

# 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

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## 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 Dairy Flat Highway.

## 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and later State Highway 17, however following the extension of the northern motorway to Puhoi the State Highway status was revoked in 2012.

Prior to 2018 this road was a 100km/h default rural area. As part of a safety review the speed limit on the rural sections of the road was lowered to 80km/h in November 2018.

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 Wilks Road and Wilks Road West. This is intended to mitigate crash risk for turning vehicles at the intersection.

Dairy Flat Highway is a rural connector that primarily serves to connect between the local roads in the Dairy Flat area and the motorway and commercial areas at Albany (south end) and Silverdale (north end). It does also serve as a parallel route for diversion of traffic when the section of motorway between Albany and Silverdale is blocked or congested by incidents. Wilks Road mainly serves a local access function, and also supports local connectivity as one of the few roads that provides a connection between the eastern and western side of the northern motorway in this area. The speed limit on Wilks Road was set to 80km/h as part of our phase 1 speed limit changes in 2020. Wilks Road West is a local rural road, it is an unsealed no-exit road with very low traffic and was set to a speed limit of 60km/h in 2020.

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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. Dairy Flat Highway, between 150m south of Wilks Road and 150m north of Wilks Road	80	60/80 variable	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 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.

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## Crash History

In the five years 2019 to 2023 there were five crashes records at or near the intersection. This includes three involving crossing or turning vehicles and two other crashes not related to intersection movements. The three turning crashes resulted in two 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 or 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 Dairy Flat Highway rural intersection variable limit at Wilks Road intersection.

## Signed



Michael Brown  
Head of Road Safety Engineering