

Memorandum

To: Brent Alderton, Director of Land Transport, Waka Kotahi
From: Michael Brown, Head of Road Safety Engineering, Auckland Transport
Date: 15 August 2024
Subject: Land Transport Rule: Setting of Speed Limit 2022 – Director approval sought for speed limits changes on Awhitu Road, Pollok in Auckland

Purpose

To request you, as Director of Land Transport, approve Auckland Transport (Road Controlling Authority for local roads within the local authority boundaries of Auckland Council) setting a rural intersection variable speed limit on Awhitu Road.

Background

Prior to 2022 this road was a 100km/h default rural area. As part of our phase 3 bylaw changes Auckland Transport lowered the speed limit on this part of Awhitu Road to 80km/h in December 2022. The side roads were set to 60km/h at the same time.

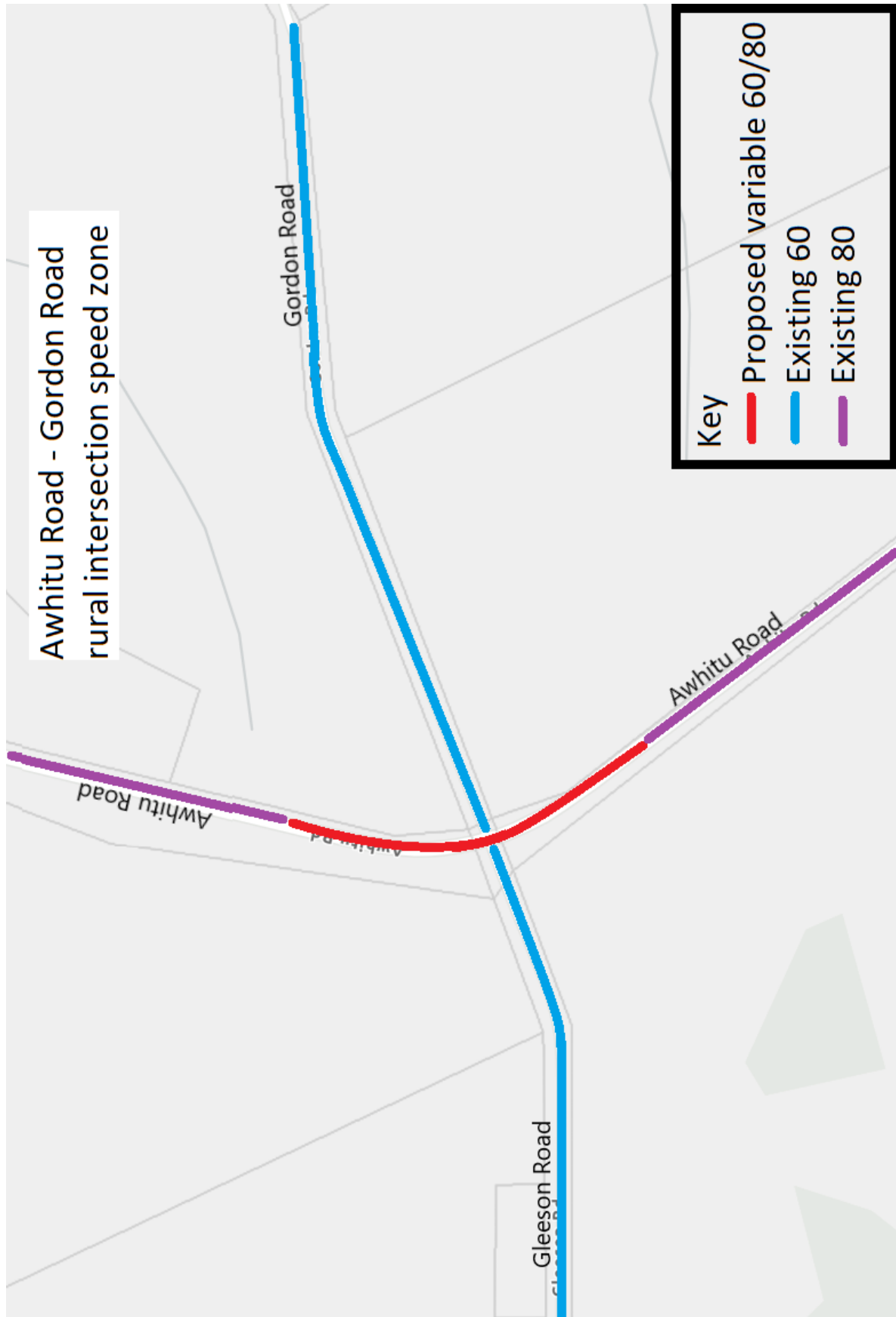
The introduction of a rural intersection variable speed limit of 60km/h is now proposed to the localised area around the side road intersection of Gordon Road and Gleeson Road. This is intended to mitigate crash risk for turning vehicles at the intersection.

Awhitu Road is the rural arterial road that serves as the main north-south access along Awhitu Peninsula. The side roads provide access to rural properties in the local area to the east and west of Awhitu Road. The intersection with Gordon Road is located on the inside of a sweeping bend that accommodates 80km/h speeds through the bend but restricts sight distance making it difficult to safely exit from the side road.



Memorandum

The proposals



Memorandum



Memorandum

Table of changes

| Description | Current speed (km/h) | Proposed speed (km/h) | SAAS (km/h) | Explanation of why the Proposed speed does not match the SAAS |
|---|----------------------|-----------------------|-------------|---|
| 1. Awhitu Road, between 150m south of Gordon Road and 140m north of Gordon Road | 80 | 60/80 variable | 80 | Megamaps assesses Awhitu Road as having a Safe and Appropriate Speed (SaAS) of 80km/h and a rural connector function under the One Network Framework (ONF). We agree with the ONF assessment and the SAAS as being generally appropriate for the road. However, the localised crash risks at the intersection justifies a variable speed limit in the immediate vicinity of the intersection. |

Memorandum

Crash History

In the five years 2019 to 2023 there were five injury crashes recorded at or near the intersection. This includes two involving crossing or turning vehicles and three loss of control crashes not necessarily related to the intersection. The two turning crashes resulted in one serious injury casualty and five minor injury casualties.

Assessment

The variable speed limit is proposed to address the crash risk posed by turning or crossing traffic consistent with the criteria under clause 4.9(1)(b)(iv) of the Land Transport Rule: Setting of Speed Limits 2022. The proposal and in particular the selection of a 60km/h speed is also consistent with the guidance on pages 85 to 86 of the Speed Management Guide: Road to Zero.

Urgency

Progressing the speed limit change outside of the delayed speed management plan is highly desirable to avoid delays in delivery of the infrastructure (electronic signs) at the site.

Subject to Director approval we would seek to implement the variable 60km/h change taking effect on the 31st of October 2024.

Consultation

This proposal was consulted on as part our wider speed management plan proposals. A summary report on the public feedback can be found here:

[Public feedback report KKO, AT Board papers](#)

There was a lack of specific feedback that raised issues with this site.

More generally feedback included the following:

- General opposition to rural speed limit reductions for travel time reasons.
- General support for variable speed limits although the comments suggested this was mainly school related and it was unclear in most cases whether it also applied to rural intersection sites.
- A few comments opposing rural intersection speed zones generally arguing for driver training/responsibility rather than speed limit changes.

Feedback was also received from the Franklin Local Board, endorsing the location and scope of the proposed speed limit change.



Memorandum



Memorandum

Conclusion

Considering the information above, Auckland Transport consider the 'good reason' condition under clause 2.6 of the speed limit rule has been met for the proposals relating to the Awhitu Road rural intersection variable limit at Gordon Road intersection.

Signed



Michael Brown
Head of Road Safety Engineering