

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 Coatesville Riverhead Highway, Mahoenui Valley Road, Glenmore Road, and Sunnyside Road, in Coatesville, 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 50km/h on parts of Coatesville Riverhead Highway, Mahoenui Valley Road, Glenmore Road, and Sunnyside Road.

Background

Prior to 2015 the speed limit through Coatesville Village was 70km/h. The speed limits on the adjacent lengths of Coatesville Riverhead Highway, Sunnyside Road and Glenmore Road were all 80km/h. The adjacent section of Mahoenui Valley Road was 50km/h outside the school.

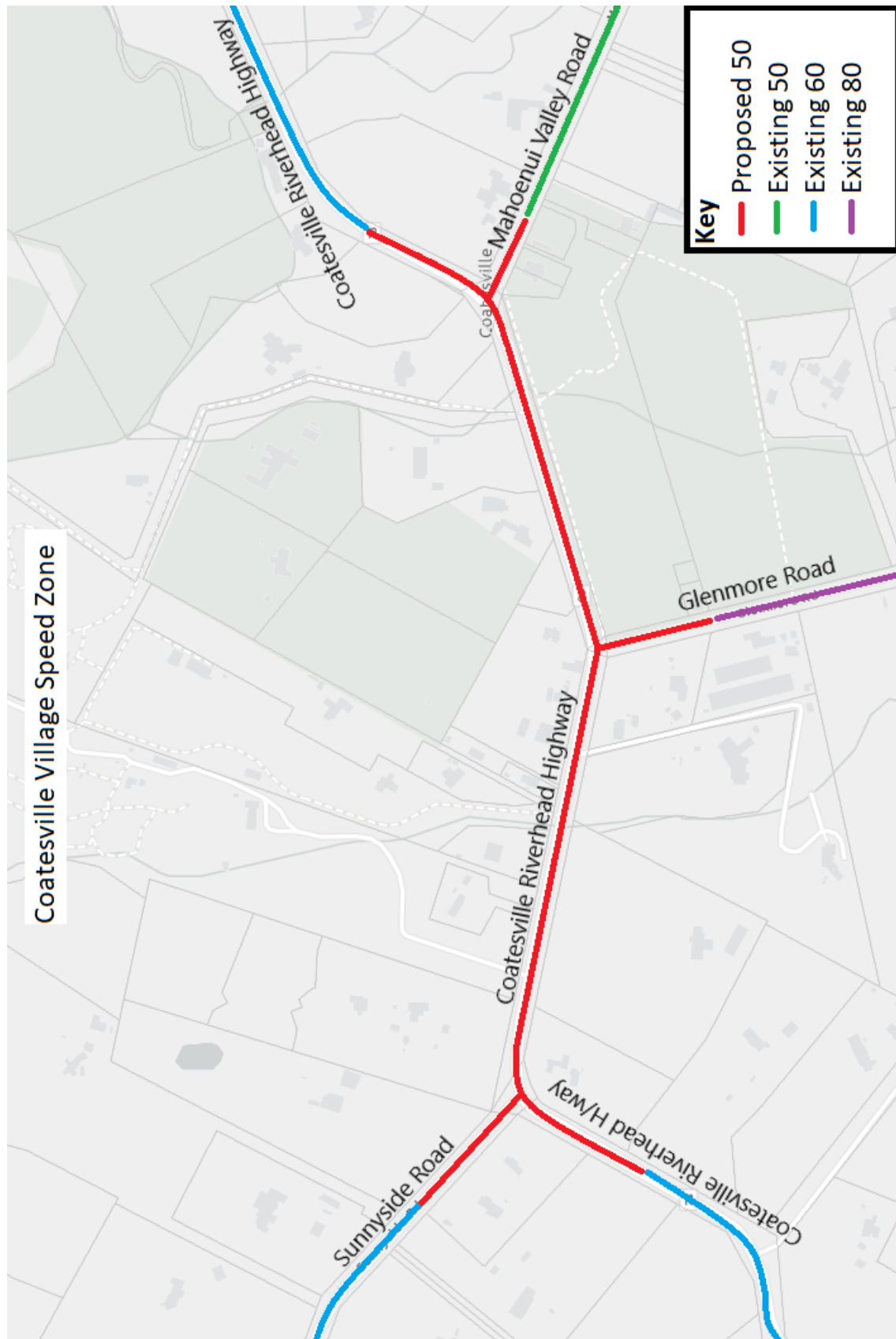
The speed limit in Coatesville Village was lowered to 60km/h in 2015, while the speed limits on the adjacent sections of Coatesville Riverhead Highway were lowered to 60km/h in 2020.

Since 2015 there has been an increase in commercial activity at the centre of the village with more shops, more on road parking, and greater demand for pedestrians to cross the road. The local board have committed funding for a project to provide a pedestrian crossing in the village and the speed limit reduction to 50km/h is urgently needed to allow the crossing project to safely proceed.

Within the village there are two cafes, two daycares, a dairy, two real estate agencies, a mechanics workshop, fruit store/orchard, a school, a community hall, a public park and a pony club. There are also two bus stops for an hourly bus service to and from Albany. The proposed 50km/h extent on Coatesville Riverhead Highway will align with the existing threshold signs located a short distance beyond the side road intersections at each end of the village. On Mahoenui Valley Road the proposed 50km/h extent would connect to the existing 50km/h zone on the school frontage. On Sunnyside Road the proposed extent of the 50km/h zone will be the same as the current location of the 80/60 interface. On Glenmore Road it is proposed to extend the 50km/h zone a little further beyond the current 80/60 interface so that the 50km/h zone includes the car park entrances of a daycare and the Pony Club which currently site just within the 80km/h area.

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The proposal



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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. Coatesville Riverhead Highway, between 130m southwest of Sunnyside Road and 120m northeast of Mahoenui Valley Road	60	50	60	Megamaps assesses all these roads as having safe and appropriate speeds of 60km/h. This is based on ONF classifications of Rural connector (Coatesville Riverhead Highway) and rural road (side roads). This does not reflect the relatively high level of roadside development in this part of Coatesville Riverhead Highway.
2. Mahoenui Valley Road, between Coatesville Riverhead Highway and 85m southeast of Coatesville Riverhead Highway	60	50	60	
3. Glenmore Road, between Coatesville Riverhead Highway and 130m south of Coatesville Riverhead Highway	60/80	50	60	
4. Sunnyside Road, between Coatesville Riverhead Highway and 150m northwest of Coatesville Riverhead Highway	60	50	60	

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Subject to Director approval we would seek to implement the permanent 50km/h change taking effect on the 31st of October 2024.

Assessment

In the approximately 1km length between the thresholds at each end of Coatesville there are 3 side road intersections, 7 commercial driveways and 17 residential driveways. An access density of 27 per km.

We considered two options for assessment of the speed limit under the speed management guide: RtZ

- 1) Assess these roads as peri-urban roads. Based on the level of roadside development, this would justify a 50km/h speed limit as the access density exceeds 10 per km.
- 2) Assess as a stopping place. This would be a marginal case for a 40km/h zone. While some of the businesses have off road parking, roadside parking occurs within the village and pedestrians are expected on the roadside and crossing the road. However, it may not be justified/credible to extend a 40km/h zone for the full length between the village thresholds.

After considering these options we recommended a 50km/h zone for the full length between the village thresholds as this would better align with the existing 50km/h area near the school on Mahoenui Valley Road and is more likely to be complied with at the outer edges of the village. The proposed pedestrian crossing project in the centre of the village will include engineering measures intended to restrain vehicle speeds through the busy area at the centre of the village so we consider that pedestrian safety can be addressed without providing a separate 40km/h zone over a short length which would result in multiple speed limit changes in close proximity.

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

Eighteen pieces of feedback referenced Coatesville Riverhead Highway:

- Four supported the proposed 50, in Coatesville Village and other changes in the wider Coatesville area.
- Three opposed the proposed 50, in Coatesville Village and other changes in the wider Coatesville area.
- Nine expressed generalised opposition to all or most of the permanent speed limit change proposals throughout Rodney.
- Two expressed dislike for previous changes to the rural parts of Coatesville Riverhead Highway that predated KKO.

Feedback from the Local Board:

The original feedback on KKO from the Rodney Local Board did not specifically mention the speed limit proposal for Coatesville Village.

However, in a more recent resolution of the Rodney Local Board they have specifically asked for this speed limit change to be progressed.



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Resolution number RD/2024/110

MOVED by Deputy Chairperson L Johnston, seconded by Member M Dennis:

That the Rodney Local Board:

- c) **to request Auckland Transport implement the speed limit reduction through Coatesville Village and Glenmore Road as consulted on in 2023 noting that this section of the Coatesville Riverhead Highway is peri-urban.**

CARRIED

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 Coatesville Riverhead Highway and adjacent side roads in the area of Coatesville Village.

Signed



Michael Brown

Head of Road Safety Engineering