

<b>Qualification and Experience</b>	
<b>Author:</b>	
<b>Name &amp; Title</b>	Vaishali Sankar, Road Safety and Traffic Engineer
<b>Organisation</b>	Northland Transportation Alliance
<b>Role</b>	Road controlling authority for Kaipara District Council
<b>Qualification</b>	<ul style="list-style-type: none"> <li>• Bachelor of Engineering (Civil)</li> <li>• Master of Engineering Studies (Transportation Engineering)</li> </ul>
<b>Memberships</b>	<ul style="list-style-type: none"> <li>• Active Modes Infrastructure Group - present</li> <li>• Australasian College of Road Safety (ACRS) - present</li> </ul>
<b>Experience</b>	<p>2 years in Civil Engineering</p> <ol style="list-style-type: none"> <li>1. Seconded to Northland Transportation Alliance – Road Safety and Traffic Engineer (2022 – Present) <ul style="list-style-type: none"> <li>• Road Safety, land use development, transport planning and active transport design/planning.</li> </ul> </li> <li>2. Seconded to Northland Transportation Alliance – Graduate Engineer (2021 – 2022) <ul style="list-style-type: none"> <li>• Road Safety, land use development, transport planning and active transport design/planning.</li> </ul> </li> </ol>
<b>Approver:</b>	
<b>Name &amp; Title</b>	Nick Marshall, Team Leader Road Safety and Traffic Engineering
<b>Organisation</b>	Northland Transportation Alliance
<b>Role</b>	Road controlling authority for Kaipara District Council
<b>Qualification</b>	<ul style="list-style-type: none"> <li>• Diploma in Engineering (Civil)</li> <li>• Diploma in Engineering Applied</li> <li>• Bachelor of Engineering Technology (Highways)</li> </ul>
<b>Certification</b>	<ul style="list-style-type: none"> <li>• Chartered member Engineering Technologist since 2013</li> <li>• Chartered member Engineering Technician since 2009</li> </ul>
<b>Memberships</b>	<ul style="list-style-type: none"> <li>• Active Modes Infrastructure Group 2016-now</li> <li>• Public Transport Infrastructure Group 2019-now</li> <li>• Engineering NZ Northland-Auckland Branch committee 2022-now</li> <li>• Engineering NZ Road Safety Practitioners Group committee (sub-committee to Transport Group) 2022-now</li> </ul>

<p><b>Experience</b></p>	<p>20 years in Civil Engineering</p> <ol style="list-style-type: none"> <li>1. Seconded to Northland Transportation Alliance – Road Safety and Traffic Engineer (2022 – Present) <ul style="list-style-type: none"> <li>• Road Safety, land use development, transport planning and active transport design/planning.</li> </ul> </li> <li>2. Seconded to Northland Transportation Alliance – Team Leader Road safety and traffic engineering (2016 – 2022) <ul style="list-style-type: none"> <li>• Road Safety, land use development, transport planning and active transport design/planning.</li> </ul> </li> <li>3. Whangarei District Council – Senior Engineer Traffic and Parking (2015 - 2016) <ul style="list-style-type: none"> <li>• Road Safety, land use development, transport planning and active transport design/planning.</li> </ul> </li> <li>4. Part time lecturer at NorthTec (Transport papers) (2013 – 2017) <ul style="list-style-type: none"> <li>• Highway Engineering I</li> <li>• Highway Engineering II</li> <li>• Traffic Engineering</li> </ul> </li> <li>5. Transfield (Ventia) – Maintenance Manager Whangarei Branch (2014 – 2015)</li> <li>6. Opus (2002 – 2014) <ul style="list-style-type: none"> <li>• Civil Technologist– Geometric, pavement, active modes and road safety design (2009-2014).</li> <li>• Civil Technician – Geometric and road safety design (2006-2009).</li> <li>• Cadet (2002-2006).</li> </ul> </li> </ol>
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**1. Employer:**

I am seconded by Northland Transportation Alliance, which is a collaboration between the Whangarei, Kaipara and Far North District Councils, and Northland Regional Council to deliver joined up transportation services for Northland. The Alliance combines the staff, services and resources for roading and transportation in Northland in a Shared Services Business Unit (SSBU) including transport planning, policy and strategy, asset and network management, capital projects delivery, the Regional Land Transport Programme, and public transport along with road safety initiatives.

**2. Background**

The Kura is currently situated at 34 Oruawharo School Road, Kaiwaka. The current roll of the Kura is approximately 50 pupils. The proposal is to relocate the Kura to 9 Tawa Avenue, Kaiwaka. It has been outlined in the TIA that, the Kura roll growth will likely occur consistently over a number of years, up to a maximum roll of 200 pupils. The current speed limit on Tawa Avenue is 40kph and Settlement Road has a speed limit of 60kph near to the proposed site. As per Mega maps, the operating speed along Settlement Road (near the proposed site) and Tawa Avenue has been recorded as 34kph and 39kph respectively.

### **3. Traffic Engineer's Evidence**

I have reviewed the evidence of Colin Robert Shields and wish to respond to some of the matters raised, which may provide resolution on some of the matters discussed.

3.1 In item 1.5 of the Executive Summary, Mr Colins has stated that, "*the NTA (Northland Transportation Alliance) has confirmed that the Kura would be classed as a Category 2 school since there are no vulnerable road users (i.e. pedestrians or cyclists)*". I would like to clarify that my statement was that "*the proposed Kura is most likely to be classified as a Category 2 School, as the Kura will not have any children accessing the Kura using active modes such as walking, cycling or scooting along the road.*" Under the 2022 Setting of Speed Limits Rule a school is categorised as either a Category 1 or Category 2 school and the speed for the school zone is set accordingly. Category 1 schools are defined as having pedestrian activity on the school frontage; either walking, biking or scooting to school, or having parent or bus drop off outside the school grounds (within the public road environment). Recently we provided a statement highlighting that once the new Kura is established, travel patterns of the students will be assessed. We will then determine if Kura is a Category 1 or Category 2 as per Setting of Speed Limits Rule 2022. The maximum speed limit for a Category 1 school zone is 30kph, and the maximum speed limit for a Category 2 school is 60kph. Speed limits can be either permanent or variable.

3.2 I agree with Mr Colins comments that a formal Safe System Assessment audit requirement is not warranted for the proposed Kura, therefore agree with Condition 14.a) being removed.

3.3 In addition to the initial conditions, I would like to add the following conditions,

- i. *The school will be responsible for the establishment of any associated school/Kura signage and the new speed limit signage as required.*
- ii. *At least 30 working days prior to the commencement of construction works authorised as part of this resource consent, the consent holder shall submit a Construction Temporary Traffic Management Plan (TMP) to the NTA Corridor Access Specialist/TMC and Resource Consents Manager - Kaipara District Council for certification. The objectives of the Construction Temporary Traffic Management Plan (TMP) shall be to ensure all specific legislative requirements in accordance with the New Zealand Guide to Temporary Traffic Management (NZGTTM), Worksafe Guide to Keeping Healthy & Safe While Working on the Road and Roadside, National Code of Practice for Utility Operators' Access to Transport Corridors.*

### **4 Conclusion**

4.1 Post establishment, the travel pattern of the school students will be assessed based on which it will be determined if it will fit within Category 1 or Category 2 class as per Setting of Speed Limits Rule 2022. If the school is found to be a Category 2 school, no changes to the current speed limits would be required. If the school is found to be a Category 1 school, Council staff will assess if the speed limit should be permanent or variable and amend the speed limit and update the Speed Limit Register, based on the provisions set out within the Setting of Speed Limit Rule 2022.

4.2 Agree with Mr Colins statement of a safe system assessment not being warranted and agree with removing Condition 14.a).

4.3 Suggest the inclusion of following conditions:

- i. *The school will be responsible for the establishment of any associated school/kura signage, and the new speed limit signage as required. (reasons outlined in point 3.1)*
- ii. *At least 30 working days prior to the commencement of construction works authorised as part of this resource consent, the consent holder shall submit a Construction Temporary Traffic Management Plan (TMP) to the NTA Corridor Access Specialist/TMC and Resource Consents Manager - Kaipara District Council for certification. The objectives of*

*the Construction Temporary Traffic Management Plan (TMP) shall be to ensure all specific legislative requirements in accordance with the New Zealand Guide to Temporary Traffic Management (NZGTTM), Worksafe Guide to Keeping Healthy & Safe While Working on the Road and Roadside, National Code of Practice for Utility Operators' Access to Transport Corridors. (General Traffic Management Plan requirement).*

**Prepared by:**



Vaishali Sankar

**Reviewed and Approved by:**



Nick Marshall