



Greater East Tamaki
Business Association Inc.

Auckland Transport
Private Bag 92260
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at.govt.nz/projects-roadworks/safe-speeds-programme/speed-limit-changes-around-auckland/

27 March 2019

SUBMISSION TO THE PROPOSED SPEED LIMITS BYLAW 2019

Highbrook Drive speed reduction

Introduction

The Greater East Tamaki Business Association Inc. (GETBA) welcomes the opportunity to make this submission to Auckland Transport.

The world class Highbrook Business Park is located within the Greater East Tāmaki business precinct and Highbrook Drive is a key arterial route for the movement of both freight and people in and out of this significant business and employment hub. Highbrook Drive links the area to the airport, port, CBD and other business areas within the region.

The Greater East Tamaki precinct has developed from greenfield origins and the availability and relative cost of land has, in the past, made the precinct attractive to businesses. As such, the area has a number of nationally and internationally significant companies, some of which are involved in developing innovative technologies. It is a dynamic and highly successful production and export zone, contributing \$3 billion to the New Zealand economy and 19 million in rates each year.

GETBA is the Business Improvement District business association for the area. GETBA advocates for business and property owners in the economic development of East Tamaki; provides a conduit to business support, education, resources and networking; enhances the safety and security of East Tamaki; and promotes the area as a great place to do business and to work.

Auckland Transport's proposal and rationale re Highbrook Drive

Auckland Transport proposes to reduce the speed limit on Highbrook Drive from the Southern Motorway interchange to the intersection with Business Parade South from the current 70kph to 60kph.

Auckland Transport's rationale for reducing this 70kph limit to 60kph is that there should be a greater differentiation between levels of the speed limit hierarchy – specifically 20kph increments. Auckland Transport maintains that at higher travel speeds people have trouble differentiating speed limit differences of just 10kph, and that the advantage of using 20kph increments between 60kph and 100kph are that fewer and more recognisable speed categories are easier for people to understand and recall.

The issue with this rationale for this location is that the speed limit for the rest of Highbrook Drive (from the Business Parade South intersection to Cryers/Allens Road intersection) drops to 50kph, which means that there would only be a 10kph increment between them.

GETBA's response

GETBA's view is that the section of Highbrook Drive identified by Auckland Transport does not warrant a reduction in the speed limit. We put forward the following rationale in support of our stance:

1. Highbrook Drive is a key arterial route for the movement of both freight and people in and out of this significant business and employment hub. Highbrook Drive links the area to the airport, port, CBD and other business areas within the region.
2. It is a safe dual carriageway - with two lanes of traffic travelling in each direction with a significant dividing strip separating the traffic travelling in different directions.
3. The national speed limit for a dual carriageway is 70kph.
4. Goodman Property, the owner-managers of Highbrook Business Park, have undertaken new property developments along the south eastern side of Highbrook Drive in the last 12 months but there have been NO additional access road/junctions.
5. The traffic is self-regulating at peak times when it becomes congested.
6. There would only be a 10kph increment between this section of Highbrook Drive and the rest of Highbrook Drive, which goes against Auckland Transport's own rationale regarding 20kph increments.

Recommendation

GETBA feels strongly for the above reasons that the speed limit for this section of such a vital freight route should be increased to 80kph. This stance is supported by the National Road Carriers Association. At the very least we feel that the speed limit should be retained at the current 70kph, but our preference is for 80kph. This section of Highbrook Drive does not warrant a reduction in the speed limit.

Yours sincerely

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