



Tara Road, Kaiwaka-Mangawhai Road and Moir Street

SPEED LIMIT REVIEW – SUMMARY DOCUMENT

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 the area of Moir Street, Tara Road from the intersection with Moir Street to Darmah Lane, and 300m of Kaiwaka-Mangawhai Road. Council are also proposing to make amendments to the "body" of the Speed Limits Bylaw 2005. These additional changes to the body of the Bylaw update the text to reflect new legislation and to clarify some matters. The amendments to this part of the Bylaw do not impact on the effect of the bylaw.

Why are we reviewing the speed limit?

Council's programme of improved pedestrian access to new and existing sub-divisions includes a new footpath along Tara Road. The new footpath connects to the existing Moir Street footpath, which currently terminates at the Mangawhai Domain. The footpath includes two additional uncontrolled pedestrian crossing on Moir Street and Tara Road (the location still to be determined). A new uncontrolled pedestrian crossing will also be required on Moir street near Wilson Street to accommodate new developments.

The 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.

Submissions are sought from any person or organisation and must be received by Council no later than 5 pm 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).

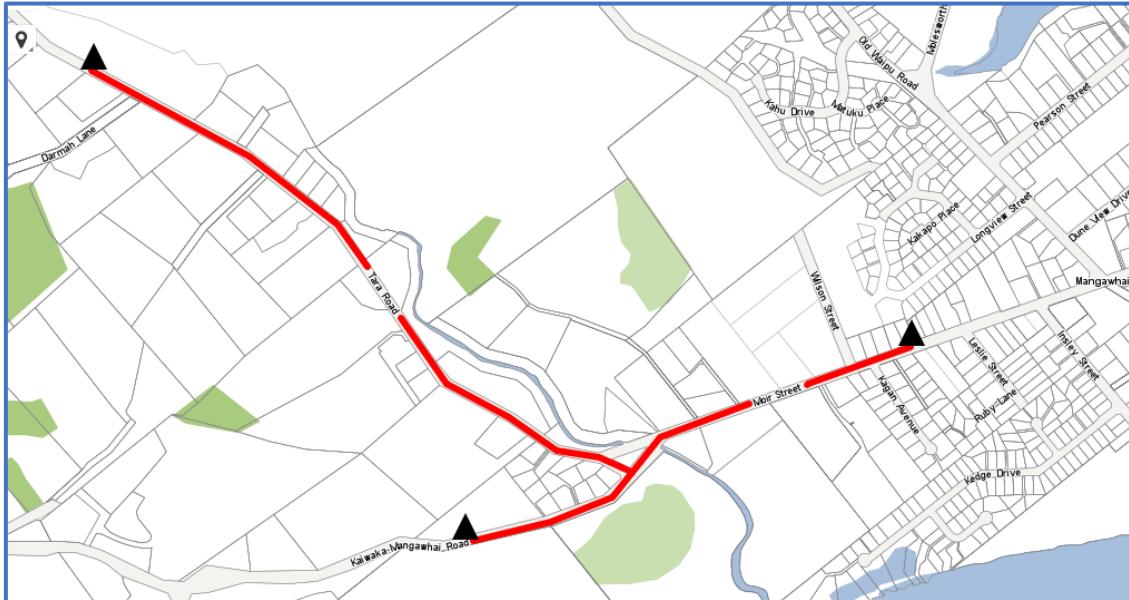


Figure 1: Tara Road, Kaiwaka-Mangawhai Road, Moir Street – Speed review area (proposed 50km/hr zone).

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. These amendments update references to new legislation and provides clarification of the legislation under which the bylaw is made. These amendments are also aimed at achieving greater consistency between all three of Northlands Speed Limit Bylaws (Kaipara, Whangarei, and Far North District Councils).

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 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

Minor changes 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.

The road environment changes over time, particularly with new development. To address these changes, it is necessary to occasionally set a new speed limit. Setting a new speed limit requires the amendment of the Bylaw Schedules.

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 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.

Summary of Matters Considered

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 and include:

NZTA Information	NZTA undertake a wide range of road safety research based to support the setting of speed limits and road design.
Speed Management Guidance	NZTA provides guidance for the setting of speed limits within the <i>NZTA National Speed Management Guide 2016</i> .
Function and use of the Road	The function and use of the road is identified through a nationally consistent system called the <i>One Network Road Classification (ONRC)</i> . Under this system, a road with similar characteristics should have the same speed, no matter where it is in the country. <ul style="list-style-type: none"> • Moir Street is classed as a primary collector road • Tara Road is classed as a secondary collector road • Kaiwaka-Mangawhai Road is classed as a primary collector road
Crash Risk	Crash risk data is compiled by NZTA based on police reports. The location and severity of each crash (minor, serious, and fatal) is utilised to determine the risks on a specific length of road. This system only makes use of injury (minor, serious, and fatal) crashes. Within the review area: <ul style="list-style-type: none"> • Tara Road and Kaiwaka-Mangawhai Road both have a current Collective Risk Level of “Low-to-Medium”. • Moir Street has a current Collective Risk Level of “Low”. Increased traffic volume, direct property accesses and pedestrians in the road environment is expected to increase this risk over time.
Characteristics of the Road	Road characteristics have a significant impact on the perception of a safe speed. <ul style="list-style-type: none"> • Moir Street is an urbanised street

	<ul style="list-style-type: none"> • Tara Road is rural residential, relatively narrow with curves and undulations. • Kaiwaka-Mangawhai Road transitions from the Tara Road intersection into a true rural environment.
Adjacent Land-use	<p>Adjacent land-use has a significant impact on the road environment. Schools, recreational facilities and urban land-uses increase the number of pedestrians and cyclists using the road, as well as the number of “at risk” people such as youth.</p> <p>Tara Road has had significant subdivision development over the past 10 years, with a further three developments being planned.</p>
Intersections and Property Access	<p>Vehicles entering the road carriageway from an intersection or property access has an inherent risk associated with the speed of vehicles already on the carriageway.</p> <p>There are approximately 45 properties with direct access, and further multi-lot subdivisions with communal access onto Tara Road.</p>
Traffic Volumes	<p>Traffic volumes are estimated using Average Daily Traffic Flows that are averaged over a 7day period.</p> <ul style="list-style-type: none"> • Tara Road (250m from Moir St intersection) – 1197 vehicles per day • Moir Street (at Footbridge) – 3441 vehicles per day • Kaiwaka-Mangawhai Road (50m from Tara road intersection) – 2250 vehicles per day
Planned Modifications to the Road	<p>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.</p>

Summary of Options

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 would not meet the underlying safety benefits being sought by the review. This option does not allow for current and future planned development along Tara Road and the expected increase in residential traffic, pedestrians and cyclists.

Option B is the recommended option. 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.

Option C has the potential to achieve many of the desired safety benefits. However, there is limited opportunity to revise the location of the speed boundaries. Road geometry on the 300m section of the Kaiwaka-Mangawhai Road prevents the option of moving the proposed speed boundary closer to the intersection. There is scope for revising the proposed location of the speed boundary on Tara

Road. However, reducing the proposed 50km/hr zone will not provide for planned future development.

Option D would result in an extended area of lower speed limits of up to 800m due to the existing geometry of the road and the requirement to meet the NZTA minimum road lengths for specified speed zones. This would result in speed limits that are not consistent with the aims and purpose of the One Network Road Classification scheme and NZTA Speed Management Guidance 2016.

Proposed Amendments to Kaipara Speed Limits Bylaw 2005

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

The following text is to be deleted:

~~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:

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