



Tara Road, Kaiwaka- Mangawhai Road and Moir Street

Speed Limit Review – May 2018

ABSTRACT

Proposed amendments to the Kaipara District Speed Limits Bylaw 2005, resulting from a full review of the speed limits, incorporating Tara Road to Darmah Lane, Moir Street and 300m of Kaiwaka-Mangawhai Road.

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Overview

Kaipara District Council (Council) is a Road Controlling Authority (RCA) within the Kaipara District, and has a statutory role in managing the District's local roads (except State Highways), including the setting of speed limits. This statutory role as an RCA is set out under the Land Transport Act 1998, which also enables Council to make a bylaw that fixes the maximum speed of vehicles on any road for the safety of the public, or for the better preservation of any road (*Section 22AB(1)(d)*).

Council is proposing to amend the posted speed limit in an area of Moir Street; as well as Tara Road from the intersection with Moir Street to Darmah Lane; and 300m of Kaiwaka-Mangawhai Road.

In addition, Council are proposing to make some amendments to the "body" of the Speed Limits Bylaw 2005. These additional changes do not impact on the effect of the bylaw.

This Report sets out the proposed changes to the Kaipara Speed Limits Bylaw 2005, including the main body of the Bylaw and the schedules to the Bylaw, along with the matters that Council has considered in proposing the new speed limit, including:

- A summary of the proposed changes to the Kaipara Speed Limits Bylaw 2005
- Reasons for the proposed changes
- Targeted consultation process
- Matters considered under Section 4.2(2) of the Setting of Speed Limits Rule 2017
- Options analysis

Submissions are sought from any person or organisation and must be received by Council no later than 5pm on Monday 15th October 2018.

Review Area

The review area extends from Moir Street, at a point 280m west of Insley Street where the current 50km/hr to 70km/hr speed limit boundary is located, to a point on the Kaiwaka-Mangawhai Road, 300m to the west of the intersection with Tara Road. The review area also includes Tara Road, from the intersection with Moir Street to a point 100m north of Darmah Lane (refer Figure 1).

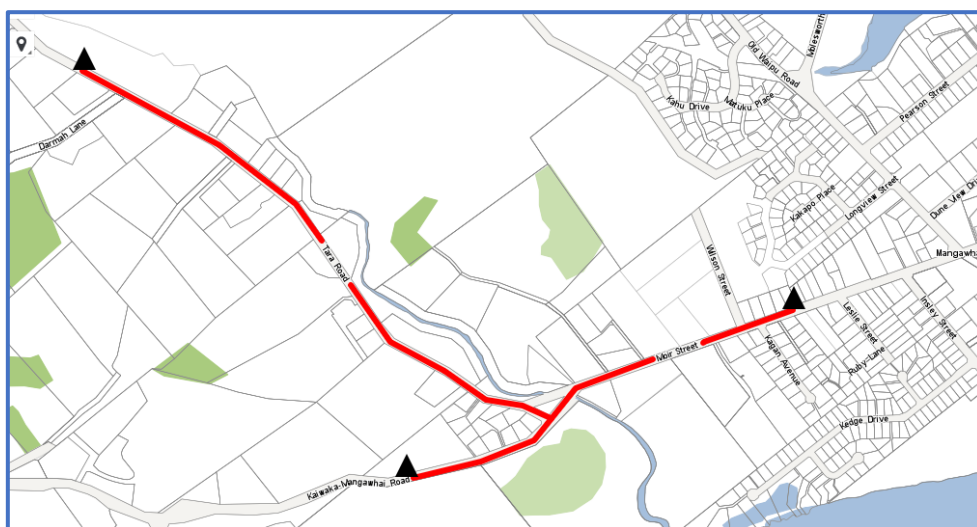


Figure 1: Tara Road, Kaiwaka-Mangawhai Road, and Moir Street – Speed review area (proposed 50km/hr zone).

Background

Mangawhai, located on Kaipara's East Coast, presents attractive lifestyle opportunities with good access to a variety of beach and fishing activities, as well as Kaiwaka and the larger urban centres of Whangarei and Auckland.

Mangawhai is a popular recreational destination and experiences an influx of visitors during the peak summer holiday period. In recent years, the township has transitioned from a seasonal beach holiday and rural farming community to a rapidly growing coastal urban centre. This growth is expected to continue.

Community transport is evolving with ongoing subdivision and growth with road user demographics changing from a rural, vehicle-based community, to an urbanised population that are increasingly utilising the road environment for walking and cycling purposes.

To cater for the expanding residential environment and population, Council has embarked on constructing new footpaths and completing connections with partially completed footpaths. Kaipara District Council Engineering Standards require new residential sub-divisions to include footpaths.

Council's programme of improved pedestrian access to new and existing sub-divisions includes a new footpath along Tara Road, which connects to the existing Moir Street footpath that currently terminates at the Mangawhai Domain.

To complete the pedestrian access to and along Tara Road, a crossing is required on Moir Street near the Mangawhai Domain. An additional crossing is required on Tara Road to enable access to existing residential dwellings and new subdivisions. A further crossing will be required at Wilson Street to enable pedestrians from the planned Wilson Street sub-division to access the Moir Street footpath, Domain, and other community facilities.

Council is undertaking a review of the current speed limit on Moir Street, Tara Road (to Darmah Lane), and 300m of the Kaiwaka-Mangawhai Road as part of the construction of the new footpath along Tara Road, and the need for additional uncontrolled pedestrian crossings on both Tara Road and Moir Street.

The speed limit review area extends from Moir Street (at a point 280m west of Insley Street) where the current 50km/hr to 70km/hr speed limit boundary is located, to a point on the Kaiwaka-Mangawhai Road, 300m to the west of the intersection with Tara Road. The review area also includes Tara Road, from the intersection with Moir Street to a point 100m north of Darmah Lane.

Within the review area, it is proposed to reduce the current posted speed limits to 50km/hr.

This proposed lower speed limit will:

- Improve alignment with current and future land-uses in the area
- Significantly increase pedestrian safety, particularly at new crossing points
- Significantly lower the risk of serious injury crashes resulting from direct access onto the main carriage way.

Summary of Proposed Amendments

The proposed amendments to the Kaipara District Council Speed Limit Bylaw includes amendments to the introductory and interpretation clauses of the Bylaw (Appendix 1) so that they reference updated legislation and clarify the legislation under which the bylaw is made. These amendments are also aimed at achieving greater consistency between all three of Northland's Speed Limit Bylaws (Kaipara-, Whangarei-, and Far North District Council).

In Kaipara District Council's capacity as the Road Controlling Authority (RCA), the following amendments are also proposed:

The overall reduction in the posted speed limit to 50km/hr in the following area:

- Moir Street and Kaiwaka-Mangawhai Road from the existing 70km/hr speed threshold on Moir Street, located 280m west of the intersection between Moir Street and Insley Street, to the 100km/hr speed threshold on Kaiwaka-Mangawhai Road located 300m west of the Tara Road intersection.
- Tara Road from the intersection with Moir Street / Kaiwaka-Mangawhai Road to a point 100m north of Darmah Lane.

The proposed amendments are set out in Appendix 1.

Reasons For change

Amendments to the introductory body of the Bylaw are being proposed to provide clarification that the Bylaw is made under the Land Transport Act 1998, and to ensure that the Bylaw is consistent with the Land Transport Act 1998; the Land Transport Rule: Setting of Speed Limits 2017; and the other Speed Limit Bylaws operative in Northland.

Section 22AB(1)(d) of the Land Transport Act 1998 provides for a Road Controlling Authority to make a Bylaw to set a speed limit for the safety of the public, or for the better preservation of any road. Council made a Speed Limit Bylaw in 2005.

Periodically it is necessary to set a new speed limit, which requires the amendment of the Bylaw Schedules. These changes are often in response to changes in the road environment. In response to increased urbanisation and the construction of a new footpath and crossings on Tara Road and Moir Street, Council is proposing to amend the speed limit in this area. The primary reasons for the amendment are:

- To better match the road speed limit with the wider environment to lower the potential for fatal and serious injury crashes resulting from existing, new, and planned access from residential land-uses onto the main carriageway.
- Lower the potential for fatal and serious injury crashes involving pedestrians and cyclists within a growing urban environment.
- Enable the safe usage of new and existing pedestrian facilities and pedestrian crossings.

Mangawhai is an expanding community with increasing pressure for residential development, resulting in a corresponding change in the road environment and usage. The development of new footpaths will increase the number of pedestrians, cyclists and mobility scooters, and the need for new uncontrolled pedestrian crossings. This has the effect of changing the road environment and increases the risk of conflict between the different modes of transport. A reduction in the speed

environment will provide significant safety benefits, without the requirement for extensive engineered solutions.

Significance of Change

The Kaipara Speed Limits Bylaw 2005 is made under the Land Transport Act 1998 (LTA). Section 22AD of the LTA requires Council to consult with the community in accordance with the requirements of Section 156 of the Local Government Act 2002.

There are two components to the proposed amendments to the Bylaw:

- The introductory body of the Bylaw
- The Schedules to the Bylaw (the actual speed review)

Both components of the amendments to the Speed Limits Bylaw 2005 have been assessed against Kaipara District Council's Significance and Engagement Policy (2018). A determination has been made that neither of the components, either individually or cumulatively meet the significance criteria in the Significance and Engagement Policy (2018).

Introductory Body of Bylaw – Section 156 Assessment

The proposed amendments to the body of the Bylaw have the effect of updating the Bylaw to reference new or updated legislation and make other minor changes.

The proposed amendments are minor in nature and do not change the effect of the Bylaw, and do not affect any existing right, interest, title, immunity, or duty of any person to whom the bylaw applies. Nor does the proposed change effect existing status or capacity of any person.

The proposed amendments to the Body of the Bylaw meet the Section 156(2) test, and as such, Council may make the proposed changes by public resolution.

Although the proposed amendments to the body of the Bylaw meet the tests of Section 156(2) of the Local Government Act 2002, Council has chosen to undertake a concurrent consultation process, alongside that of the speed review. In doing so, Council believes that a more transparent process than a public resolution can be achieved.

Schedules of Bylaw – Section 156 Assessment

The proposed amendments to the Schedules of the Bylaw are limited in their nature.

The proposed amendments seek a lowering of an existing speed limit within a limited area. The amendment does have some impact on the community within the immediate review area. However, the amendments do not restrict the ability of any person to undertake any activity. The proposed amendment has a less than minor affect outside of the specified review area.

In accordance with Section 156 of the Local Government Act 2002, it has been determined that the proposed amendments to the Speed Limits Bylaw 2005 Schedules:

- Is not significant in terms of Council's significance and Engagement Policy (2018)
- Do not give rise to a significant impact on the public, nor is it likely to.

Given the above assessment, and in accordance with Section 156(1)(b) of the Local Government Act 2002, it is appropriate that Council consult on the proposed amendments to the Schedules of the Speed Limit Bylaw in a way that gives effect to the requirements of Section 82 of the Local Government Act 2002 (Principles of consultation).

Consultation Process

Consultation is undertaken in accordance with the requirements of the Local Government Act 2002 and the Setting of Speed Limits Rule 2017.

Local Government Act Requirements

In accordance with Section 156(1)(b) of the Local Government Act 2002, Council is required to consult in a way that gives effect to the principals of consultation set out in Section 82.

Section 82 and 82A of the Local Government Act 2002 requires that the following be made publicly available:

- The proposal and the reasons for the proposal
- An analysis of the reasonably practicable options
- Details of the proposed changes to the plan, policy, or other document.

This Speed Review Report contains the information that is to be made publicly available in accordance with Section 82A. In addition, this Report also contains information on the consultation process and how persons who may be affected can present their views to Council. To assist with communicating the proposal to the community, a summary document has also been produced and is available to the community, via Council's website, or at Council service centres.

Setting of Speed Limits Rule Requirements

Section 2.5 of the Setting of Speed Limits Rule 2017 sets out the consultation requirements when setting a speed limit, and includes a requirement to consult with the following:

- The occupiers of any properties adjoining the road to which the proposed bylaw applies
- Any affected local community
- The Commissioner of Police
- Any other organisation or road user group that the road controlling authority considers affected
- The New Zealand Transport Agency

In terms of "other organisations or road user groups", Kaipara District Council has determined that the Automobile Association (AA) should be consulted by direct notification of the proposed changes and be invited to make a submission.

Giving Effect to Consultation Requirements

The consultation requirements of the Local Government Act and the Setting of Speed Limits Rule will be given effect to via direct notification of the occupiers of properties adjoining the speed review area, and the organisations identified above. Direct notification will include:

- A summary of the proposed amendments
- Where further information is available
- How to present your views to Council (Having your say)

In addition, a public notice will be placed in various media across the District with the information able to be viewed at Council service centres.

Following the close of submissions, a public meeting will be held to provide an opportunity for anyone who wishes to present their views to Council.

Matters Considered

The purpose of the Setting of Speed Limits Rule 2017 is to give effect to a nationally-consistent and evidence-based approach to speed management and to provide a mechanism for road controlling authorities to set speed limits for roads in their jurisdictions.

Section 4.2(2) of the Setting of Speed Limits Rule 2017 requires a range of matters to be considered when reviewing and setting a speed limit. The following sets out the matters which Council has had regard to in setting the proposed speed limit within the review area.

NZTA Information

NZTA provide larger scale information and crash data. The defined area of the review area does not give rise to regionally significant data and as such, NZTA does not identify the review area as a high priority for a speed review. However, NZTA data does not take account of local conditions and local changes to the road environment that are the key drivers of this review.

Speed Management Guidance

NZTA provides guidance for the setting of speed limits within *the NZTA National Speed Management Guide 2016*. The Speed Management Rule 2017 provides the process for reviewing speed limits across the District.

This Speed Management Review departs from NZTA speed management guidance in-so-far as the guidance focusses on reviews being undertaken on a road catchment scale, rather than in a more piecemeal fashion looking at small sections of a road.

The current review area is a limited area that does not incorporate the wider road catchment area. In this case, the primary reason for the review is a significant change in the road environment driven by ongoing residential and rural residential development and the construction of footpaths and pedestrian crossing points.

It is therefore considered appropriate that a review of the speed environment is undertaken within this discreet area to ensure a safe pedestrian environment.

Function and use of the Road

The One Network Road Classification (ONRC) is a framework that provides a consistent system for the classification of roads throughout New Zealand. The ONRC considers the needs of all road users, be they motorists, cyclists or pedestrians. Based on the function and classification of the road, an initial assessment of appropriate levels of service, safety features and speed ranges can be made.

The review area consists of three separate roads, with the following ONRC classification:

Road	ONRC Classification	Type of Road
Moir Street	ONRC Class 3	Primary Collector
Mangawhai – Kaiwaka Road	ONRC Class 3	Primary Collector
Tara Road	ONRC Class 3	Secondary Collector

Table 1: ONRC classifications

The review area is a transition zone between a true urban area and the rural area. However, current and future development within, and adjacent, to the review area has increased the residential and non-rural land uses. The urban road ONRC guidance has therefore been used to determine appropriate speed ranges.

Moir Street and Kaiwaka-Mangawhai Road have been classified as Primary Collector Routes under the ONRC system. This means that the road provides links to significant local economic areas and areas of population. In the case of the Moir Street and Kaiwaka-Mangawhai Road, the Primary Collector road provides a linkage to the neighbouring town of Kaiwaka; and is the most direct route between Mangawhai township and Kaiwaka.

The Proposed Safe and Appropriate Speeds Classification Method (NZ Speed Management Guidance 2016) identifies an appropriate speed of 50km/hr where there is non-commercial adjacent land-uses, for example, residential and organised recreational land uses.

Tara Road has been classified as a Secondary Collector road under the ONRC system. This means that the road provides links to local areas of population and economic sites. Tara Road is the principle route linking residential dwellings on Tara Road with Mangawhai township.

The Proposed Safe and Appropriate Speeds Classification Method (NZ Speed Management Guidance 2016) identifies an appropriate speed range of 30- 50km/hr within an urban environment. Given that Tara Road is within an urban-rural transition zone where residential land-uses are prevalent, but not at the density expected in a fully urbanised area, the proposed speed limit selected is 50km/hr. This proposed speed limit is consistent with an area that has adjacent residential land uses, and Personal Risk is rated as less than or equal to medium-high and the infrastructure risk rating is low-medium.

Crash Risk

There is limited crash data available for the review area. This does not imply a lack of risk as the data available is that which is reported to NZTA from the NZ Police, and often does not report minor crashes, or near misses. This data provides a current collective risk rating for a specified road.

- Tara Road and Kaiwaka-Mangawhai Road, within the review area has a current Collective Risk Level of “Low-to-Medium”.
- Moir Street within the review area has a current Collective Risk Level of “Low”.

The principle cause of crashes reported to NZTA within the review area are resulting from vehicles turning or gaining access to the road and not seeing the other vehicle. This cause is consistent with multiple accesses from residential dwellings onto a road with a speed limit greater than 50km/hr.

Characteristics of the Road

Moir Street is an urbanised street on the outskirts of the Mangawhai township. Moir street has two lanes with a carriageway width of 6.2m. There is no median barrier. The street is generally straight, and open in its characteristic, leading to an impression of a higher speed being acceptable to some drivers, particularly as they accelerate out of town.

Tara Road has a rural-residential characteristic, with curves and undulations. Tara Road has two-lanes with a carriageway width of 6.9m. There is no median barrier. The undulations and curves, coupled with adjacent land-uses and geography creates an impression of slightly more closed in road, where high speed may not be advisable.

Kaiwaka-Mangawhai Road transitions from the Tara Road intersection into a true rural environment. There are two lanes with a carriageway width of 6.2m. The road curves up a moderate hill, producing limited visibility on the approaches to the Tara Road intersection. From a point approximately 300m west of the Tara Road intersection (the current unrestricted speed boundary) the road provides the impression of a rural open road.

Adjacent Land-use

Mangawhai is a growing coastal community with easy access to Auckland. The township is located less than an hour south of Whangarei. There has been significant growth in residential development in the Mangawhai area.

Within the review area, Moir Street has several significant community facilities, including the Mangawhai Domain and sports complex, Toy Library, camping ground and Plunket Rooms. New subdivisions have either direct or indirect access to Moir Street, including off the newly formed Wilson Street. The section of Moir Street from Insley Street to Tara Road has become increasingly urbanised.

Kaiwaka-Mangawhai Road has residential development on the northern side of the road. Few of these properties have direct access onto the Kaiwaka-Mangawhai Road. Approximately 250m (West) from the Tara road intersection, the land-use undergoes a rapid transition into a rural environment.

Tara Road, from the intersection with Kaiwaka-Mangawhai Road to Darmah Lane is characterised by residential land uses. Within the review area, there are approximately 45 residential dwellings with direct access to Tara Road. There are additional residential lots that have indirect, communal access to Tara Road. In addition, there are three planned subdivisions that will have access onto Tara Road.

Overall the land-use within the speed review area is semi-urban in nature with low density urban land-use and extensive rural residential land-uses. Urban land-uses and the density of development is expected to increase over time.

Intersections and Property Access

The review area has a major three-way intersection, connecting Moir Street, Kaiwaka-Mangawhai Road and Tara Road. There is a small bridge leading into the intersection on Moir Street. There is limited visibility of the intersection when approaching along the Kaiwaka-Mangawhai Road from the south.

There are direct property accesses onto Tara Road within the first 100m of Tara Road.



Figure 2: Moir Street, Kaiwaka-Mangawhai Road and Tara Road Intersection

There is an existing footbridge that leads into the intersection along Moir Street. This footbridge will be connected to the new Tara Road footpath approximately 50m from the intersection with an uncontrolled pedestrian crossing. An additional uncontrolled pedestrian crossing will link the footbridge with an existing footpath on Moir Street (location still to be determined).



Figure 3: Moir Street Footbridge leading to Tara Road Intersection



Figure 4: Intersection with Tara Road showing existing footpath (google maps)

Direct access onto Moir Street includes residential dwellings, as well as the Mangawhai Domain and sports complex and a camping ground.



Figure 5: Moir Street east of Tara Road intersection



Figure 6: Moir Street – Mangawhai Domain access

There are approximately 45 residential dwellings with direct access onto Tara Road within the review area. In addition, there are several existing multi-lot subdivision developments that have communal access to Tara Road, with a further three subdivisions currently in the planning phase.



Figure 7: Tara Road approach to intersection – Approximate location of pedestrian crossing



Figure 8: Direct residential access onto Tara Road – new footpath located on right side of road



Figure 9: Darmah Lane – end of review area

The number and nature of accesses onto Moir Street and Tara Road increases the risk of crashes between vehicles accessing the road and those that are travelling at a high speed along the road (Tara road is primarily 100km/hr).

The main intersection is characterised by low visibility, residential access and pedestrian crossing.

Traffic Volumes

Traffic volumes on Moir Street, Tara Road and Kaiwaka-Mangawhai Road are Average Daily Traffic Flows over a 7-day period.

Location	Average Daily Traffic Flow	% Heavy Vehicles
Tara Road (250m from Moir St intersection)	1197	3% (approx. 36)
Moir Street (at Footbridge)	3441	3% (approx. 103)
Kaiwaka-Mangawhai Road (50m from Tara road intersection)	2250	6% (approx. 68)

Table 2: Estimated traffic Volumes

The Kaiwaka-Mangawhai serves a dual purpose, including the carriage of longer distance traffic from Kaiwaka or other larger centres such as Auckland. This includes the transport of goods from these commercial centres. In addition, the Kaiwaka-Mangawhai Road provides access to Mangawhai for an extensive rural area.

Tara Road acts as a collector road, providing access to Mangawhai for short distance commuters from residential land uses. In addition, it also provides access to both Mangawhai and commercial centres to the south for an extensive rural area.

There is a consistent distribution between light vehicles and heavy commercial vehicles on both Tara Road and Kaiwaka-Mangawhai Road.

Planned Modifications to the Road

The Kaipara District Council Long Term Plan (LTP) does not identify funding to upgrade or make significant engineering improvements to the roads within the review area.

Council is currently installing a new footpath on the southern side of Tara Road. This footpath connects to a footbridge located East of the intersection with Moir Street and the Kaiwaka-Mangawhai Road.

The installation of the new footpath will require at least two uncontrolled pedestrian crossings, located on Tara Road and Moir Street (still to be determined). An additional uncontrolled pedestrian crossing is also anticipated near the corner of Wilson Street and Moir Street, to cater for new planned subdivisions and community developments.

New footpaths and pedestrian crossings are expected to increase the number of pedestrians and cyclists utilising the road environment.

Views of Interested Persons and Groups

Community views were informally canvassed in a limited manner as part of the preparation of the Tara Road Footpath Background and Options report prepared by MWH Ltd (now known as Stantec).

Feedback included an observation that people are willing to walk, but resist doing so due to speed related safety concerns. The safety concerns arise mainly from the lack of dedicated space along the road for walking or cycling.

Direct feedback from one resident indicated that, over a 10-year period, an approximate threefold increase in vehicle movements within the review area has been observed. Vehicles often exceed the

posted speed limit of 70km/hr on Tara Road. The resident also indicated that it was dangerous to walk or cycle on Tara Road because of the speed.

In addition to the above views, further direct consultation will be undertaken (as set out above), the results of which will be considered as part of the final decision process.

Options Analysis

In assessing the options, a range of matters were considered, including the matters required by the Setting of Speed Limits Rule 2017 (refer above), and future development within, and adjacent to the review area.

In determining the proposed amendments to the speed limit within the review area, the following options have been considered:

- Option A:** No change to the current speed environment
- Option B:** Reduce the speed limit in the full review area to 50km/hr
- Option C:** Reduce the speed limit to 50km/hr with revised locations
- Option D:** Undertake a staged drop in speed

Option A – No Change to the Current Speed Environment

The current speed environment within the review area ranges from 70km/hr along Moir street and the first 300m of the Kaiwaka-Mangawhai Rd, and 100km/hr after the first 210m of Tara Road. The “no change” option would retain the existing speed limits.

The “no change” option has not been pursued because:

- The current 70km/hr and 100km/hr speed environments do not provide for a safe environment for increased uncontrolled pedestrian crossings that are being installed within the review area.
- The number of residential dwellings with direct access to Tara Road has increased in recent years. Planned residential and rural residential development will further increase the number of dwellings with direct or indirect access onto Tara Road. These changes will increase the urban uses of the road. A revised speed limit, reflecting adjacent land-use changes is considered appropriate.
- Tara Road has a relatively narrow carriageway, with undulations and curves. A continuation of the 100km/hr speed limit would require eventual engineering solutions to create a safer environment for the increasing residential land-uses and number of pedestrians.
- The current 70km/hr section of Moir Street has a range of developments, either planned or currently being constructed. In addition, there are a number of community facilities that attract pedestrians and young people in this area, including the Domain, camping grounds, Toy Library and Plunket Rooms. The retention of the 70km/hr speed limit within an increasingly urban environment is not considered appropriate.

Although it is possible to engineer solutions to retain a safe environment at the current posted speed limits, it is considered that these solutions would result in undesirable effects, including:

- Unsustainable cost to the community to design, engineer and construct an engineered solution

- Creation of community severance between current and future development along Moir Street with existing community facilities.

The “no change” option is not recommended.

Option B - Reduce the speed limit in the full review area to 50km/hr

Reducing the speed limit from the current 70km/hr (and 100km/hr on Tara Road) to 50km/hr is the preferred option. This option sets a 50km/hr speed limit for the remainder of Moir Street and the first 300m of the Kaiwaka-Mangawhai Road past the Tara Road intersection. The new proposed 50km/hr speed limit will extend along Tara Road to 100m past Darmah Lane.

A reduction of the speed limit within the review area is recommended because:

- The proposed speed limit reflects an appropriate speed environment for review area, based on current and planned adjacent land-uses.
- The reduction in speed will have significant safety benefits:
- When a pedestrian or cyclist is involved in a crash with a vehicle travelling at 70km/hr, there is a 96% risk of a fatality. When a pedestrian or cyclist is involved in a crash with a vehicle travelling at 50km/hr, the risk of fatality is reduced to 40%.
- According to the KDC Engineering Standards 2011, the calculated safe stopping distance at 70km/hr is 113m, whereas at 50km/hr the safe stopping distance is 64m. This means a vehicle has the ability to stop 49m earlier, thus significantly improving the road user safety.
- No new engineering solutions will be required to create a safe road and pedestrian environment.
- Pedestrian crossings can be uncontrolled, eliminating the potential requirement for pedestrian prioritisation mechanisms or the need for pedestrian refuges.

The “full review” option is the recommended option.

Option C - Reduce the speed limit to 50km/hr with revised locations

The “revised locations” option has the same effect as the preferred option, however, the location of the speed zone boundaries could be altered from that proposed.

To achieve the road safety outcomes of a safer environment for an increased number of pedestrians the proposed 50k/hr speed zone must extend to the Tara Road intersection. The extent to which the 50km/hr zone extends along the Kaiwaka-Mangawhai Road and Tara Road may be considered.

The placement of a speed zone boundary must provide the driver sufficient distance or opportunity to notice the new posted speed limit and to react by slowing down. The geometry of Kaiwaka-Mangawhai Road does not provide the opportunity to move the proposed speed boundary closer to the Tara Road intersection.

Moving the 50km/hr boundary further west (away from the Tara Road intersection) than that currently proposed will have no perceptible road safety benefit and will extend the 50km/hr zone further into the rural environment. Extending the 50km/hr zone further along the Kaiwaka-Mangawhai Road is inconsistent with the aims of NZTA’s One Network Road Classification (ONRC) System.

The preferred option for the Tara Road 50km/hr zone boundary is to locate it to the north of Darmah Lane. There is potential to relocate the proposed boundary closer to the intersection (south of Darmah Lane).

The footpath being installed along Tara Road is planned to extend to just south of Darmah Lane to provide for existing and new residential developments along Tara Road. Relocating the boundary closer to the Moir Street intersection will not provide for future planned development along Tara Road, which includes access for subdivision onto Tara Road.

The “revised locations” option is not recommended.

Option D - Undertake a staged drop in speed

A staged speed reduction has the effect of providing the driver warning of a reduced speed zone ahead. The staged reduction slows the driver in a graduated way over a greater distance, increasing compliance with the lower speed limit where pedestrians may be encountered. However, to enable a staged reduction in speed, the boundary of the lower speed zone needs to be increased.

The Setting of Speed Limits Rule 2017 and the Speed Management Guidance recommends that, where speed limits change, there should be a minimum 20km/hr change in the speed. This is because it is more difficult for a driver to perceive and therefore comply with a smaller change in the speed limit. To achieve this, the Speed Limits Rule envisages that most amended speed limits will be 100, 80 and 60, with urban roads being 50, 40 or 20 km/hr. New speed limits of 70km/hr and 90km/hr require additional approval from NZTA.

Given the Speed Management Guidance, a step-down speed from 100km/hr would be in minimum increments of 20km/hr, so 100km/hr would step down to 80km/hr and then to either 60km/hr or 50km/hr.

The Setting of Speed Limits Rule 2017 identifies the minimum road length between different speed limits.

Speed Limit (Km/hr)	Minimum Length (m)
50	500
60	500
70	As approved by NZTA under Clause 4.5 of the Speed Management Rule
80	800
90	As approved by NZTA under Clause 4.5 of the Speed Management Rule
100	2000

Table 3: Minimum Speed Zone Lengths (NZTA)

Given the general road environment, a 50km/hr is recommended to at least the intersection of Moir Street, Tara Road and Kaiwaka-Mangawhai Road. As an example, changing the speed limit at the intersection to 80km/hr requires a minimum length of 800m before the limit changes to 100km/hr. This would push the current 100km/hr speed boundary a further 500m into the rural area.

Travelling in an easterly direction toward Mangawhai and the Tara Road intersection, the road descends a hill and curves to the left, limiting visibility. A lower speed zone immediately to the west of the Tara Road intersection would not provide the driver sufficient time to react and slow down. Given visibility limitations, the boundary between speed zones would need to be 250-300m to the west of the intersection. This requirement would push the current 100km/hr speed boundary a further 800m into the rural area.

The current 100km/hr speed zone boundary is located 210m along Tara Road. Given that the newly installed footpath is approximately 960m long, the proposed 50km/hr zone would need to extend to Darmah Lane, to provide for new residential development and footpaths. A step-down solution would extend the current 100km/hr zone boundary to approximately 800m past Darmah Lane.

The “staged reduction” option is not recommended because:

- The boundary of the 100km/hr zone would extend significantly into a clearly rural area, reducing the perception of credibility of the posted speed limit.
- No significant road safety improvements will be achieved

Options Conclusions

Following an assessment of the options available with respect to the proposed amendments to the speed environment at Moir Street, Tara Road and Kaiwaka-Mangawhai Road, and having considered the matters set out the setting of Speed Limits Rule 2017, it is recommended that Option B is adopted by Council for consultation.

The proposed reduced speed limit will provide significant safety benefits for pedestrians and cyclists using the new footpath and uncontrolled pedestrian crossings; better alignment with the current road environment; and provide “future proofing” for planned development in the area.

Making a Submission

Any person or organisation can make a submission on the proposed amendments to speed limits at Moir Street / Tara Road.

Submissions can be made, either electronically online, by email or on paper and should:

- State the submitters name, address and contact phone number or Email
- Clearly state the Bylaw amendments that the submission point relates to.
- Whether you support or oppose the provision.
- The reasons for supporting or opposing the provision.

All submissions must be received by 5pm on Monday 15th October 2018.

You can make a submission online at: www.kaipara.govt.nz/haveyoursay, or

Email your submission to: speedreview@kaipara.govt.nz, or

Post your submission to:

Tara Rd Speed Review
Kaipara District Council
Unit 6
The Hub
6 Molesworth Drive
Mangawhai 0505

Submissions can also be hand delivered to any Kaipara District Council Office listed below.

Mangawhai	Unit 6 – The Hub: 6 Molesworth Drive
Dargaville	42 Hokianga Road

A public meeting will be held, following the close of submissions to enable any submitter or member of the public to expand upon their submission, or otherwise make their views known to Council.

Feedback received from the community will be considered, along with a range of other matters in reaching a final decision on the proposals within this document.

The Council is legally required to make all written or electronic submissions available to the public and to Councillors, including the name and address of the submitter. The submissions, including all contact details provided, will be available to the public, subject to the provisions of the Local Government Official Information and Meetings Act 1987.

If you consider there to be a compelling reason why your contact details and/or submission should be kept confidential, you should contact Council Bylaw Planner, Paula Hansen on 0800 727 059 or 09 439 7059

Where Can I Get More Information?

Copies of this Report and the Summary Document can be viewed on Kaipara District Councils website at www.kaipara.govt.nz/haveyoursay.

Alternatively, copies of this Report and the Summary Document can be viewed at Kaipara District Council Offices at:

Mangawhai	Unit 6 – The Hub: 6 Molesworth Drive
Dargaville	42 Hokianga Road

Alternatively, call the Kaipara District Council on 0800 727 059.

or email: Speedreview@kdc.govt.nz

Appendix 1 – Proposed Amendments to Kaipara Speed Limits Bylaw 2005

Amend the introductory and interpretation clauses of the Bylaw, including any consequential numbering amendments.

1. Interpretation

1.1 In this Bylaw, unless the context otherwise requires –

ROAD means the same as in Land Transport Rule 54001: Setting of Speed Limits 2003;

SPEED LIMIT means the same as in Land Transport Rule 54001: Setting of Speed Limits 2003;

URBAN TRAFFIC AREA means the same as in Land Transport Rule 54001: Setting of Speed Limits 2003

2. Speed Limits

2.1 The roads or areas described in the schedules specified in Clause 3 or as shown on the maps referenced in the schedules are declared to have the speed limits specified in the schedules or on the maps, which are part of this bylaw.

3. Schedules

Schedule 1: Roads that have a speed limit of 20 km/h (*Schedule 1 is not used in this bylaw*).

Schedule 2: Roads that have a speed limit of 30 km/h.

Schedule 3: Roads that have a speed limit of 40 km/h (*Schedule 3 is not used in this bylaw*).

Schedule 4: Urban traffic areas – roads that have a speed limit of 50 km/h.

Schedule 5: Roads that have a speed limit of 60 km/h (*schedule 5 is not used in this bylaw*).

Schedule 6: Roads that have a speed limit of 70 km/h.

Schedule 7: Roads that have a speed limit of 80 km/h.

Schedule 8: Rural areas – roads that have a speed limit of 100 km/h.

Schedule 9: Roads that have a holiday speed limit (*Schedule 9 is not used in this bylaw*).

Schedule 10: Roads that have a variable speed limit (*Schedule 10 is not used in this bylaw*).

Schedule 11: Roads that have a minimum speed limit (*Schedule 11 is not used in this bylaw*).

Schedule 12: Designated locations that have a speed limit of 30km/h

The following text is to be inserted:

Pursuant to the Land Transport Act 1998, Kaipara District Council makes the following Bylaw about speed limits and urban traffic areas in the Kaipara District.

1. Title

This bylaw is the Kaipara District Council Speed Limits Bylaw 2018.

2. Commencement

This Bylaw comes into effect on the [insert day, month] 2018 – **to be confirmed by Council resolution.**

3 Application

This Bylaw applies to roads under the care, control or management of the Kaipara District Council

Part 1 – Preliminary Provisions

4 Purpose

The purpose of this Bylaw is to allow Kaipara District Council to set speed limits in accordance with the Land Transport Rule: Setting of Speed Limits 2017 on all roads under the care, control or Management of Kaipara District Council.

5 Interpretation

In this Bylaw, unless the context otherwise requires –

Act means the Land Transport Act 1998

Council means Kaipara District Council

ROAD has the same meaning as in section 2(1) of the Land Transport Act 1998

SPEED LIMIT has the same meaning as in Part 2 (1) of the Land Transport Rule: Setting of Speed Limits 2017

URBAN TRAFFIC AREA means an area designated as an Urban Traffic Area in accordance with Clause 3.5 of the Land Transport Rule: Setting of Speed Limits 2017:

Part 2 – Speed Limits and Urban Traffic Areas

6. 1 Urban Traffic Areas

Schedule 4 of this Bylaw details the areas designated as Urban Traffic Areas by Kaipara District Council.

6.2 Speed Limits

Schedules 1-3 and Schedules 5-12 of this Bylaw details the speed limits set by Council under this Bylaw.

6.3 Discrepancies between Descriptions and Maps

For the avoidance of doubt, where a speed limit or urban traffic area is described with both a map and a description, and there is an inconsistency between the map and the description, the description prevails.

Explanatory Note:

In setting speed limits and designating urban traffic areas, Council is required to comply with the requirements of the Land Transport Rule: Setting of Speed Limits 2017.

Part 3 – Enforcement, Offences and Penalties

Offences and penalties are provided for in the relevant provisions of the Land Transport Act 1998.

Schedules

Amend the following Schedules of the Kaipara District Speed Limits Bylaw 2005:

Schedule 4: Urban traffic areas - roads that have a speed limit of 50 km/h.

Insert the following into the Schedule 4 Table:

Reference Number	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
<u>KDC S4/9</u>	<u>Moir Street</u>	<u>One month from date of adoption of Bylaw</u>	<u>Kaipara District Speed Limit Bylaw 2005</u>	
<u>KDC S4/10</u>	<u>Tara Road from the Kaiwaka Mangawhai Road intersection to 100m (Past Darmah Lane)</u>	<u>One month from date of adoption of Bylaw</u>	<u>Kaipara District Speed Limit Bylaw 2005</u>	
<u>KDC S3/11</u>	<u>Kaiwaka-Mangawhai Road, from Tara Road for 300m generally to the west (previously 70km/h)</u>	<u>One month from date of adoption of Bylaw</u>	<u>Kaipara District Speed Limit Bylaw 2005</u>	

Schedule 6: Roads that have a speed limit of 70 km/h.

Delete the following from the Schedule 5 Table:

<u>KDC S6/4</u>	<u>Kaiwaka-Mangawhai Road, from Tara Road for 300m generally to the west (part of this length was previously 100km/h)</u>	<u>One month from date of adoption of Bylaw</u>	<u>Kaipara District Speed Limit Bylaw 2005</u>	<u>Notice in the NZ Gazette, 18 December 2003, No.173, Page 4778</u>
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Amend Schedule 8

Schedule 8 Rural Areas – 100 km/h

The roads or areas described in this schedule or as shown on the maps referenced in this schedule are declared to be rural areas that have a speed limit of 100km/h.

Reference Number	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
KDC S8/1	All roads marked on the maps labelled KDC 05/01 Sheets 1 to 32, except for State Highways, and identified in the legend as having a speed limit of 100km/h, <u>or identified in a Schedule to this Bylaw.</u>	On date of adoption of Bylaw	Kaipara District Speed Limit Bylaw 2005	Notice in the NZ Gazette, 18 December 2003, No.173, Page 4778

Maps

Amend Kaipara District Speed Limits Bylaw 2005 Map – *Mangawhai (South) District Speed Limit Locations – KDC 05/01 Sheet No. 32.*