h base with variable school sections. McVilly and Roscommon show further differences at the network edge. Physical calming was intended to remain, so the change affected the legal layer of a wider intervention.

The school-speed paradox lies in the changed use of a reason: school access could justify a lower neighbourhood limit and later help trigger its withdrawal. Van Leeuwen (2008) explains the shift in function, Rydin (2020) the effect of classification, and Flyvbjerg (1998) the authority involved in setting the decisive question. Together they explain why implementation required more than replacing signs.

6.1: Implementation implications and future research

The practical priorities are a linked road-section record, transparent peer challenge and reporting of network coverage across space and time. Further research should examine informal reasoning, lived experience and on-street outcomes.

An Area 1/Area 2 study should examine operating speeds and travel exposure alongside crashes and retained physical measures. Interviews could recover reasoning and experiences absent from the documents. Wider comparison could test how programme history and evidence quality influence classifications under a common rule.

Policy can change the consequences of earlier planning reasons without removing the street design and local history behind them. Preserving those connections would make future changes easier to evaluate and explain.

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Appendix A School-reason exclusions

Table A1 reproduces all 93 entries coded “Excluded - School not a reason”: 84 in Manurewa and nine in Waitematā. Source row numbers and road extents preserve the link to the workbook.

Table A1

Streets and road sections excluded because school presence was not a reason

Row	Road	Extent	Local board
10	Brown Street	Full Length	Waitematā
11	Douglas Street	Full Length	Waitematā
12	Fitzroy Street	Full Length	Waitematā
13	Kent Street	Full Length	Waitematā
14	Lincoln Street	Full Length	Waitematā
15	Mira Street	Full Length	Waitematā
16	Norfolk Street	Full Length	Waitematā
20	Stuart Street	Full Length	Waitematā
21	Vermont Street	Full Length	Waitematā
28	Aarts Avenue	Full Length	Manurewa
30	Addington Avenue	Full Length	Manurewa
31	Ainsdale Place	Full Length	Manurewa
32	Antalya Place	Full Length	Manurewa
34	Arbor Close	Full Length	Manurewa
35	Arnwood Street	Full Length	Manurewa
36	Awakino Place	Full Length	Manurewa
37	Bedlington Avenue	Full Length	Manurewa
38	Beeston Crescent	Full Length	Manurewa
39	Benmore Place	Full Length	Manurewa
40	Benton Place	Full Length	Manurewa
41	Bettina Place	Full Length	Manurewa
42	Brent Place	Full Length	Manurewa
43	Brentford Place	Full Length	Manurewa
44	Burbank Avenue	Full Length	Manurewa
45	Burlington Place	Full Length	Manurewa
46	Burndale Terrace	Full Length	Manurewa
47	Carbery Place	Full Length	Manurewa
48	Carter Place	Full Length	Manurewa
49	Clendon Place	Full Length	Manurewa
50	Crampton Place	Full Length	Manurewa
51	Dagenham Street	Full Length	Manurewa
52	Dreadon Road	Full Length	Manurewa
53	Elmwood Place	Full Length	Manurewa
54	Ewbank Place	Full Length	Manurewa
55	Fairlight Place	Full Length	Manurewa
56	Feasegate Street	Full Length	Manurewa
57	Fellbrook Street	Full Length	Manurewa
58	Funnell Place	Full Length	Manurewa
59	Gainsborough Street	Full Length	Manurewa
60	Garth Place	Full Length	Manurewa

Row	Road	Extent	Local board
61	Harrow Place	Full Length	Manurewa
62	Healy Road	Full Length	Manurewa
63	Helms Place	Full Length	Manurewa
64	Heybridge Street	Full Length	Manurewa
65	Hobman Place	Full Length	Manurewa
66	Hoturoa Place	Full Length	Manurewa
67	Hywell Place	Full Length	Manurewa
68	John Walker Drive	Between Sharland Avenue and Weymouth Rd	Manurewa
69	John Walker Drive	Between Wordsworth Road and Sharland Avenue	Manurewa
70	Kay Road	Full Length	Manurewa
71	Kern Place	Full Length	Manurewa
72	Landette Road	Full Length	Manurewa
73	Maida Vale	Full Length	Manurewa
74	Malmo Pl	Full Length	Manurewa
75	Mckean Avenue	Full Length	Manurewa
76	Minton Place	Full Length	Manurewa
77	Mon Desir Place	Full Length	Manurewa
78	Montilla Place	Full Length	Manurewa
79	Naomi Place	Full Length	Manurewa
80	Neems Place	Full Length	Manurewa
81	Nina Place	Full Length	Manurewa
82	Oratu Place	Full Length	Manurewa
83	Pallant Street	Full Length	Manurewa
84	Pawa Place	Full Length	Manurewa
85	Poutini Place	Full Length	Manurewa
86	Primrose Place	Full Length	Manurewa
87	Pushon Place	Full Length	Manurewa
88	Rako Place	Full Length	Manurewa
89	Rangataua Place	Full Length	Manurewa
90	Ririno Place	Full Length	Manurewa
91	Romney Place	Full Length	Manurewa
92	Ronald Place	Full Length	Manurewa
93	Rondorlyn Place	Full Length	Manurewa
94	Rowandale Avenue	Between Browns Road and Wordsworth Road	Manurewa
95	Rowandale Avenue	Between Wordsworth Road and Weymouth Road	Manurewa
96	Sealord Place	Full Length	Manurewa
97	Selago Place	Full Length	Manurewa
98	Selsey Lane	Full Length	Manurewa
99	Sharland Avenue	Between John Walker Drive and Rowandale Avenue	Manurewa
100	Sharland Avenue	Between Roscommon Road and John Walker Drive	Manurewa
101	Smedley Street	Full Length	Manurewa
102	Stella Place	Full Length	Manurewa
103	Sunlands Drive	Full Length	Manurewa
104	Swallow Drive	Full Length	Manurewa
105	Tamworth Close	Full Length	Manurewa
106	Tuna Place	Full Length	Manurewa
107	Watts Road	Full Length	Manurewa
108	Wenlock Place	Full Length	Manurewa

Row	Road	Extent	Local board
109	White Road	Full Length	Manurewa
110	Winsford Street	Full Length	Manurewa
111	Wordsworth Road	Between Roscommon Road and Rowandale Avenue	Manurewa
112	Wordsworth Road	Between Rowandale Avenue and Weymouth Road	Manurewa
113	Yearsley Place	Full Length	Manurewa

Note. Auckland Transport (n.d.-c), Excluded Roads. Source spelling and extents retained; whitespace and encoded line breaks normalised.

Appendix B Christchurch road schedule

Tables B1 and B2 reproduce the ten Christchurch schedule entries used in Section 4.7. Source row numbers link each road extent in Table B1 to its treatment and speed fields in Table B2.

Table B1

Road extents in the Christchurch reversal schedule

Row	Road	Start	End	Length (km)
3	Claremont Avenue	Papara Street	Tomes Road	0.19
4	Colombo Street	Hunter Terrace	129 Colombo Street	0.36
5	Rose St	Hoon Hay Road	Barrington Street	1.35
6	Rose St	Rose St CH 1.002	Barrington Street	0.35
7	Lyttelton St	Rose St	Sparks Road	0.60
8	Lyttelton St	Lyttelton St CH 0.280	Sparks Road	0.32
9	Gloucester St 2 East Fitzgerald Ave	Linwood Avenue	Woodham Road	0.73
10	Ruru Rd 1 West Maces Rd	Hay Street	Maces Road	0.48
11	Western Valley Road	Christchurch Akaroa Road	72 Western Valley Road	0.94
12	Western Valley Road	Western Valley Road CH 0.320	Western Valley Road CH 0.620	0.60

Note. Original Christchurch City Council (n.d.) LGOIMA workbook, NZTA Reversals template, rows 3–12. CH = chainage. Row 12 reports 0.60 km although its stated 0.320–0.620 chainage span is 0.30 km. The internally inconsistent source values are reproduced without an inferred correction; no aggregate distance is calculated.

Table B2

Recorded Christchurch treatments and speed fields

Row	Treatment	Specified-road category	Current field km/h	New field km/h	Type
3	Reversal	School-related local street	30	40	Permanent
4	Reversal	Urban connector	30	50	Permanent
5	Reversal	Urban connector	30	50	Permanent
6	School variable limit	Urban connector	30	50	Variable
7	Reversal	Urban connector	30	50	Permanent
8	School variable limit	Urban connector	30	50	Variable
9	Reversal	Urban connector	30	50	Permanent
10	Reversal	Urban connector	30	50	Permanent
11	Reversal	School-related local street	30	50	Permanent
12	School variable limit	School-related local street	30	50	Variable

Note. Christchurch City Council (n.d.), rows 3–12. Speed fields are reproduced as recorded; activation times are absent from this schedule.

Appendix C Register records

Table C1 identifies selected National Speed Limit Register zones archived on 10 August 2026, including McVilly, Wordsworth and BLENNZ Homai. The two Wordsworth queries returned the same Manurewa zone. The BLENNZ-named feature was effective only from 17 December 2025 and must not be treated as evidence of the July 2025 mapping state.

Table C1

Identifiers for selected register zones

Record	Zone identifier	Date and setting
McVilly predecessor	74fd6c99-2bd1-406f-b584-249bcd195878	Permanent 30 km/h; ends 14 May 2025
McVilly successor	68aab543-ca64-423a-af6c-c7c92e5461e2	Variable 30 km/h with 50 base; starts 15 May 2025
Manurewa current zone at Wordsworth queries	aaee036d-a260-4cdc-b07a-b0c9694b087e	Permanent 30 km/h; effective 25 March 2025
BLENNZ named zone	e67f8c6c-26da-4f86-b7a4-5a4fa6dc87e0	Variable 30 km/h with 50 base; effective 17 December 2025

Note. NZ Transport Agency Waka Kotahi (n.d.), archived 10 August 2026. Dates are New Zealand local time; the two BLENNZ features share one zone identifier.