

**UNDER**

the Resource Management Act 1991

**IN THE MATTER**

of a request to Kaipara District Council for  
Private Plan Change 81: Dargaville  
Racecourse by the Dargaville Racing Club Inc

**SUPPLEMENTARY STATEMENT OF DON MCKENZIE  
IN RESPONSE TO WAKA KOTAHI AND NORTHLAND TRANSPORTATION ALLIANCE**

**TRANSPORTATION**

**27 MARCH 2023**

**1. INTRODUCTION**

1.1 My full name is Donald John McKenzie. My qualifications, background and experience as set out in my primary statement of evidence to this hearing dated 10 March 2023.

1.2 I have read and considered the evidence prepared by:

- (a) James Hughes (Waka Kotahi)
- (b) Mark Newsome (Waka Kotahi)
- (c) Mat Collins (Flow) on behalf of Waka Kotahi
- (d) Nick Marshall (Northland Transportation Alliance)

1.3 There are two primary issues addressed in their respective statements to which I wish to respond:

- (a) Speed Limits and Speed Management, and
- (b) The extent of shared use path proposed in support of the PC81 Application.

**2. SPEED LIMITS AND SPEED MANAGEMENT**

2.1 In reviewing the statements of both Mr Hughes and Mr Newsome I agree with the principles that each have conveyed in their statements in terms of the identification and management of safe speeds along the State Highway corridors including along the SH14 corridor past the PC81 site.

- 2.2 Mr Hughes' statement discusses the higher-level principles and practises of waka Kotahi in setting speed limits and developing the safe and appropriate speed element of the Safe System approach adopted by Waka Kotahi to managing the State Highway system in general. I do not disagree with the thrust of his statement but do identify that for the purposes of this current Plan Change process that the State Highway system as part of the public infrastructure serving communities and populations, needs to respond to the land use development both present and planned. Suggesting or implying that the current (and historic) land-use patterns within Dargaville should be the basis upon which the safe and appropriate speed limit for Sh14 should be carried forward in my opinion, fails to recognise the need for a dynamic, responsive and resilient approach to managing these parts of the public infrastructure serving New Zealand.
- 2.3 At paragraph 5.3(g) he suggests that some local authorities create a "mismatch" between aspirations for the corridor and the current state of the highway. I consider that Mr Hughes and Waka Kotahi's approach to maintaining the "current state" (of State Highways and speed limits applying to them) fails to properly consider the longer-term development of communities, and that a degree of forward planning and working towards community aspirations with the transport infrastructure responding and serving land-use is preferred. In effect Mr Hughes is describing the Waka Kotahi approach where the current operation of the highway constrains or limits changes and enhancements to the communities that the State Highway system should be serving.
- 2.4 Mr Hughes at paragraph 5.3(d) also implies that there could be a scaling back of the funding for the future stages of the Waka Kotahi Speed Management Programme due to reallocation of national funding programmes. I do not accept that the lack or potential lack of public funding for transport programmes (especially safety-related programmes) should form part of the Waka Kotahi approach to identifying a safe and appropriate speed for SH14.
- 2.5 Mr Newsome's statement presents a summary of the process followed by the speed review programme within the Northland area. I accept his conclusion that there is no currently programmed speed limit change within the Waka Kotahi programme but consider that adopting a "fixed" position to speed limits along SH14 (and elsewhere) fails to properly respond to the ever-changing transport and land-use environment. I agree with his statement at paragraph 8.2 that consultation over any possible future speed limit change (that in my view would assist with achievement of safe and appropriate speeds in combination with the

intersection upgrading signalled within the PC81 application) would need to occur at the relevant time.

2.6 Mr Collins statement includes a comment at his paragraph 6.2 that the Applicant's proposal for the upgrading of the SH14/Awakino Point North Road relies in part on the reduction in speed limit along SH14. While I agree that the speed limit reduction would assist in achieving the overall speed limit reduction, I consider that the reduction in speed limit is not an essential part of the application. The design approach adopted and referenced in my Primary Statement to the hearing used a combination of raised speed platforms and other associated speed management devices. While speed limits would be of assistance to reinforce the speed reductions, there are other engineering approaches available to achieve reduced operational speeds matched to the operation of the tee-intersection.

2.7 At paragraph 6.5 Mr Collins considers that a roundabout is preferred on the basis that it encourages a lower operating speed and is more "self explaining". In my opinion, with the appropriate supporting speed management devices, the tee-intersection proposed by the Applicant in support of the Plan Change can achieve safe and appropriate speeds for all SH14 users as well as the future residents and visitors to the PC81 area.

2.8 As I commented on in my Primary Statement I also consider that the installation of the intersection upgrade as proposed by the Applicant does not preclude the installation of a future roundabout at a future date at the Awakino Point North Road location or even in a different location if that better suits the future outcomes sought by the District Council and the Dargaville community in general.

### **3. EXTENT OF SHARED USE PATH**

3.1 Mr Marshall (Section 2) states that (in his opinion or the view of Northland Transportation Alliance (NTA)) the Applicant should be required to connect the proposed shared use path to Finlayson Park Avenue rather than the proposed connection point to existing footpaths at the Tuna Street intersection. He considers that the preferred connection point (at Finlayson Park Avenue where there is residential rather than industrial zoning) would provide a safe connectivity to the Dargaville Town Centre.

3.2 In my opinion, as stated in my Primary Statement, the connection of the proposed shared use path from the PC81 land to the closest point of the existing public footpath is an appropriate measure to address the expected pedestrian safety and connectivity requirements associated

with the Plan Change. Mr Marshall's recommendation appears to me to require the upgrading of Council's existing footpath facilities between Tuna Street and Finlayson Park Avenue rather than addressing the effects associated with the Plan Change and future movements between the PC81 site and the Town Centre.

- 3.3 In this regard I also note that Mr Collins the transportation expert engaged by Waka Kotahi has not identified any requirement for upgrading of the existing footpath between Tuna Street and Finlayson Park Avenue.

Don McKenzie

27 March 2023