

Memorandum

To: Brent Alderton, Director of Land Transport, Waka Kotahi
From: Michael Brown, Head of Road Safety Engineering, Auckland Transport
Date: 20 May 2024
Subject: Land Transport Rule: Setting of Speed Limit 2022 – Director approval sought for speed limits changes on Dairy Flat Highway 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 various speed limits on Dairy Flat Highway and adjacent side roads.

Background

Dairy Flat Highway is part of the local road network under the control of Auckland Transport. It was previously a part of State Highway 1 and later State Highway 17, however following the extension of the northern motorway to Puhoi the State Highway status was revoked in 2012.

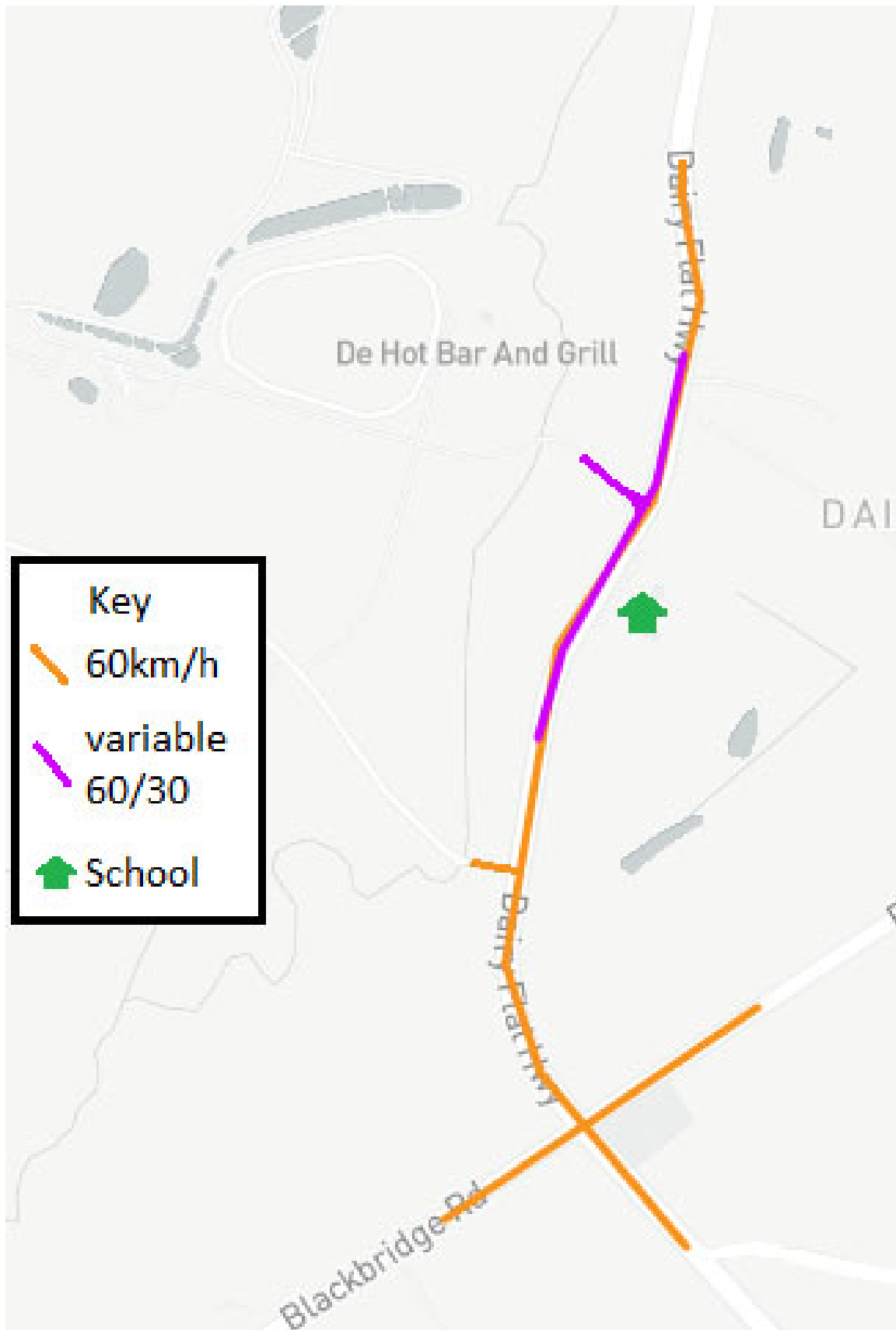
The existing speed limits in this area consist of a variable 60/80 limit in the area immediately outside Dairy Flat School and a permanent 80 zone extending along the adjacent sections of the road.

The variable 60/80 was established in 2012 following revocation of the State Highway, initially as a trial site for a rural school zone variable speed limit. A subsequent decision to retain the variable zone was made at the completion of the trial in 2015. Note that at the time the variable 60 was implemented the school had sufficient off road parking capacity to manage the impacts of its operation and the lower speed limit was only providing for turning vehicles. However since that time the school roll has grown substantially and school gate activity now includes pick up and drop off spilling out onto the highway. A footpath was recently provided to the south of the school on the eastern side of the highway to help manage the on-road pick up and drop off.

The wider 80 zone was initially limited to a short buffer on each side of the variable zone, but was more recently extended to the wider length of Dairy Flat Highway as part of a safety review in 2018, and further extended to include adjacent side roads as part of our phase 1 bylaw change in 2019.

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The proposals



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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
1. Blackbridge Road, between Dairy Flat Highway and 240m west of Dairy Flat Highway	80	60	80	Megamaps assesses Dairy Flat Highway 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. The Speed Management Guide: Road to Zero edition allows a range of values for rural connectors between 60 and 100 depending on the characteristics of the road. While the pavement type, width and delineation on Dairy Flat Highway meet the requirements for an 80km/h zone, the section where the change is proposed has access density right at the margins for the 60km/h criteria.
2. Dairy Flat Highway, between 500m north of Landfill Access Rd and 215m north of Landfill Access Rd	80	60	80	
3. Dairy Flat Highway, between 215m north of Landfill Access Rd and 355m south of Landfill Access Rd	80 (permanent) 60 (school variable)	60 (permanent) 30 (school variable)	80	
4. Dairy Flat Highway, between 355m south of Landfill Access Rd and 220m south of Blackbridge Rd	80	60	80	
5. Postman Road, between Dairy Flat Highway and 260m east of Dairy Flat Highway	80	60	80	
6. Richards Road, between Dairy Flat Highway and 50m west of Dairy Flat Highway	60*	60	80	
7. Landfill Access Road, between Dairy Flat Highway and 85m west of Dairy Flat Highway	80 (permanent) 60 (school variable)	60 (permanent) 30 (school variable)	not in MegaMaps	

*NSLR shows the full length of Richards Road as 60 already however physical location of existing 80 sign is approximately 50m back off the intersection with Dairy Flat Highway..

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This includes a proposed reduction of the variable school zone limit to 30km/h matching the extent of the previous 60km/h variable zone and a proposed reduction of the permanent speed limit from 80km/h to 60km/h that buffers the northern end of the variable zone and extends to include the crossroads intersection of Dairy Flat Highway, Blackbridge Road and Postman Road to the south of the school. The intersection has a history of turning crashes and during the development of KKO we initially considered a rural intersection variable speed limit. Ultimately, we decided to propose extending the permanent change to cover the intersection to avoid having two different variable speed limits with different operating criteria in close proximity, which could have been confusing for road users.

The above proposals were consulted on in mid 2023 as part of our consultation for KKO. This consultation met the requirements of the Setting of Speed Limits Rule 2022. However, with KKO now delayed due to uncertainty around the impacts of the planned rewrite of the rule, it is proposed that these changes be separately approved and implemented under the alternative method provisions within the current rule. We consider that there is a pressing need to progress this change to address safety issues outside the school and at the adjacent intersections.

Subject to Director approval we would seek to implement the permanent 60km/h change taking effect on the 11th of June 2024, with the change to the variable 30km/h taking effect on the 29th of July 2024 to allow additional time for procurement and installation of replacement electronic signs.

Assessment

Variable speed limit:

Dairy Flat School is a rural school with an off-road parking area. However due to substantial roll growth in recent years the pick up and drop off activity exceeds the capacity of the off-road parking. Consequently the school would not meet the criteria for a category 2 school. As a category 1 school, a 30km/h speed limit is required outside the school gate, and given the rural connector traffic function of the road a permanent 30km/h zone is not considered appropriate so a variable 30km/h zone is proposed.

Permanent speed limit:

Megamaps assesses Dairy Flat Highway 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. The Speed Management Guide: Road to Zero edition allows a range of values for rural connectors between 60 and 100 depending on the characteristics of the road. While the pavement type, width and delineation on Dairy Flat Highway meet the requirements for an 80km/h zone, the section where the change is proposed has access density right at the margins for the 60km/h criteria.

In particular over the 1.5km length of the proposed permanent 60km/h zone there are:

- 5 driveways serving individual properties,
- an additional 4 shared driveways serving a total of 10 properties,
- a school served by 2 driveways,



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- 4 side roads,

This amounts to 10 accesses per kilometre.

Also of note there are 6 road side bus stops within this length, and two of the side roads have significant volumes of heavy vehicles turning:

- Landfill Access Road which provides the main access to Redvale Landfill which receives rubbish trucked in from across the region.
- Blackbridge Road which provides access to cleanfill sites where surplus excavated material from construction activities is disposed of.

As such Dairy Flat Highway just meets the criteria for a 60km/h zone based on the existing access, and it is noted that current lifestyle block use of the surrounding land combined with a zoning for future urban development means that the access density and side road turning volumes can be expected to increase in future.

Providing a 60km/h permanent speed limit in this area is also desirable to provide an appropriate transition between the surrounding 80km/h sections of Dairy Flat Highway and the 30km/h variable school zone. It will also help mitigate the crash risk in this section of road, particularly the intersection crashes that have been occurring at the junctions of Blackbridge Rd, Postman Rd and Landfill Access Rd.

Beyond the changes on Dairy Flat Highway we have proposed short lengths of speed limit reduction on each of the four side roads having regard for the typical approach speeds on those roads and providing an appropriate gap between the speed change and the intersection controls.

We consider it likely that the proposed changes would still be justified on the basis of managing safety outside the school gate and balancing the land use and needs for side road access with the function of the road, even following the updating of the speed limit rule.

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](#)

Regionwide there was generally good support for variable speed limits outside schools.

Within the Rodney Local Board area, where many changes to rural roads had been proposed, there was a poor support for speed limit reductions.

The following public feedback was received related to the Dairy Flat School proposals:

- Partial support, supported the variable 30, but opposed the reduction in the underlying limit.
- Request for a permanent 30 outside Dairy Flat School
- Opposition to variable 30, wanted a higher variable limit (unclear whether they wanted the existing variable used in most locations, 40, or the existing variable limit used at this site, 60)
- Concern about the number of speed changes over the length of Dairy Flat Highway.

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Commentary on the feedback

Dairy Flat Highway is approximately 15.5kms long running between Albany Highway and the Silverdale interchange of State Highway 1. While the predominant speed limit is 80km/h, there is a short section of 50 at the southern end (Albany Village), a short section of 60 at the northern end (Pine Valley Road to motorway interchange), and a short section of 60 where the shops are at Kahikatea Flats Road intersection. The KKO proposal included two further proposals (this proposal for Dairy Flat School and a separate proposal for a RIAWS type variable zone at Wilks Road intersection.) Note that the residual length of 80 between the Kahikatea Flats 60 zone and the proposed Dairy Flat School 60 zone would still be close to 1km in length exceeding the minimum length requirement of 800m in the rule.

The school meets the criteria for a category 1 school under the rule, therefore a higher speed than the proposed variable 30 would not be appropriate. Given the function of the road a permanent 30 would be inconsistent with the guide and likely very poorly complied with.

Feedback was also received from key stakeholders including:

A letter from Dairy Flat School advocating for a permanent 30 zone outside the school.

Endorsement from the Rodney Local Board, specifically they supported the location and scope of the proposed speed limits related to schools and townships identified for the Rodney Local Board area. They also noted that Rodney Local Board had received a petition requesting the speed limit outside Dairy Flat School be lowered to permanent 60km/h and variable 30km/h limit during school pick up and drop off.

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 Dairy Flat Highway and adjacent side roads.

Signed



Michael Brown

Head of Road Safety Engineering

Information required from RCA to address speed limit anomalies

RCA: Auckland Transport

Road/Corridor/Area		Speed limit and sign information			
Details	Description of anomaly and the change to bylaw information being proposed	Is the speed limit on the sign in place on the road the same as the speed limit change being asked for?	Is the speed limit displayed on the speed limit sign a legal speed limit (i.e., multiples of 10) and not temporary speed limit?	Is the speed limit sign in place on the road at a location that is an obvious change in development or environment?	Evidence
Information required to be provided by RCA	Map or other form of description showing discrepancy	RCA confirmation Y/N	RCA confirmation Y/N	RCA confirmation Y/N	Hyperlink to Google street view of sign <i>If Google street views are not available or recent enough, please provide photographs</i>
Landfill Access Road, Dairy Flat Proposed correction of speed limit record from default 100km/h to 50km/h	Section of Landfill Access Road between 85m west of Dairy Flat Highway (end of school zone) and approximately 350m west of Dairy Flat Highway (end of public road) Refer below for screen capture of extent as per draft land transport record "Landfill Access Road"	yes	Yes (permanent 50)	Yes (end of school zone and transition from unkerbed highway to kerbed local road)	7 Landfill Access Rd - Google Maps (sign existed in multiple sets of images from Dec 2009(earliest available) to Feb 2023 (most recent available))

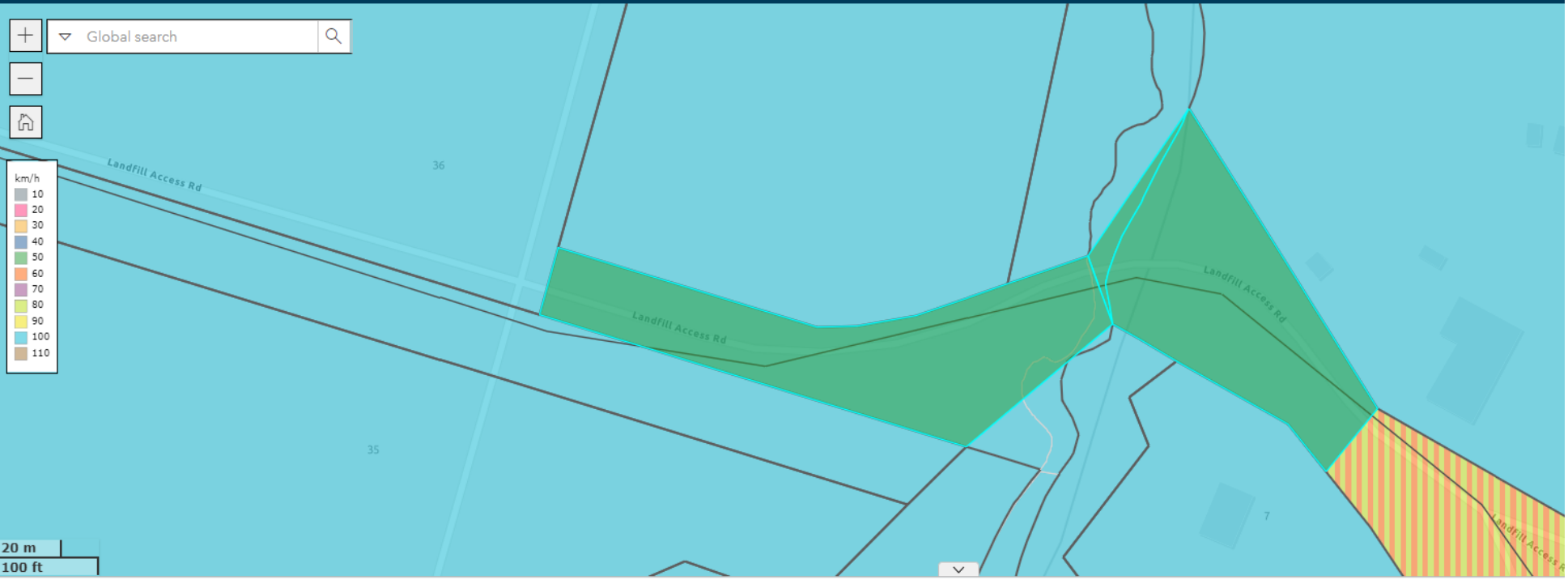


+ Global search



- km/h
- 10
- 20
- 30
- 40
- 50
- 60
- 70
- 80
- 90
- 100
- 110

20 m
100 ft



Reset filters

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	Speed limit record name	Speed category	Speed limit value	Status	Legal reference	Reason/Applies to	RCA	Start date
	<input type="text" value="Search"/>	-All-	-All-	Draft submission	<input type="text" value="Search"/>	-All-	Auckland	< dd/mm/yyyy
	DAIRY FLAT SCHOOL ▶	Variable	60 km/h,30 km/h	Draft Submission	AT Speed Limits Amendment Bylaw 2022 No 2	The presence of a school	Auckland	28/06/2024
	Landfill Access Road ▶	Permanent	50 km/h	Draft Submission	AT Speed Limits Amendment Bylaw 2022 No 2	Speed Area	Auckland	11/06/2024