

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 Aotea/Great Barrier Island, 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 speed limit of 60km/h on rural parts of Aotea/Great Barrier Island and 40km/h within settlement areas.

Background

Prior to 2022 the entire island had no specific speed limits and was subject to a default rural limit of 100km/h under the road user rule. In 2022 sections of 30km/h and 40km/h were set adjacent to Marae sites on the island but the balance of the island remained a default 100km/h area.

As part of Katoa Ka Ora (KKO) our draft speed management plan, we proposed to set lower speed limits to replace the default limits on the balance of the island. The proposals in KKO were for a rural 60km/h zone covering most of the island with 40km/h proposed in the various settlement areas around the island and 30km/h proposed outside each of the three schools on the island.

The proposal

Port Fitzroy 40km/h

Okiwi 40km/h

Whangaparapara 40km/h

Okupu 40km/h

Claris 40km/h

Medlands Beach 40km/h

Tryphena – Mulberry Grove - Shoal Bay 40km/h

General rural area 60km/h

Retain existing speed limits near Maraes at Kawa and Motairehe of 40km/h and 30km/h



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. <u>Port Fitzroy</u> Aotea Road, between 50m north of Glenfern Road and 600m south of Glenfern Road.	100	40	60	Megamaps assessment doesn't identify the localised land use at Port Fitzroy, where there is a wharf used by ferry services and a number of businesses in the stretch of road immediately north of the wharf area.
2. <u>Okiwi</u> Aotea Road, between 60m east of Mabey Road and 530m west of Mabey Road. Mabey Road, between Aotea Road and 290m north of Aotea Road.	100	40	60	Megamaps assessment doesn't identify the localised land use change at Okiwi, where there is a school and a cluster of residential and commercial properties
3. <u>Whangaparapara</u> <u>Whangaparapara Road</u> , between Whangaparapara Wharf and 900m north of Whangaparapara Wharf	100	40	60	Megamaps assessment doesn't identify the localised land use change at Whangaparapara, where there is a wharf and a cluster of residential properties in the stretch of road immediately north of the wharf area.
4. <u>Okupu</u> Blind Bay Road, between 275m north of Moana View Road and 230m southwest of Camerton Road Camerton Road, full length Iona Road, full length Macmillan Road, full length Moana View Road, full length Workington Road, full length	100	40	60	Megamaps assessment doesn't identify the localised land use change at Okupu, where there are two clusters of residential properties and a short length of narrow winding road between them.

Memorandum

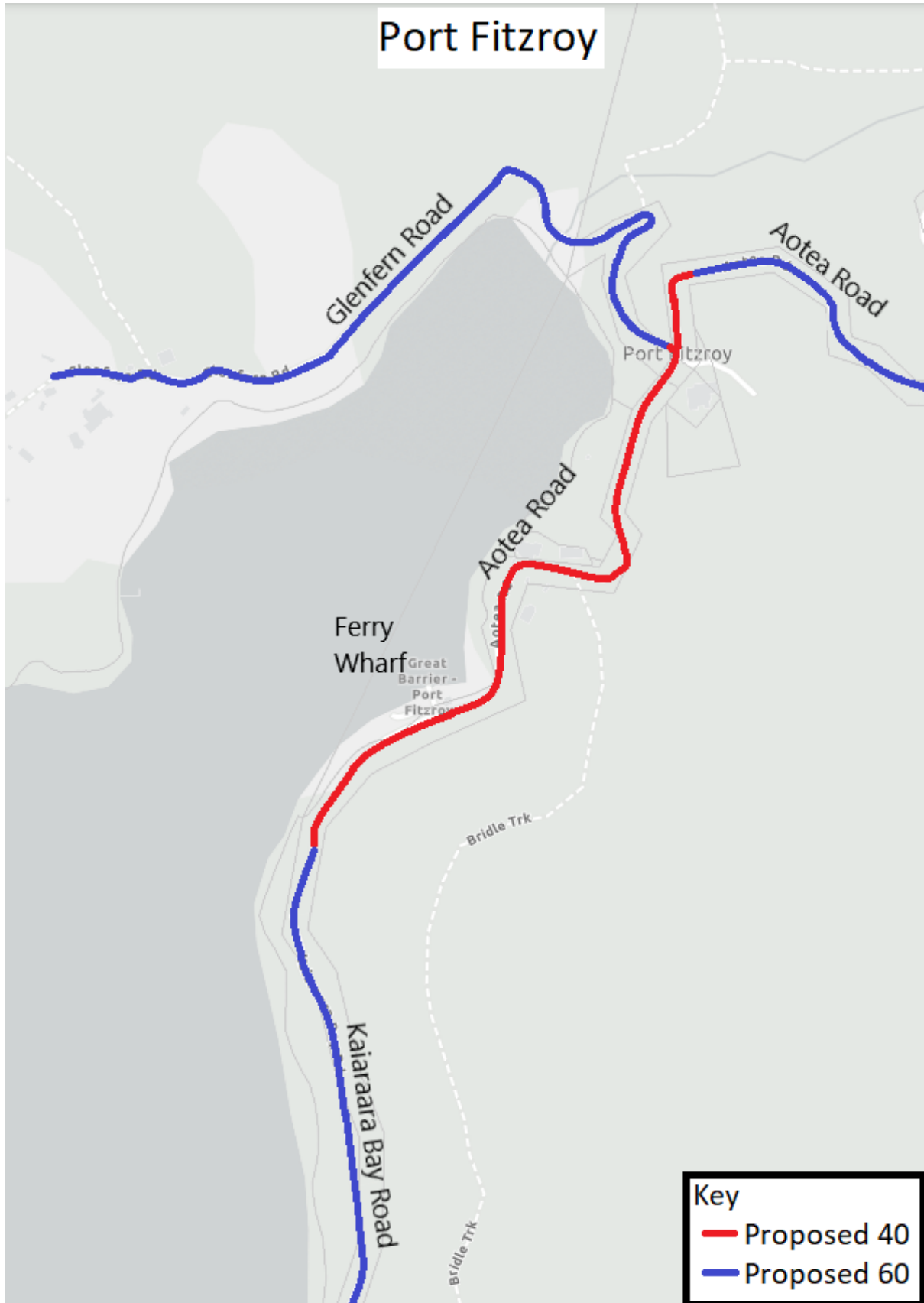
<p>5. <u>Claris</u> Hector Sanderson Road, between Ocean View Road and 1.8km North of Ocean View Road Ocean view Road, full length</p>	100	40	60	<p>Megamaps assessment doesn't identify the localised land use change at Claris. This is the main service centre for the island with a substantial number of commercial activities plus public service facilities including the Auckland Council and Local Board Offices, the island's Police Station, and the main airport.</p>
<p>6. <u>Medlands Beach</u> Oruawharo Lane, full length Sandhills Road, full length The Lane, full length Thomas Road, full length</p>	100	40	60	<p>Megamaps assessment doesn't identify the localised land use change at Medlands Beach where there is a strip of residential development along the beachfront area.</p>
<p>7. <u>Tryphena-Mulberry Grove-Shoal Bay</u> Medland Road, between Puriri Bay Road and 300m north of Puriri Bay Road Puriri Bay Road, between Medland Road and 110m west of Medland Road Shoal Bay Road, between Puriri Bay Road and Tryphena Wharf Blackwell Drive, full length Omanawa Lane, full length Mulberry Grove Road, full length Rosalie Bay Road, between Shoal Bay Road and 260m east of Pohutukawa Place Pohutukawa Place, full length Garden Road, full length</p>	100	40	60	<p>Megamaps assessment doesn't identify the localised land use changes at Tryphena, Mulberry Grove and Shoal Bay, which includes an extend area of residential properties around the edge of the harbour plus the ferry wharf at Shoal Bay and the school at Mulberry Grove.</p>

Memorandum

<p>8. <u>General rural area</u> <u>Entire island except for the proposed 40 areas set out in 1 to 7 above and the existing 30 and 40 areas excluded in 9 below.</u></p>	100	60	60	Aligns with megamaps.
<p>9. <u>Exclusion from general rural area</u> <u>Kawa Road, full length</u> <u>Motairehe Road, full length</u></p>	Existing Limits, no change proposed			

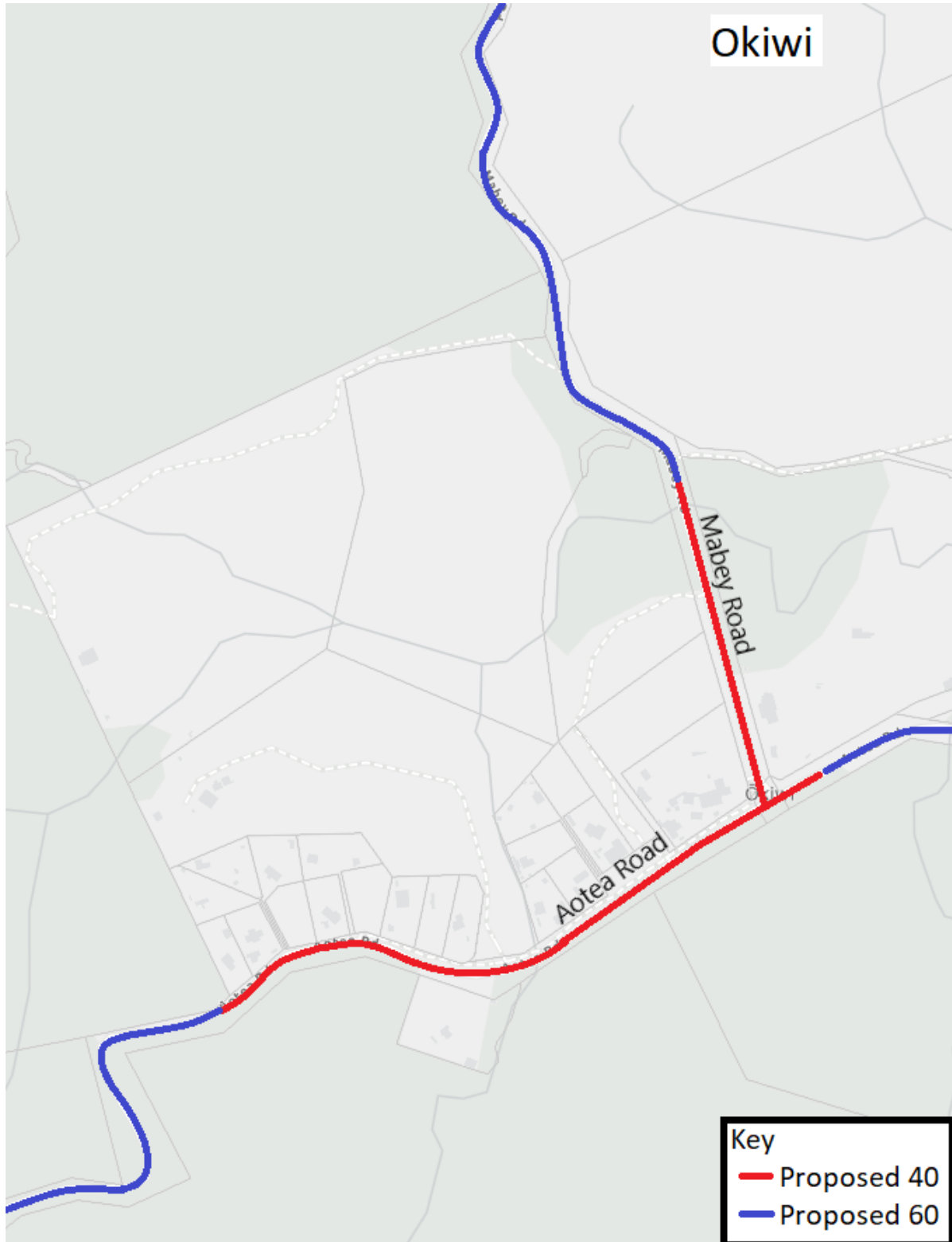
Memorandum

1. Port Fitzroy



Memorandum

2. Okiwi



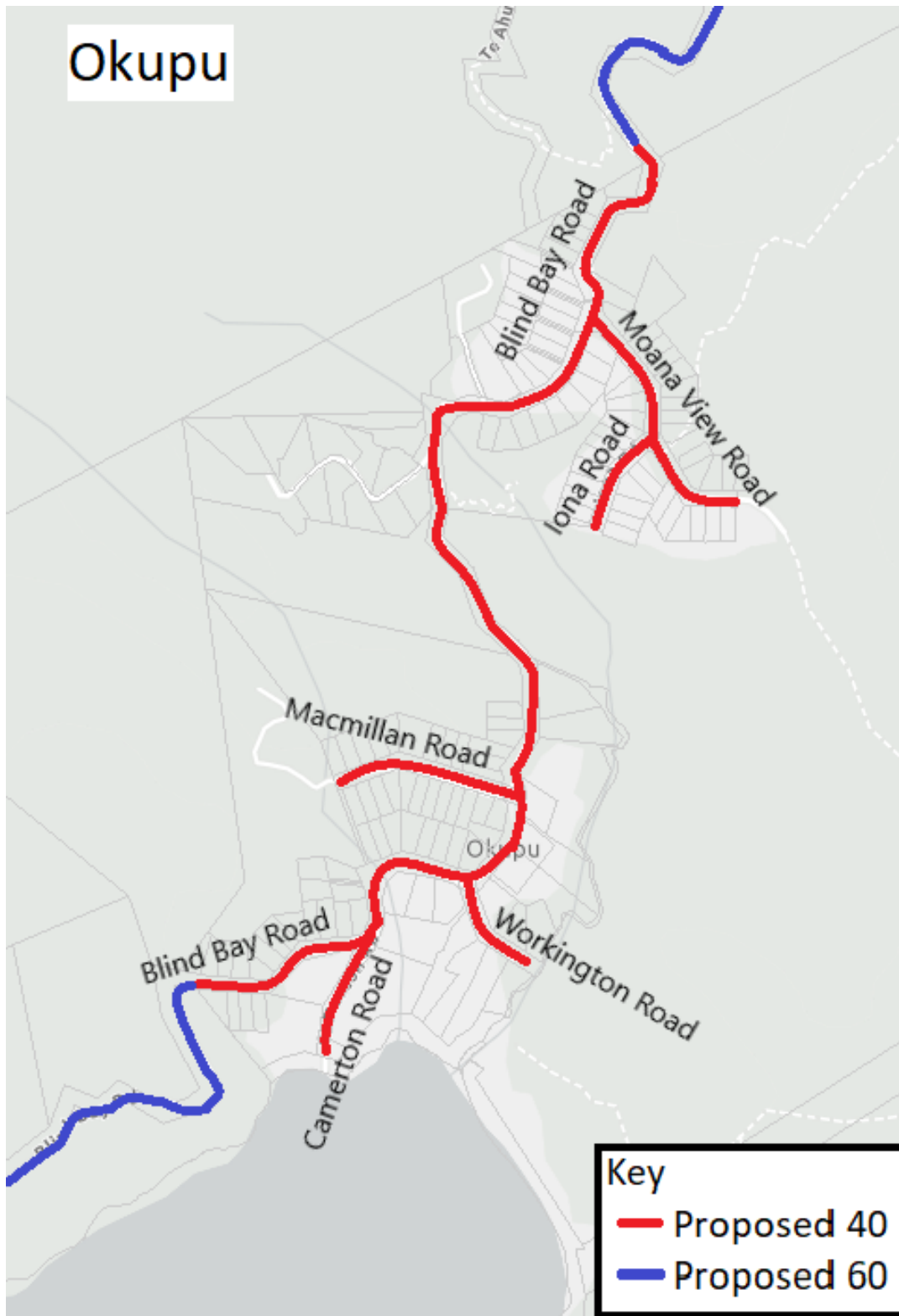
Memorandum

3. Whangaparapara



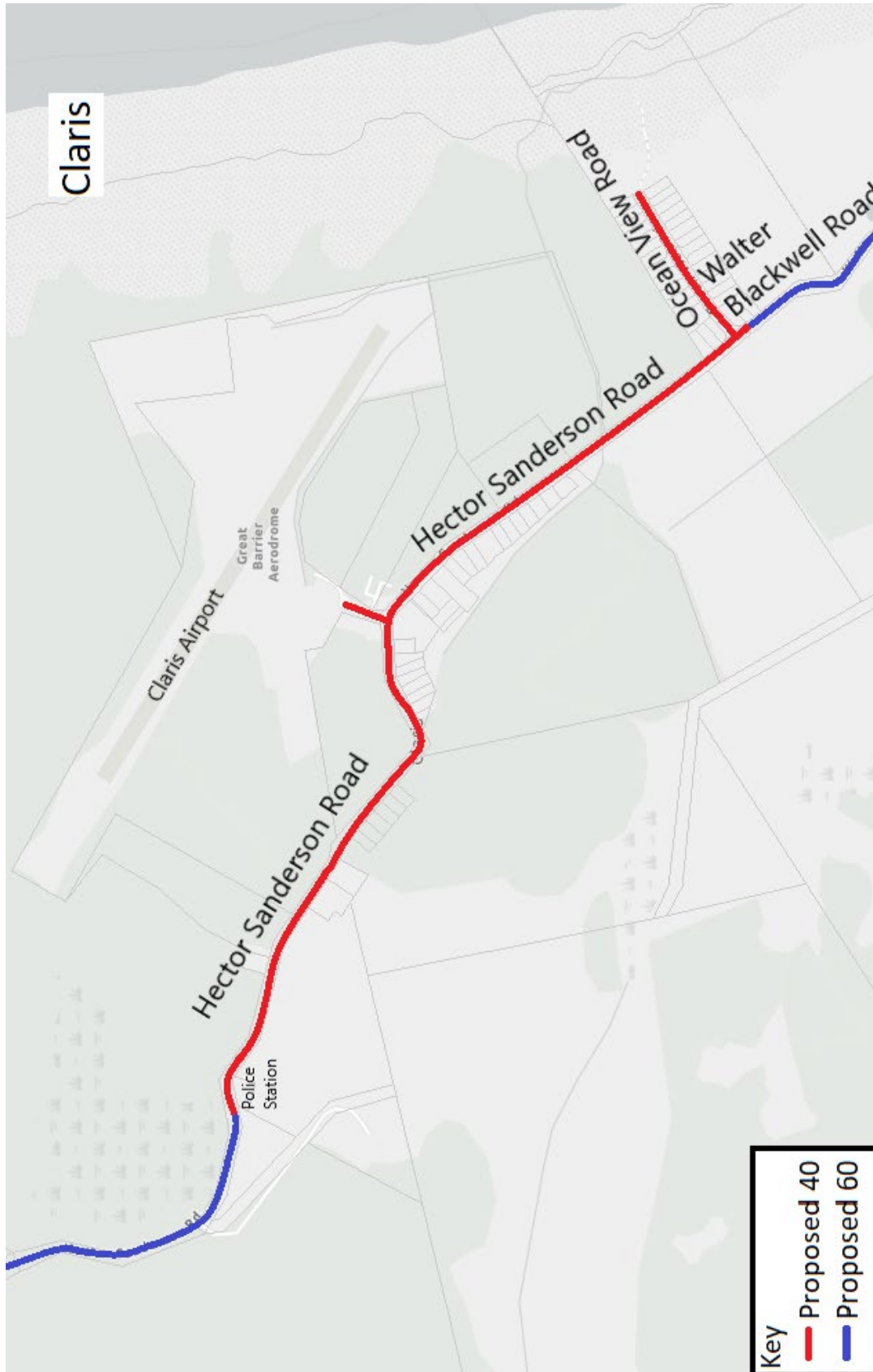
Memorandum

4. Okupu



Memorandum

5. Claris



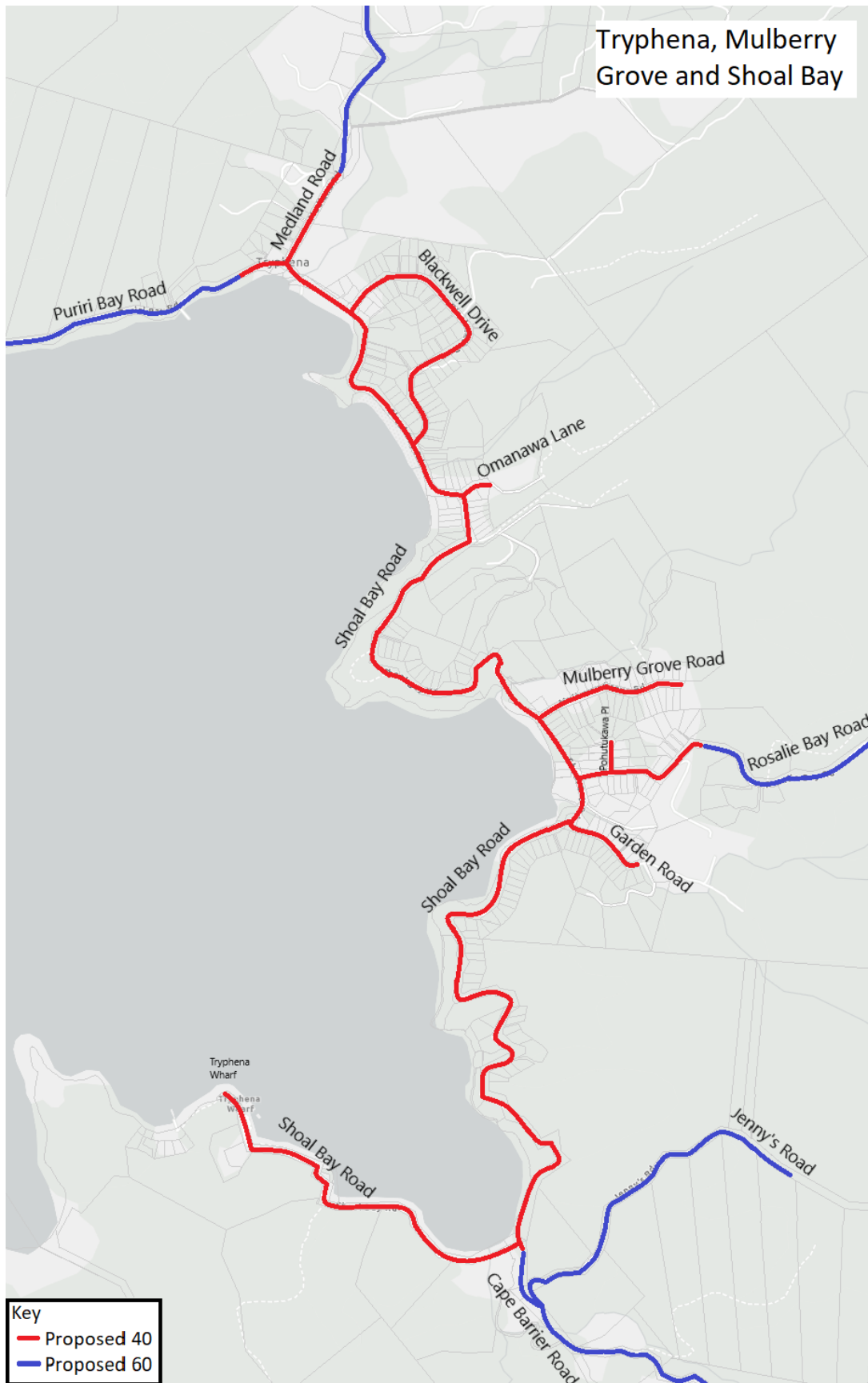
Memorandum

6. Medlands Beach



Memorandum

7. Tryphena, Mulberry Grove, and Shoal Bay



8. General rural area

Aotea (Great Barrier Island)



This covers the balance of the island excluding 1 to 7 above. It also excludes an existing 40 zone at Kawa Road and existing 30 and 40 zones at Motairehe Road.

Subject to Director approval we would seek to implement the permanent 60km/h and 40km/h changes taking effect on the 31st of October 2024.

Memorandum

Assessment

Urgency

Aotea has been historically neglected in terms of speed limit setting with a default rural limit applying to the entire island. The Aotea Local Board have advocated very strongly for the implementation of speed limits on the island and there was an expectation that they would be delivered in the first year of our speed management plan. With the plan being delayed we would not be able to deliver the speed limit changes in time for the summer season. The population of the island changes dramatically between the summer season when holiday makers are present and the winter season when only the permanent residents of the island remain. Progressing these changes through the alternative method is highly desirable to meet local board expectations and have the new limits in place in time for the 2024/25 summer season.

General comments

The road user mix on the island is unusual. Because of the island being isolated and remote from the mainland NZ road network, the level of car usage and traffic volumes is relatively low. Fuel is more expensive on the island and consequently there are fewer cars and more walking and cycling around settlement areas.

Rural 60 area

Megamaps assesses the entire road network on the island as 60km/h SAAS. This is based on the entire network being assessed as rural roads, and that none of them meet the Speed Management Guide criteria to go high than 60km/h. In particular almost all the roads on the island are either tortuous or winding alignment, and many of the roads are also narrow and/or unsealed. Many roads on the island have an IRR of high, and TomTom data indicates that the highest mean operating speeds are 53km/h. However, we note that these are measured over quite long segments with variable geometry it is likely that peak speeds on straighter sections will be more in line with the proposed 60km/h limit.

Settlement 40 areas

While we consider the 60km/h speed limit appropriate for the general rural areas there are locations around the island with clustering of houses and/or businesses where we have assessed that a 40km/h speed limit based on a stopping place criteria is more appropriate. Most of these settlements are located at the extremities of the road network where development is clustered around beaches and/or wharves and there is low potential for through traffic. The two exceptions to this are Okiwi, and Claris.

Okiwi is located in the interior of the island at the junction of roads feeding different parts of the island however it has a substantial cluster of houses and a school and localised engineering measures are already in place to lower speeds past the school.

Claris is located on the main through route between the north and south ends of the island so is in the area of greatest traffic volume. However, it is also located immediately outside the main airport and has the largest clustering of commercial activity and public service facilities on the island.



Memorandum

Schools

There are three schools on the island. KKO had initially consulted on setting permanent 30 zones outside each school. However, considering the draft legislation we have held off implementing this part of the proposal as it would potentially be subject to reversal. Instead, we have proposed speed limits that match the adjacent permanent proposals as an interim measure and will revisit the speed limit settings outside each school once the new legislation is finalised. Our expectation is that we will be required to use variable speed limits at the schools however due to practical issues with installing and maintaining electronic signs on the island we would hope to do this with static variable signs, subject to the outcome of the new legislation.

Note the schools at Okiwi and Mulberry Grove fall within settlement areas where 40km/h is proposed while the third school at Kaitoke is located away from settlements in a road where 60km/h is proposed.

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 mixed support and opposition for speed limits changes.

Within the Aotea Local Board area, there was very little written feedback received. However, during the consultation there were also meetings carried out on the island with the local board and local residents.

That feedback resulted in options for minor adjustments to fine tune the extent of various settlement areas being prepared and sent to the local board. The local board passed a resolution endorsing the KKO proposals and providing their preferences for the fine tuning of the settlement extents. The local board preferences were incorporated into this proposal.

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 Aotea/Great Barrier Island.

Signed



Michael Brown

Head of Road Safety Engineering

