

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 Dairy Flat Highway, Dairy Flat 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 Old North Road.

Background

Old North Road is part of the local road network under the control of Auckland Transport. The existing 80km/h speed limit on the section of Old North Road between State Highway 16 and Deacon Road predates the formation of Auckland Transport in 2010.

The introduction of a rural intersection variable speed limit of 60km/h is now proposed for the localised area around the crossroads junction of Old Railway Road. This is intended to mitigate crash risk for crossing and turning vehicles at the intersection.

Old North Road is a rural connector that primarily serves to connect between the local roads in the rural area east of Kumeu in the south to east of Helensville in the north. It provides part of a parallel north - south route in the local road network for the section of State Highway 16 between Kaukapakapa and Kumeu. Old Railway Road mainly serves a local access function, and also supports local connectivity between the south end of Riverhead and the south end of Kumeu. The speed limit on Old Railway Road is 80km/h also predating 2010.

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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
<p>1. Old North Road, between 150m north of Old Railway Road and 100m south of Old Railway Road</p>	80	60/80 variable	80	<p>Megamaps assesses this part of Old North Road as having a Safe and Appropriate Speed (SaAS) of 60km/h and a rural connector function under the One Network Framework (ONF). We agree with the ONF assessment however we consider that given the flat terrain, the relatively long straight lengths, and the pavement width, there is no likelihood of achieving compliance with a permanent 60 km/h limit consequently we have assessed the SaAS as 80km/h and proposed a variable limit to mitigate the localised crash risk at the intersection.</p>

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Crash History

In the five years 2019 to 2023 there were twelve crashes records at or near the intersection. All twelve crashes involved crossing or turning vehicles. Six of the twelve crashes involved injuries resulting in one death, one serious injury casualty and ten 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 from the Rodney Local Board, neither supported nor opposed, the variable speed limit rural intersection proposal.



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Conclusion

In light of 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 Old North Road rural intersection variable limit at Old Railway Road intersection.

Signed



Michael Brown
Head of Road Safety Engineering