

# Safe and appropriate speeds to support a safe and efficient network

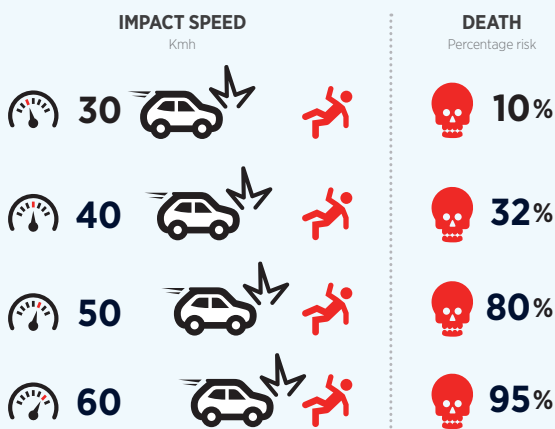
We're all human, and we all make mistakes. But those mistakes shouldn't lead to someone dying or being seriously hurt.

Sadly, that's what can happen when people make a mistake, particularly when driving at higher speeds. Speeds that some roads just aren't built for.

At Auckland Transport, we are working with communities to make our road network more forgiving of the mistakes we can all make.

That can involve things like road maintenance, signage, road markings, driver education and engineering measures like speed bumps. But it also involves setting safe and appropriate speed limits. That's because no matter what the reason is for a crash, speed determines whether or not people survive.

## Relationship between impact speed and the risk of death




Survivability rates vary significantly based on a number of factors and scenarios. AT takes a preventative approach with respect to the survivability of our most vulnerable road users. Data taken from Research Report AP-R560-18 published in March 2018 by Austroads - the Association of Australian and New Zealand Road Transport and Traffic Authorities.

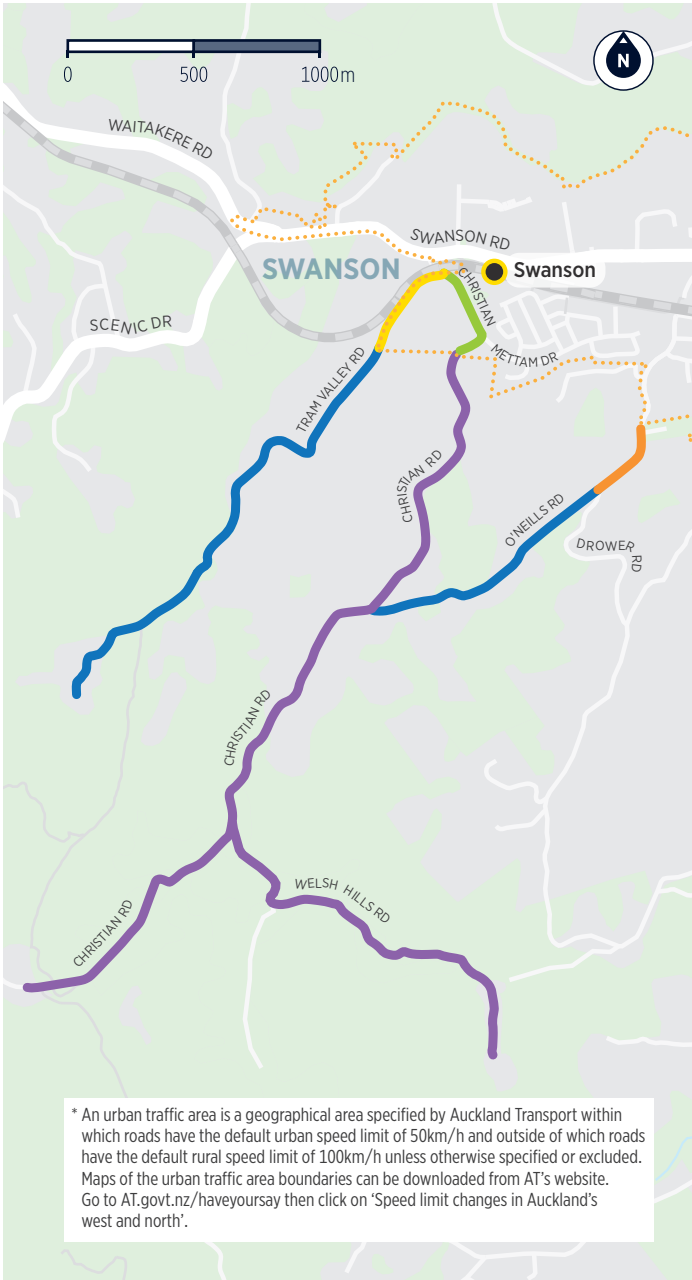
# Proposed speed limit changes

Auckland Transport is proposing to set new permanent speed limits for 26 roads in Auckland’s west and north, as part of an amendment to the Speed Limits Bylaw 2019.

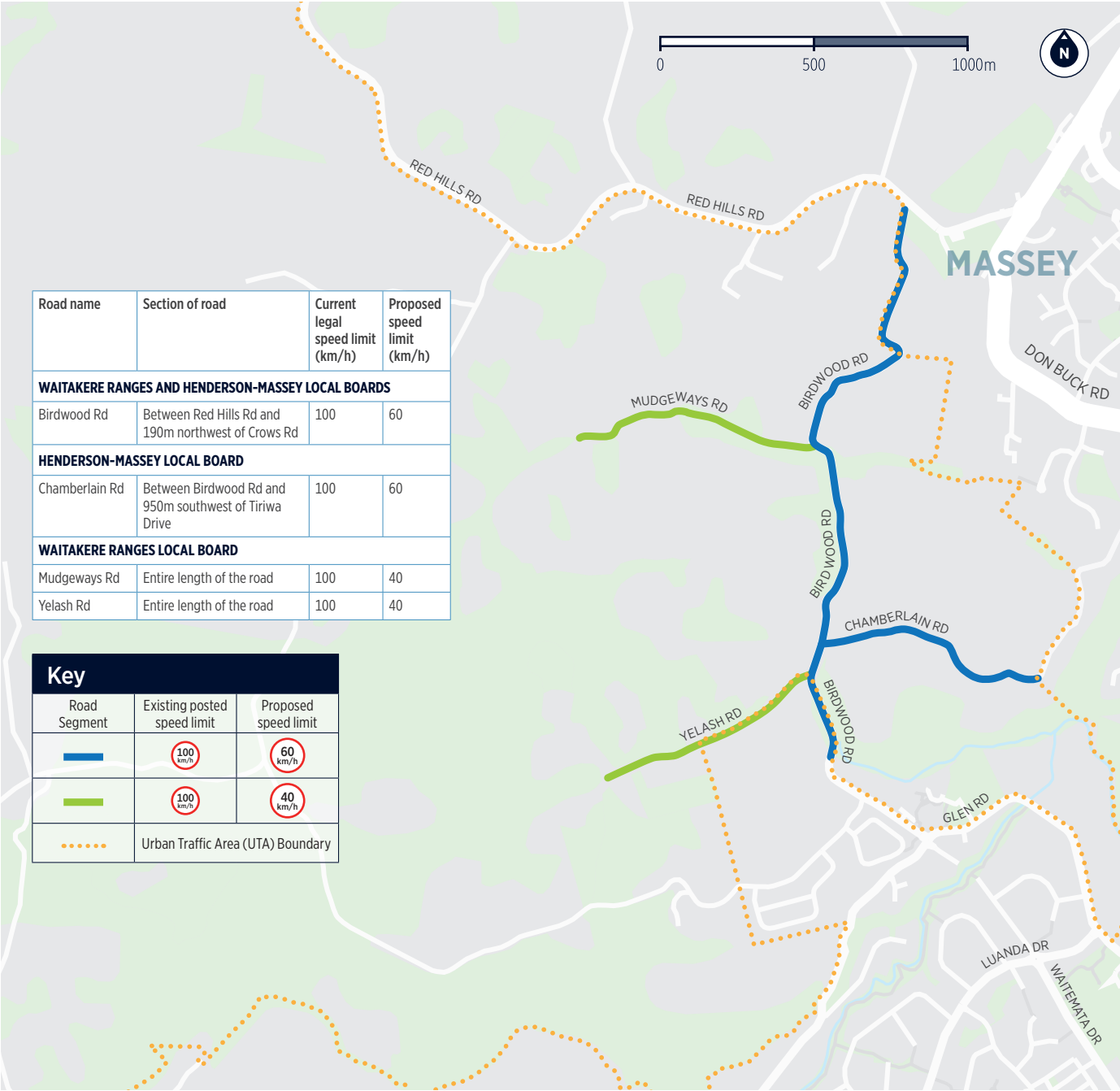
## Swanson

WAITAKERE RANGES LOCAL BOARD			
Road name	Section of road	Current legal speed limit (km/h)	Proposed speed limit (km/h)
O’Neills Rd	Between the urban traffic area (UTA)* boundary (being approx. 475m south of Pooks Road) and Drower Road	70	50
	Between Drower Rd and Christian Rd	100	60
Christian Rd	Between 140m south of Swanson Rd and 65m southwest of Mettam Drive (UTA boundary*)	80	50
	Between 65m southwest of Mettam Drive (UTA boundary*) and the southwest end of Christian Rd	80	60
Welsh Hills Rd	Entire length of the road	80	60
Tram Valley Rd	Between Christian Rd and 430m southwest of Christian Rd (UTA boundary*)	50	60
	Between 430m southwest of Christian Road (UTA boundary*) and southwest end of Tram Valley Road	100	60

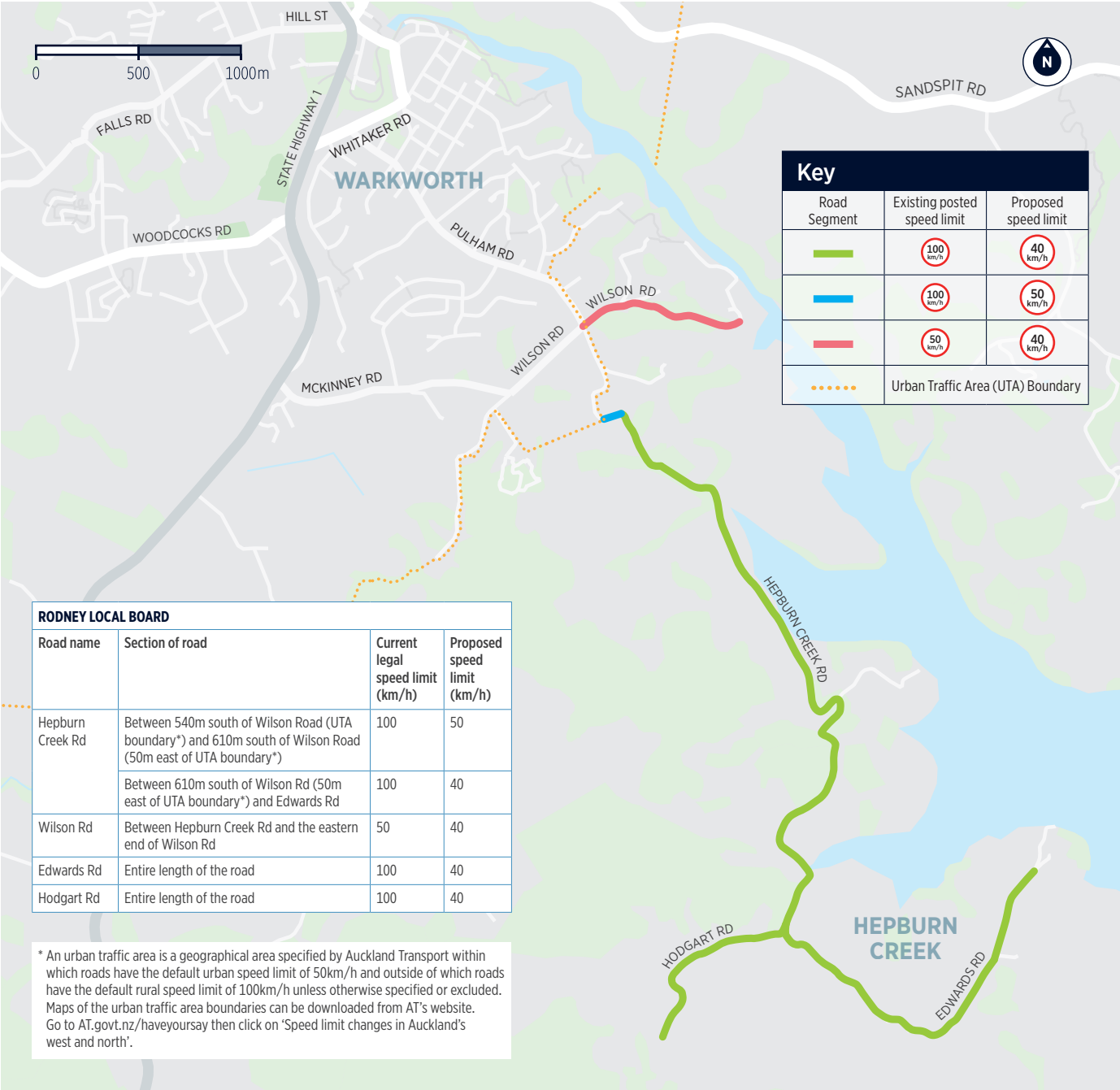
Key		
Road Segment	Existing posted speed limit	Proposed speed limit
		
		
		
		
		
		
	Urban Traffic Area (UTA) Boundary	



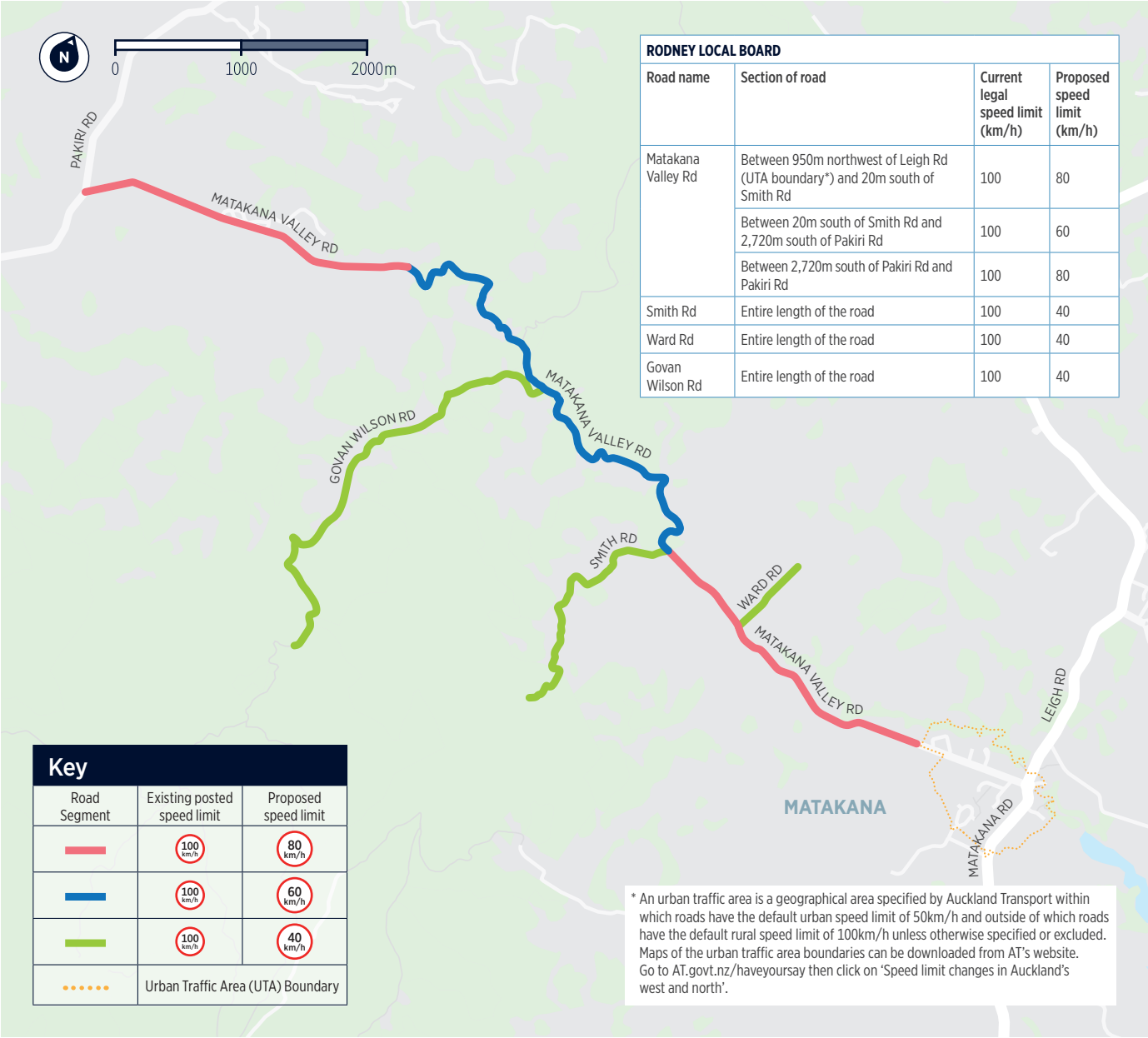
Proposed speed limit changes:  
**Massey**



Proposed speed limit changes:  
Warkworth



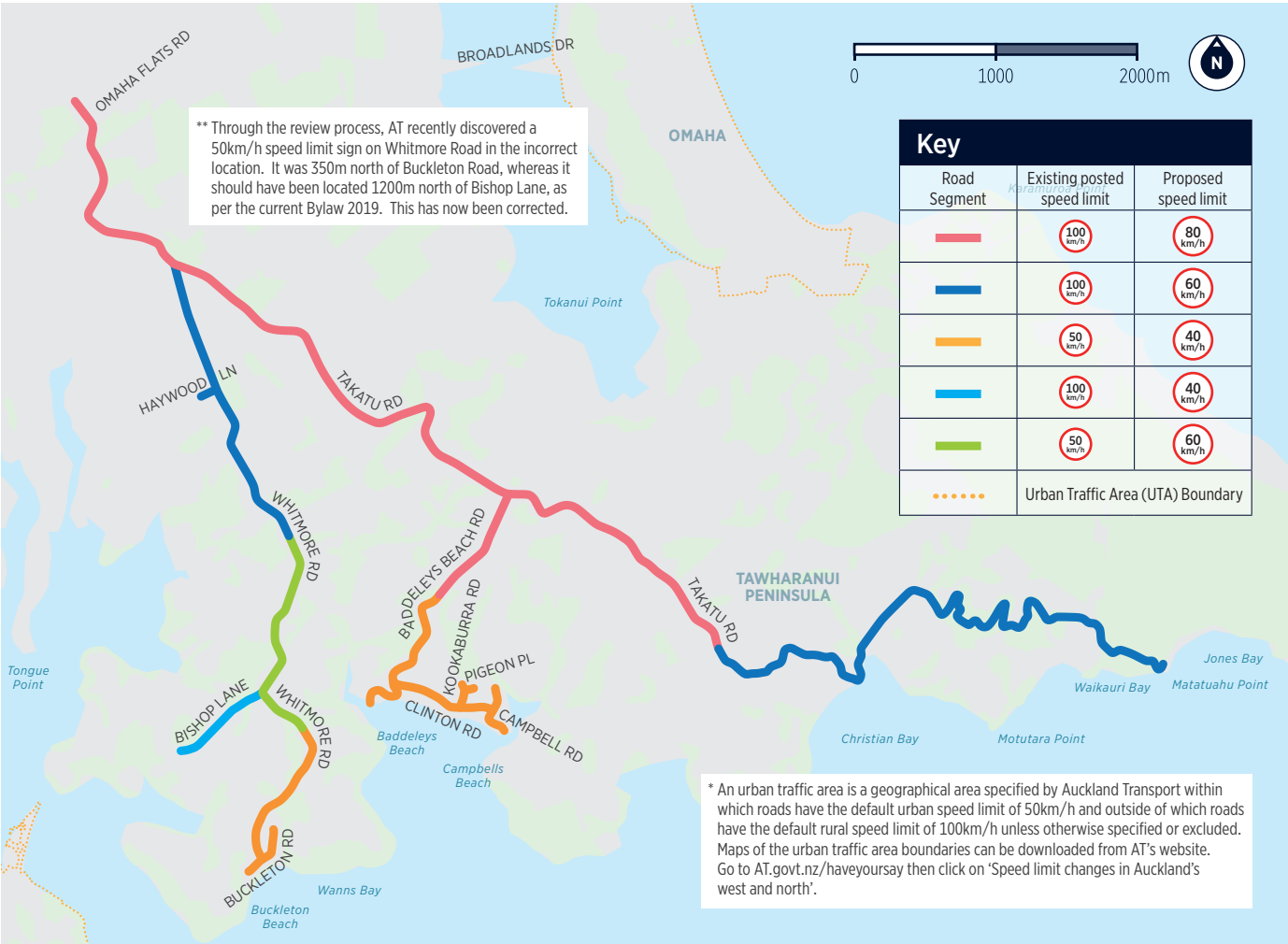
Proposed speed limit changes:  
**Matakana**



Proposed speed limit changes:  
Tāwharanui Peninsula

RODNEY LOCAL BOARD			
Road name	Section of road	Current legal speed limit (km/h)	Proposed speed limit (km/h)
Takatu Rd	Between Leigh Rd and 2000m east of Baddeleys Beach Rd	100	80
	Between 2,000m east of Baddeleys Beach Rd and Tawharanui Regional Park entrance	100	60
Baddeleys Beach Rd	Between Takatu Rd and 730m north of Clinton Rd	100	80
	Between 730m north of Clinton Road and the southern end of Baddeleys Beach Road	50	40

Buckleton Rd	Entire length of the road	50	40
Bishop Lane	Entire length of the road	100	40
Clinton Rd	Entire length of the road	50	40
Kookaburra Drive	Entire length of the road	50	40
Pigeon Place	Entire length of the road	50	40
Campbell Rd	Entire length of the road	50	40
Haywood Lane	Entire length of the road	100	60
Whitmore Rd	Between Takatu Road and 1,200m north of Bishop Lane	100	60
	Between 1,200m north of Bishop Lane and 1,040 north of Buckleton Road**	50	60
	Between 1,040m north of Buckleton Road and Buckleton Road	50	40



# Why these changes are needed

Auckland Transport controls over 7,300 km of road network and is responsible for ensuring that all roads under its control have speed limits that are safe and appropriate for their function, design, safety and use.

We are currently working through a programme to review speed limits on all roads across our network to identify where changes are needed. Speed limit changes on other roads around Auckland will be considered in the future. Speed limits must be reviewed in accordance with the Land Transport Rule: Setting of Speed Limits 2017 (“the Rule”).

This means we must consider (amongst other things), the following for each road that we review the speed limit for:



The characteristics of the road – e.g. Are there sharp bends? Are there blind corners? Is there a central median strip to provide a buffer zone between oncoming traffic?



The crash risk for all road users



The number of deaths and serious injuries



The function and use of the road – this includes things like who uses the road and the speed vehicles travel at



Traffic volumes



Nearby land use



The number of intersections and property accessways



Planned modifications to the road – things like raised tables, median strips or barriers to separate oncoming vehicles



The views of interested people and groups



Information and guidance on speed management from Waka Kotahi NZ Transport Agency

**We have reviewed the current speed limits for each the 26 roads identified and we found that they are not safe and appropriate for the function, design and use of those roads.**

**We consider that the speed limits should be changed to the proposed new speed limits which we have assessed as being safe and appropriate for the roads.**



## Why these roads have been selected

All 26 of the roads we are proposing speed limit changes on are 'self-explaining roads'. This means drivers already travel at a lower speed due to the road conditions. In rural areas, this could be due to the road being narrow, windy or hilly. And in urban areas it could be due to the residential environment and things like speed bumps.

These 26 roads are classified as being at a high-risk of deaths or serious injuries occurring, or they are close to high-risk roads. We are introducing safe and appropriate speeds across areas rather than individual roads.

Some of the reasons we're proposing new speed limits on these roads are provided below:

### Unsealed roads

Common features of unsealed roads include:

- Narrow road with no road markings
- Poor surface conditions
- Inconsistent driving conditions for motorists

Typically, the types of crashes which occur on unsealed roads tend to be loss of control crashes on bends and head-on collisions.

Driving at a slower speed on unsealed roads helps motorists to maintain control of their vehicle and improve their stopping distance when braking.

**RIGHT: Smith Road in Matakana currently has a speed limit of 100km/h. Our assessment found this is not a safe and appropriate speed limit. The average speed vehicles travel at on this road is less than 30km/h. We propose changing the speed limit to 40km/h.**





## Narrow roads and no road markings

Narrow roads without any road markings require drivers to be more cautious which typically results in vehicles driving at slower speeds.

**RIGHT: Welsh Hills Road in Swanson is narrow and does not have any road markings. We propose changing the speed limit from 80km/h to 60km/h.**



## No centreline

Road markings can significantly improve the safety of roads by giving drivers a better understanding of the road alignment. Centrelines, the lines which run down the centre of the road to divide oncoming traffic, are used where a road is greater than 5 metres wide. If a road is less than that, it does not have a centreline, but often has edge lines to show the road alignment.

The lack of a centreline typically results in vehicles driving at a slower speed.

**LEFT: Mudgeways Road in Massey, which is narrow and does not have a centreline, currently has a speed limit of 100km/h. The average speed vehicles travel at on this road is currently 35-39km/h. We propose that a speed limit of 40km/h is safe and appropriate.**

## The number of twists and turns

Many of the roads we propose setting new safe and appropriate speed limits for are winding with lots of twists and turns for drivers to negotiate. Some roads have signage advising drivers of the speed they should travel the bend at (i.e. 25 km/h as pictured).

The twisting nature of these roads contributes to the current speed limits not being safe and appropriate.

**RIGHT: Matakana Valley Road in Matakana currently has a speed limit of 100km/h which our assessment has found is not safe and appropriate. We propose changing the speed limit to 80km/h and 60km/h on specified sections of the road.**



## Narrow roads with narrow shoulder widths

Narrow roads with narrow shoulder widths (the strip of road running along the outside of each lane) offer very little forgiveness if a driver makes a mistake when taking a corner.

**LEFT: O'Neills Road in Swanson currently has speed limits of 100km/h and 70km/h. The average speed vehicles travel at is 45-54km/h. We propose changing the speed limits to 60km/h and 50km/h respectively.**





Campbell Road in Tāwharanui Peninsula has a very narrow shoulder width and is in a residential area where people walk and ride bikes. It currently has a speed limit of 50km/h which we propose changing to 40km/h.

**Doing **ONE** thing better  
every time we're on the  
road, will make 1.6 million  
people safer.**

One by one, we can all help bring the road deaths and injuries on Auckland roads down to zero.

It's a brave goal, but one death is too many.

And over 500 serious injuries every year is simply not acceptable. Zero is our vision.

Because everyone deserves to get home safely.

And one by one we can make sure we do.

[AT.govt.nz/onebyone](https://at.govt.nz/onebyone)

## Seconds can save lives

At Auckland Transport, we are putting people first. Human life and safety come above all else. And, sometimes, that means our journeys might take a fraction longer. But, most of the time, the increase will only be a matter of seconds.

We understand that speed is also critical to the effectiveness and efficiency of our network. Auckland Transport is committed to ensuring the road network supports overall economic productivity. At the same time, we have a responsibility to ensure people and goods can move around the region safely, as well as efficiently.



**Auckland Transport is taking a Vision Zero approach to road safety. That means we are striving to have zero deaths or serious injuries on our transport system by 2050.**



40

people died on  
Auckland roads in 2019



567

people were seriously  
injured in 2019

## How do I provide feedback?

We value your thoughts and views, so we would like to get your feedback on these proposed changes.

### **You can provide feedback in a number of ways:**

- Complete the feedback form at the end of this brochure and return it to us via freepost, or
- Complete an online feedback form.  
Go to [AT.govt.nz/haveyoursay](https://AT.govt.nz/haveyoursay) and click on 'Speed limit changes in Auckland's west and north', then follow the instructions on the page, or
- If you need assistance completing the form, please call us on 09 355 3553 and our contact centre staff will fill in the feedback form with you over the phone, or
- Attend one of our drop-in sessions (see the next page for more information)
- If you would like to present your views in person or via an audio/audio visual link, please email [ATspeedprogramme@AT.govt.nz](mailto:ATspeedprogramme@AT.govt.nz) or call 09 355 3553 to book a time slot. The hearings will be held on 4 February 2021 at 20 Viaduct Harbour Avenue, Auckland.

### **Give your feedback by 17 January 2021.**

#### **After feedback closes, we will:**

- Read and take into consideration every piece of feedback provided.
- Consider whether the changes proposed should go ahead or be adjusted in any way.
- Publish a public feedback report which summarises everyone's feedback and provides information on next steps. If you provide your contact details when you give us feedback, we will notify you when the report is available.

# Come and talk to us

You can speak to the project team in person. Just turn up at any time during one of our drop-in sessions and our team will be there to answer any questions you may have.

**Tuesday 24 November 2020**

**4.30pm – 6.30pm**

Warkworth Masonic Hall

3 Baxter Street, **WARKWORTH**

**Saturday 28 November 2020**

**10am – midday**

Matakana Village Farmers Market

2 Matakana Valley Road, **MATAKANA**

**Wednesday 2 December 2020**

**4.30pm – 6.30pm**

Ranui Community Centre

474 Swanson Road, **RANUI**

**Wednesday 9 December 2020**

**4.30pm – 6.30pm**

Ranui Community Centre

474 Swanson Road, **RANUI**

Alternatively, to speak to someone, please call **(09) 355 3553** or send us an email **ATspeedprogramme@AT.govt.nz**

**IMPORTANT:** These events will not be held if Auckland is at COVID-19 Alert Level 2 or higher. Visit **AT.govt.nz/haveyoursay** for event updates.

**Give your feedback by**  
**17 January 2021**



**Follow Auckland Transport**

**ATspeedprogramme@AT.govt.nz**  
**(09) 355 3553**