

To Kane Patena, Director of Land Transport

CC: Anna Cleary, Acting Senior Manager Regulatory Standards and Implementation

From Brian Nijman, Principal Technical Advisor, Regulatory Technical, Regulatory Standards and Implementation, on behalf of the Speed Management Assessment Panel

Date 13 December 2022

Subject **Setting of Speed Limits Rule: certification of Interim Speed Management Plan submitted by the Far North District Council Te Kaunihera o Tai Tokerau ki te Raki**

Purpose

To seek Director certification of an Interim Speed Management Plan (the Plan) submitted by the Far North District Council Te Kaunihera o Tai Tokerau ki te Raki (the Council).

Attachment 1 outlines your powers under the Land Transport Rule: Setting of Speed Limits 2022 (the Rule) to certify and publish plans.

Background

Clause 12.13(6) of the Rule enables speed limit proposals, published before the commencement of the Rule on 19 May 2022, to be treated as a consultation draft of an interim speed management plan for the purposes of certification [Attachment 2 refers]. As the Plan was consulted on from 12 July to 24 August 2021, it meets this criterion.

Assessment

Speed Management Assessment Panel

The Waka Kotahi Speed Management Assessment Panel (the Panel) met on 8 November 2022 to consider the Plan. Its members and their primary areas of contribution were:

Adam Beattie (Area Programme Manager, Transport Services)	Regional relationships
Anna BraySharpin (Principal Advisor - Infrastructure, Speed and Urban Mobility)	Road Safety
Iain McAuley (Team Lead Safe System Support)	Road Safety
Junine Stewart (Area Programme Manager, Transport Services)	Regional relationships
Brian Nijman (Principal Advisor, Policy, Standards and Network)	Facilitator, Regulatory Services
Jo Thornton (Project Coordinator – Speed Management, Corporate Support-Business Support)	Secretariat

The Plan exceeded the content requirements for speed management proposals consulted on under the Land Transport Rule Setting of Speed Limits 2017

The Rule's content requirement for speed management proposals consulted on under the Land Transport Rule Setting of Speed Limits 2017 (the 2017 Rule) are less prescriptive than for those consulted upon after the Rule came into effect on 19 May 2022. Attachment 3 compares these requirements. Content requirements for interim speed management plans consulted upon prior to the Rule coming into effect are summarised in Table 1, overleaf.

Plan assessed against criteria

The Plan was assessed against the Rule’s content requirements and in line with the Panels’ Terms of Reference (Attachment 4). On this basis, the Plan is recommended for certification. The certificate, included as Attachment 5, is included for signature.

To inform subsequent engagement with Council on Plan implementation, the Panel also discussed:

- sequencing of speed management activity
- timelines for and progression to lower speed limits outside schools; and
- how speed management and safety infrastructure investments are best considered in the context of area-wide speed management approaches (such as moves to uniformly lower speed limit in urban areas and a general move to safe and appropriate speed implementation).

The assessment of the Plan, including criteria, is summarised as follows:

Far North District Council Te Kaunihera o Tai Tokerau ki te Raki
(the Plan as submitted is included as Attachment 6):

Table 1: Requirements for interim speed management plans consulted upon prior to the Rule coming into effect		Required / Optional	Addressed
2022 Rule Clause 12.12(1)	The plan has regard to—		
	(a) the road safety aspects of the GPS on land transport and any Government road safety strategy; and	optional	Addressed within the Technical Reports
	(b) the desirability of taking a whole-of-network approach to changing speed limits, safety cameras, and safety infrastructure, including considering a range of speed management interventions; and	optional	Yes
	(c) Waka Kotahi guidance and information, including on the use of mean operating speed when setting speed limits	optional	Yes
Clause 12.13(1)	The plan identifies changes proposed to speed limits, outlining—		
	(a) information on the type of speed limit, speed expressed in km/h, applicable geographical area, and—for a seasonal or variable speed limit—the applicable conditions applying; and	optional	Yes
	(b) the timeframe within which the change is proposed to occur	optional	Yes
Clause 12.13(2)	The plan includes—		
	(a) an explanation for any changes proposed to a speed limit that do not align with Waka Kotahi’s confirmed assessment of the safe and appropriate speed limit; and	optional	Yes
	(b) a designation for a category 2 school; and in such instances:	optional	Yes
	(c) an explanation for why, having regard to Waka Kotahi’s guidance, the speed limit outside the category 2 school is safe and appropriate	optional	Yes
Clause 12.13(3)	The plan proposes a speed limit outside a school that complies with Section 5	optional	Yes
Clause 12.13(6)	The plan—		
	(a) only identifies changes proposed to speed limits (other than temporary speed limits) on relevant roads (and may also include further information); and	required	Yes
	(b) addresses any proposed change to a speed limit on a road outside a school that does not comply with Section 5	required (where applicable)	Yes
Clause 12.13(7)	The plan includes discussion of other matters related to speed management on the relevant roads, including matters regarding safety infrastructure changes, temporary speed limits, and safety cameras.	required (where applicable)	Implicitly
Clause 12.13(8)	The plan is in the form (if any) set by Waka Kotahi	optional	N.A.

Comment from the Panel on the Plan

General discussion on Plan content and presentation

- The Plan pertains to the Far North District Moerewa and North Hokianga Catchment, incorporating:
 - Kaitāia – Awaroa Catchment, including Ahipara and the Kaitāia-Awaroa Road.
 - Broadwood – Kohukohu Catchment, which includes the area north of Hokianga Harbour and west of State highway 1.
 - Moerewa urban area, including Oritiria Road and Taumatamakuku Settlement (excludes State highway 1).
 - Te Oneroa-a-Tōhe / Ninety Mile Beach.
- The entire process, including consultation, took place under, and conforms with, the 2017 Rule.

Māori engagement [What/How Māori engagement has taken place and any identified outcomes]

- The Panel was impressed with the Māori consultation to the Plan (not explicitly required for plans such as this one, developed under the 2017 Rule). The Panel recommends the Director includes with the published Plan a commendation to this effect.
- The Panel notes Māori contribution will be a requirement for the next plan under the new framework—the current Plan anticipates this and is an excellent example of best practice.
- Variable speed limits (VSL) outside marae are explicitly permitted in the 2022 Rule and do not require Waka Kotahi permission, including 30 km/h VSLs. VSLs outside urupa could likely also be justified without any further Waka Kotahi permission.

Implementation (sequencing, prioritisation, categorisation and targets)

- Although developed and consulted upon under the 2017 Rule, the Plan addresses the Rule's requirements for maximum speed limits around schools, and in doing so implicitly addresses the targets of 40% by 30 June 2024 and full compliance by 31 December 2027, as specified in Section 5 of the Rule.

Technical assessment (safety infrastructure, variable speed signs etc.).

- The Plan was prepared with reference to the 2017 Rule and therefore does not explicitly address infrastructure and other speed management interventions, other than considering currently budgeted interventions, for example, on Mangamuka Road.

Specific proposals relating to speed management around schools – feedback to be conveyed to Council by the Regulatory Technical team

Note that under the new framework (provided for under the Rule, The Speed Management Guide and Megamaps: Road to Zero editions):

- Timeframes for VSLs are flexible and may be established and/or extended in discussion with the school.
- Approval by Waka Kotahi is no longer required for 30km/h permanent or VSLs outside schools.
- Permanent speed limits outside schools are enabled without an “obvious change in environment”.
- There is no longer a requirement for the mean operating speed to be within 10% of the proposed speed limit. After the new speed limit comes into effect, the operating speed can be monitored, and additional speed management tools implemented if needed, and in the context of where they will have the best impacts on the network.
- A 60km/h speed limit will only be considered safe and appropriate if the school is designated category 2. This will typically mean that the school is set back from the road with off-road embanking and

disembarking and no children walking, cycling or scooting to school. Therefore, any schools in the current Plan with speed limits from 40-60 km/h will need to be reviewed again in the 2024-2027 plan to confirm they are category 2 or further reduce the speed limit to a permanent or variable limit of 30km/h. This includes:

- Herekino School
- Te Kura o Hata Maria
- Kohukohu School
- Mangamuka School; and
- Umawera School.

Further feedback on proposals for specific schools

- Broadwood School: The Panel strongly supports the proposed approach to complement a 40 km/h permanent speed limit with a 30 km/h VSL outside the school. The Panel suggests reviewing the speed limits for this school under the next plan, as the whole area or corridor may ultimately be appropriate for a 30km/h permanent speed limit.
- Te Kura o Hata Maria: The Panel commends the proposal to reduce permanent speed limit from 100 km/h to 40 km/h.
- Mangamuka School: The Panel commends the proposal to reduce permanent speed limit from 100 km/h to 60 km/h. Note that if the school is located up a driveway and if all students arrive by vehicle, it likely makes it a good candidate for a category 2 school.
- Umawera School: The Panel commends the proposal to reduce permanent speed limit from 100 km/h to 40 km/h.
- Moerewa School: The Panel suggests reviewing the speed limits for this school under the next plan, as the whole area or corridor may ultimately be appropriate for a 30km/h permanent speed limit instead of a variable.

Speed limit changes proposed that are different to Safe and Appropriate Speed?

- As is currently the case with road controlling authorities (RCAs) generally, not all roads within the jurisdiction correspond to Waka Kotahi's estimate of safe and appropriate speed. The Plan addresses this by expediting lower speed limits outside schools (with reference to the targets for maximum speeds outside schools, as outlined in Section 5 of the Rule).
- The next Plan will further address safe and appropriate speeds. Council is on track to meet the target for all roads providing direct access to schools to have speed limits conforming with Section 5 by 31 December 2027.

Discussion on Speed Management Plans: comments/feedback, Examples of good practice, Opportunities for improvement (to be signalled to other RCAs developing their plans) etc.

- Since the Plan was prepared under the 2017 Rule, it did not have the benefit of reference to the 'Speed Management Guide: Road to Zero edition' and the 2022 Rule. The Regulatory Technical team will therefore convey the following to the Council:

"The Panel encourages Council to consider greater use of area-based approaches for the setting of speed limits and to utilise the new R1-6.2 'Kura School permanent speed limit' where appropriate."

Panel feedback to Council

The Regulatory Technical team will provide the feedback to Council, outlined above, after Plan certification. We will also share the positive Director comments, below.

Proposed Director comment on the Plan

The Panel recommends the Director **certifies** the Plan and **publishes** it with the following comments:

“The Director commends the Far North District Council Te Kaunihera o Tai Tokerau ki te Raki on the addition of information on Māori contributions to plans, and the commitment to facilitating these contributions.”; and

“The Far North District Council Te Kaunihera o Tai Tokerau ki te Raki is also commended on addressing the Government Policy Statement on Land Transport and for taking a network-wide approach to the setting of speed limits”

Brian Nijman
Principal Advisor
Regulatory Technical
Regulatory Standards and Implementation
13/12/2022

Endorsed

Anna Cleary
Acting Senior Manager Regulatory Standards and Implementation
14/12/2022

Attachments

- Attachment 1 2022 Rule extract—Director powers to certify and publish interim speed management plans
- Attachment 2 2022 Rule extract—plan requirements for speed limit proposals consulted upon prior to the Rule coming into effect
- Attachment 3 Speed management plan content requirements—comparison of plan types
- Attachment 4 Speed Management Assessment Panel—Terms of Reference
- Attachment 5 Interim Speed Management Plan certificate for signature
- Attachment 6 Interim Speed Management Plan submitted by the Far North District Council Te Kaunihera o Tai Tokerau ki te Raki

Recommendations

It is recommended you:

1. **Certify** and **publish** the Interim Speed Management Plan (the Plan) submitted by the Far North District Council Te Kaunihera o Tai Tokerau ki te Raki: Yes No

2. **Include with the published Plan the following 'Director comment':** Yes No
“The Director commends the Far North District Council Te Kaunihera o Tai Tokerau ki te Raki on the addition of information on Māori contributions to plans, and the commitment to facilitating these contributions.”; and
“The Far North District Council Te Kaunihera o Tai Tokerau ki te Raki is also commended on addressing the Government Policy Statement on Land Transport and for taking a network-wide approach to the setting of speed limits”

3. **Sign** the attached Interim Speed Management Plan certificate for the Far North District Council Te Kaunihera o Tai Tokerau ki te Raki: Yes No

Signed



Kane Patena

Director of Land Transport

/ December /2022

Attachment 1: 2022 Rule extract—Director powers to certify and publish interim speed management plans

Rule extract from Section 2—Speed Limits (emphasis added)

12.14 Certification of, and comment on, interim plans

- (1) For the purpose of clauses 12.15(2), 12.16(5) and 12.17(2), the requirements are—
 - (a) the Agency (as RCA), the regional transport committee or territorial authority (as the case may be) has confirmed that—
 - (i) consultation has been carried out in accordance with clause 3.9; and
 - (ii) the interim plan includes an explanation of how the plan is consistent with the road safety aspects of the GPS on land transport and any Government road safety strategy; and
 - (iii) the interim plan includes a general explanation of how a whole-of-network approach was taken to changing speed limits by considering a range of speed management interventions; and
 - (b) the interim plan includes the content required by clause 12.13.
- (2) When assessing a final draft interim plan, the Director may also provide comment in writing on the extent to which, in their view, the plan—
 - (a) is consistent with the road safety aspects of the GPS on land transport and any Government road safety strategy; and
 - (b) takes a whole-of-network approach by including consideration of a range of speed management interventions.
- (3) The Director may, after providing comments under subclause (2) and giving the Agency (as RCA), the regional transport committee or the territorial authority (as the case may be) a reasonable time to consider those comments, publish the comments on an Internet site.
- (4) However, if a territorial authority has published before the commencement of this Rule a proposal to change a speed limit or speed limits and that proposal has been consulted on in accordance with clause 3.9, then—
 - (a) the proposal published may be treated as a consultation draft of an interim territorial authority speed management plan; and
 - (b) for the purpose of clause 12.17(2), the requirements are that—
 - (i) the territorial authority has confirmed that consultation has been carried out in accordance with clause 3.9; and
 - (ii) the interim territorial authority speed management plan identifies changes being proposed to speed limits (other than temporary speed limits) on the relevant roads; and
 - (c) subclauses (1) to (3) do not apply.

Rule extract from Schedule 3—Transitional provisions
(emphasis added)

12.17 Process for interim territorial authority speed management plan

- (1) To create an interim territorial authority speed management plan for roads in its area, a territorial authority must—
 - (a) prepare a consultation draft interim plan to include—
 - (i) the content required by clause 12.13; and
 - (ii) any relevant information received from road controlling authorities that are not the Agency (as RCA) or a territorial authority and that control roads in the area; and
 - (b) subject to clause 12.10(3), publish the consultation draft interim plan on an Internet site; and
 - (c) consult on the consultation draft interim plan in accordance with clause 3.9 as if the interim plan were the territorial speed management plan; and
 - (d) consider any submissions received on the consultation draft interim plan; and
 - (e) prepare a final draft interim plan and submit it to the Director for certification.
- (2) The Director must consider whether they are satisfied that the final draft interim plan meets the requirements in clause 12.14(1) or (4) (as the case may be) and—
 - (a) if they are satisfied, they must certify the plan and provide a certificate to that effect; and
 - (b) if they are not satisfied—
 - (i) they must refer the final draft interim plan back to the territorial authority with recommendations for how to meet the requirements in clause 12.14(1) or (4) (as the case may be); and
 - (ii) the territorial authority must repeat the step at subclause (1)(e), after having regard to the Director's recommendations.
- (3) Once the Director has certified the final draft interim plan, the Agency must publish, on an Internet site—
 - (a) the interim plan; and
 - (b) the certificate provided under subclause (2)(a).
- (4) An interim territorial authority speed management plan ceases to be **current** when—
 - (a) a territorial authority speed management plan for the territory is published under clause 3.5(5); or
 - (b) an interim regional speed management plan that includes the territory is published under clause 12.16(6); or
 - (c) a regional speed management plan that includes the territory is published under clause 3.4(13).
- (5) In this clause, **territorial authority** excludes a unitary authority, Auckland Council and Auckland Transport.

Attachment 2: 2022 Rule extract— plan requirements for speed limit proposals consulted upon prior to the Rule coming into effect

Rule extract from Schedule 3—Transitional provisions (emphasis added)

12.13 Content and form of interim plans

- (1) An interim plan must identify changes being proposed to speed limits (other than temporary speed limits) on the relevant roads, and for each proposed change must include—
 - (a) to the extent practicable, information on the geographical area of the proposed speed limit, the type of speed limit, the proposed speed limit expressed in kilometres per hour, and, for a seasonal or variable speed limit, the conditions under which each speed limit will apply (*see also* Section 4); and
 - (b) the timeframe within which the change is proposed to occur.
- (2) An interim plan—
 - (a) must also include, for any changes being proposed to a speed limit that do not align with the Agency’s confirmed assessment of what is the safe and appropriate speed limit for the road, an explanation for why, after considering the matters in clause 3.2(1), the road controlling authority proposes a speed limit that differs from the Agency’s confirmed assessment (unless subclause (4) applies); and
 - (b) may include a designation for a category 2 school; and
 - (c) in relation to any designation of a category 2 school, must include an explanation for why, having regard to any guidance provided by the Agency about speed limits outside schools, the speed limit outside the category 2 school is safe and appropriate for the road.
- (3) If an interim plan proposes to change the speed limit on a road outside a school, the road controlling authority must propose to set a speed limit outside the school that complies with Section 5.
- (4) However, a plan does not need to include an explanation of where a proposed change to a speed limit does not align with the Agency’s confirmed assessment of what is the safe and appropriate speed limit for the road in the following cases:
 - (a) where the proposed speed limit is 70 km/h and the Agency’s assessment of the safe and appropriate speed limit for the road is 80km/h;
 - (b) where the proposed speed limit is 90 km/h and the Agency’s assessment of the safe and appropriate speed limit for the road is 100km/h;
 - (c) where the proposed speed limit is to a road outside a school and complies with Section 5.
- (5) In this clause, **confirmed assessment** has the same meaning as in clause 3.8(4).
- (6) However, if a territorial authority has published before the commencement of this Rule a proposal to change a speed limit or speed limits and that proposal has been, is or will be consulted on in accordance with clause 3.9, then—
 - (a) the proposal published may be treated as a consultation draft of an interim territorial authority speed management plan; and
 - (b) the interim territorial authority speed management plan must only identify changes being proposed to speed limits (other than temporary speed limits) on the relevant roads (and may also include further information); and
 - (c) clause 12.12(1) and clause 12.13(1), (2), (3) and (8) do not apply to the interim territorial authority speed management plan; and
 - (d) the territorial authority may (despite anything else in this Rule), in the interim plan, propose a change to a speed limit on a road outside a school that does not comply with Section 5.
- (7) An interim plan may include discussion of other matters related to speed management on the relevant roads, including matters regarding safety infrastructure changes, temporary speed limits, and safety cameras.
- (8) An interim plan must be in the form (if any) set by the Agency.

Attachment 3: Speed management plan content requirements—comparison of plan types

Table: Content and form—requirements for State highway, regional and territorial authority speed management plans

Full plans		Interim plans
Clause 3.8 Content and form of full plans		Clause 12.13 Content and form of interim plans
<p>(1) A plan must—</p> <p>(a) set out objectives, policies and measures for managing speed on relevant roads for at least 10 financial years from the start of the plan; and</p> <p>(b) include an explanation of how the plan is consistent with the road safety aspects of the GPS on land transport and any Government road safety strategy; and</p> <p>(c) include a general explanation of how a whole-of-network approach was taken to changing speed limits, safety cameras and safety infrastructure, including the approach when deciding whether to invest in making a road safer at higher speeds or to set a lower speed limit.</p> <p>(2) A plan must also—</p> <p>(a) identify the changes (if any) being proposed to speed limits (other than temporary speed limits) and safety infrastructure on the relevant roads; and</p> <p>(b) include an implementation programme for at least 3 financial years from the start of the plan that sets out—</p> <p>(i) (A) speed limits on the relevant roads, including, to the extent practicable, information on each proposed speed limit relating to the geographical area of the proposed speed limit, the type of speed limit, the proposed speed limit expressed in kilometres per hour, and, for a seasonal or variable speed limit, the conditions under which each speed limit will apply (see also Section 4); and (B) safety infrastructure on the relevant roads; and</p> <p>(ii) the timeframe within which each change is proposed to occur; and</p> <p>(c) for speed limits of 70 km/h or 90 km/h, include any content required by clause 4.3(2); and</p> <p>(d) in relation to schools, include—</p> <p>(i) any content required by clause 5.2(4); and</p> <p>(ii) any designation of a category 2 school; and</p> <p>(iii) if required by clause 5.3, an explanation for why, having regard to any guidance provided by the Agency about speed limits outside schools, the speed limit outside the category 2 school is safe and appropriate for the road; and</p> <p>(e) include, for any changes being proposed to a speed limit that do not align with the Agency's confirmed assessment of what is the safe and appropriate speed limit for the road, an explanation for why, after considering the matters in clause 3.2(1), the road controlling authority proposes a speed limit that differs from the Agency's confirmed assessment (unless subclause (3) applies); and</p> <p>(f) include comment on any review relevant to the roads or region that has been completed under clause 3.17 since the previous plan published under clause 3.3(8) or 3.4(13).***</p>		<p>Proposals consulted upon under the Land Transport Rule: Setting of Speed Limits 2022 (i.e., from 19 May 2022)</p> <p>(1) An interim plan must identify changes being proposed to speed limits (other than temporary speed limits) on the relevant roads, and for each proposed change must include—</p> <p>(a) to the extent practicable, information on the geographical area of the proposed speed limit, the type of speed limit, the proposed speed limit expressed in kilometres per hour, and, for a seasonal or variable speed limit, the conditions under which each speed limit will apply (see also Section 4); and</p> <p>(b) the timeframe within which the change is proposed to occur.</p> <p>(2) An interim plan—</p> <p>(a) must also include, for any changes being proposed to a speed limit that do not align with the Agency's confirmed assessment of what is the safe and appropriate speed limit for the road, an explanation for why, after considering the matters in clause 3.2(1), the road controlling authority proposes a speed limit that differs from the Agency's confirmed assessment (unless subclause (4) applies); and</p> <p>(b) may include a designation for a category 2 school; and</p> <p>(c) in relation to any designation of a category 2 school, must include an explanation for why, having regard to any guidance provided by the Agency about speed limits outside schools, the speed limit outside the category 2 school is safe and appropriate for the road.***</p> <p>(3) If an interim plan proposes to change the speed limit on a road outside a school, the road controlling authority must propose a speed limit outside the school that complies with Section 5.</p> <p>(7) An interim plan may include discussion of other matters related to speed management, including safety infrastructure changes, temporary speed limits, and safety cameras.</p>
State highway Speed Management Plan Clause 3.8(5)	Regional Speed Management Plans Clause 3.8(6)	<p>Proposals consulted upon under the Land Transport Rule: Setting of Speed Limits 2017 (i.e., prior to 19 May 2022)</p> <p>* Clause 12.13(6) states that if a territorial authority has published before the commencement of the Rule a proposal to change a speed limit or speed limits and that proposal has been, is or will be consulted on in accordance with clause 3.9, then—</p> <p>(a) the proposal published may be treated as a consultation draft of an interim territorial authority speed management plan; and</p> <p>(b) the interim territorial authority speed management plan must only identify changes being proposed to speed limits (other than temporary speed limits) on the relevant roads (and may also include further information); and</p> <p>(c) (clauses 12.12(1), 12.13(1), (2), (3) and (8) do not apply to the interim territorial authority speed management plan; and</p> <p>(d) the territorial authority may (despite anything else in the Rule), in the interim plan, propose a change to a speed limit on a road outside a school not complying with Section 5.</p>
<p>(5) A State highway speed management plan—</p> <p>(a) must also include a general explanation of how the Agency (as RCA) has, when proposing a change to a speed limit, had regard under clause 3.2(2) to the desirability of a road under its control and an adjoining road under the control of another road controlling authority having the same speed limit, unless there is good reason for different speed limits; and</p> <p>(b) may also include changes to safety cameras on roads that are not State highways.</p>	<p>(6) A regional speed management plan must—</p> <p>(a) identify, for any proposed change to a speed limit for a road under the control of a territorial authority (the first road) that adjoins a road under the control of another territorial authority (the second road), any instances where the speed limit for the first road is different or is proposed to differ from the speed limit for the second road; and</p> <p>(b) include information from the State highway speed management plan (either the consultation draft or the published copy, depending on which is most recently available) that relates to State highways in the region.</p>	
<p>(7) A plan may include discussion of other matters related to speed management on the relevant roads, including temporary speed limits.</p>		
<p>(8) A plan must be in the form (if any) set by the Agency.</p>		

** A territorial authority must not publish a consultation draft territorial authority speed management plan if the regional transport committee has notified its intention to publish, within the next 28 days, a consultation draft regional speed management plan—the territorial authority must instead join in the process for a consultation draft regional speed management plan. [clauses 3.5(2) and 12.10(3) refer]

*** Clauses 3.8(3) and 12.4: A plan does not need to include explanation of where a proposed change to a speed limit does not align with the Agency's confirmed assessment of what is the safe and appropriate speed limit for the road in the following cases: (a) where the proposed speed limit is 70km/h and the Agency's assessment of the safe and appropriate speed limit for the road is 80km/h; (b) where the proposed speed limit is 90km/h and the Agency's assessment of the safe and appropriate speed limit for the road is 100km/h; (c) where the proposed speed limit is to a road outside a school and complies with Section 5.

TERMS OF REFERENCE FOR SPEED MANAGEMENT PLAN ASSESSMENT PANEL REVISION 1.3 OCTOBER 2022

Purpose

The assessment panel (the Panel) supports the Regulatory Technical team in providing a balance of advice to the Director of Land Transport regarding the certification of speed management plans submitted by Road Controlling Authorities (RCAs) and/or Regional Transport Committees (RTCs).

The panel ensures both regulatory processes are followed and principles from the Road to Zero strategy are incorporated in the advice.

Frequency of Panel meetings

Panel meetings are coordinated by the Regulatory Technical team at an appropriate frequency, to assess speed management plans submitted for certification. The frequency of panel meetings in September and October 2022 is fortnightly.

Speed Management Plans Assessed

It is anticipated that the panel will primarily assess interim and full speed management plans submitted by Road Controlling Authorities and Regional Transport Committees.

To support RCAs in developing their first speed management plans, the panel may agree to review early draft speed management plans and provided guidance, where this is requested by RCAs.

The panel may assess speed limit change requests submitted by RCAs in an alternative pathway to speed management plans, where this is requested by the Facilitator.

The panel may also assess the interim State Highway Speed Management Plan for 2021-2024, should the Speed Management Committee not be up and running at the time.

Panel Details

The assessment panel is cross functional and is made up of the following members:

Role	Team represented	Number
Facilitator	Regulatory Technical team	1
Secretariat	Regulatory Technical team	1
Panel member	Speed and Urban Mobility	1
Panel member	Safe System Support	1
Panel member	Road Safety team (to address Māori contributions to speed management planning)	1

The facilitator is responsible for facilitating healthy discussion at panel meetings.

The minimum number of members for a panel meeting is two - the facilitator and one panel member.

Panel decisions may only be made by the facilitator and panel members.

Panel Invitees

The facilitator may invite subject matter experts from across Waka Kotahi, as appropriate. In keeping with taking a no surprises approach and bringing together representatives to inform the assessment, examples include:

- Area programme managers or directors of regional relationships may be invited to provide deeper background information on submitted speed management plans or RCs/RCAs.
- Speed management programme members or senior regulatory technical team members may be invited to observe the assessment panel process.

While panel invitees may contribute to panel meetings, they do not participate in panel decisions.

Panel Responsibilities

- Review panel documentation prior to the panel meeting.
- Assess interim and full speed management plans in a consistent manner, following a robust and transparent assessment process.
- Provide a technical assessment of speed management plan content regarding speed limits, road safety infrastructure and signage.
- Provide advice to the Director of Land Transport based on its' speed management plan assessment. This advice is provided (to the Director) in a coordinated and consistent way, with respect to Road Controlling Authorities and Regional Councils.
- The facilitator has overall responsibility for providing advice to the Director of Land Transport. Comments regarding plan content or presentation may also be provided as appropriate.
- The panel can comment on whether a speed limit change proposal submitted for Director approval through a pathway other than a speed management plan, should be considered a plan for certification purposes.
- Capturing issues with the current setting of speed limits rule 2022, or with information and guidance provided, to inform potential refinements in Agency speed management guidance and regulatory practice.

Running of Panel Meetings

The Secretariat and the Facilitator are responsible for agreeing the panel meeting agenda

- Meeting agenda example:
 - General discussion on speed management plan content and presentation.
 - Comments from technical assessment (infrastructure, variable speed signs etc.).
 - Are any proposed speed limit changes different to Safe and Appropriate Speeds?
 - Panel advice to Director, regarding assessed plans.
 - Any other business eg discussion on speed management plans comments/feedback, Opportunities for improvement (to be signalled to other RCAs developing their plans) etc.

The Secretariat is responsible for distributing the meeting papers to attendees in advance. Where possible, papers should be distributed three days before the panel meeting.

Key points and recommendations from the panel discussion are recorded. Panel meeting records are maintained in InfoHub.

Turnaround time for Speed Management Plan certification

- Waka Kotahi aims to assess and certify speed management plans within a 5-week (25 working day) timeframe. This timeframe starts when plans are received by Waka Kotahi and ends when RCAs or RTCs are notified of the publishing of their certified plan. It assumes sufficient time for the panel to meet and provide advice to the Director of Land Transport, the Director to assess the speed management plan & panel advice and for speed management plan certification and publishing.
- Speed management plans, submitted by RCAs should be acknowledged within 2 working days.

Assessment of Speed Management Plan content

1. The Panel should be satisfied that the speed management plans:
 - Address the Rules' content and form requirements for plans
 - (Full speed management plans) set out the objectives, policies and measures for managing speed on relevant roads for at least 10 financial years from the start of the plan.
 - Are consistent with the road safety aspects of the current Government Policy Statement on Land Transport and any current Government road safety strategy.
 - Take a whole-of-network approach by including consideration of a range of speed management interventions [e.g., changing speed limits, safety cameras and safety infrastructure].
 - Take heed of the desirability of a road under the control of one RCA and an adjoining road under the control of another RCA having the same speed limit, unless there is good reason for different speed limits.
 - Include an implementation programme for at least three financial years from the start of the SMP setting out the changes (if any) being proposed to speed limits (including, to the extent practicable, the information that would need to be submitted to the Registrar to set the proposed speed limit), safety cameras and safety infrastructure on the relevant roads and the timeframe within which each change is proposed to occur.
 - Consider any:
 - explanation required under the Setting of Speed Limits Rule 2022 for speed limits proposed of 70 km/h or 90 km/h which are higher than the Agency's estimate of safe and appropriate speed, and
 - plan content provided in relation to any designation of a category 2 school, must include an explanation for why, having regard to any guidance provided by the Agency about speed limits outside schools, the speed limit outside the category 2 school is safe and appropriate for the road.
 - discussion provided of other matters related to speed management on the relevant roads, including matters regarding safety infrastructure changes, temporary speed limits, and safety cameras.
 - For any changes being proposed to a speed limit that do not align with the Agency's confirmed assessment of what is the safe and appropriate speed limit for the road, an explanation for why the road controlling authority proposes a speed limit that differs from the Agency's confirmed assessment, and
 - Comment on any review relevant to the region that has been completed since the previous plan published.
2. The Panel should be satisfied with an RCAs' confirmation that it has undertaken appropriate consultation on their speed management plan, including Māori contribution to plan development.
 - a) Demonstrate and/or reference an understanding of Māori interests in speed management identifying which iwi (tribe), hāpu (subtribe), hāpori (community) and kura (schools) may be affected.
 - b) Overview of how Māori have been included and/or an outline of the reasons why they may not have been included.
 - c) Comment on any capacity challenges for including Māori contributions and how Māori may contribute in future.

3. Where potential refinements in Agency speed management guidance and regulatory practice are identified, these should be communicated to the relevant Waka Kotahi teams, by the Facilitator.
4. Where agreed with the panel, Area Programme Managers may informally share panel feedback regarding “good practice”, with other RCAs developing their speed management plans, to improve the consistency across speed management plans.

Attachment 5: Interim Speed Management Plan certificate
Far North District Council Te Kaunihera o Tai Tokerau ki te Raki

Speed management plan certificate

Pursuant to clause 12.17(2)(a) of the Setting of Speed Limits Rule 2022, the interim territorial authority speed management plan, reference 'Far North District Council Te Kaunihera o Tai Tokerau ki te Raki Interim Speed Management Plan, October 2022', submitted by the Northland Transportation Alliance and applicable to the 2021 – 2024 National Land Transport Programme period, is hereby certified.

Date December 2022

Director of Land Transport

Attachment 6:
Far North District Council *Te Kaunihera o Tai Tokerau* ki te Raki Interim Speed Management Plan submitted by the Northland Transportation Alliance



Level 1, Walton Plaza
4 Albert Street
Private Bag 9023
Whangarei 0148

In reply please quote North Hokianga Speed Limit Certification
Or ask for Shawn Baker / Vaishali Sankar

10 October 2022

Brian Nijman
Principal Advisor
Waka Kotahi

Dear Brian

Certification of North Hokianga / Moerewa Catchment Speed Limit changes

Please find attached the adopted speed limit changes for Far North District Moerewa and North Hokianga Catchment. This catchment area incorporates:

- Kaitiāia – Awaroa Catchment, including Ahipara and the Kaitiāia-Awaroa Road.
- Broadwood – Kohukohu Catchment, which includes the area north of Hokianga Harbour and west of State Highway 1.
- Moerewa urban area, including Oritiria Road and Taumatamakuku Settlement (excludes State Highway 1).
- Te Oneroa-a-Tōhe / Ninety Mile Beach

The speed limits in this area were reviewed in accordance with the Setting of Speed Limits Rule 2017. Public notification occurred in accordance with the Local Government Act 2002 and the Setting of Speed Limits Rule 2017, with the changes adopted by Council on 22 March 2022.

We are now seeking certification of the new speed limits so that they can be uploaded in the NSLR with an expected operative date in late 2022.

Process Summary

On 15 June 2021, the Strategy and Policy Committee approved a consultative process and adopted a Statement of Proposal in accordance with Section 83 of the Local Government Act 2002 (Special Consultative Procedures).

The proposed changes to speed limits were publicly notified in accordance with Section 156 of the Local Government Act 2002; with feedback being sought from 12th July until 4:30pm Tuesday 24th August 2021. Hearings were held online (due to Covid-19 restrictions) on 26th October and 2nd November 2021.

Following a detailed assessment of the submissions received, along with additional site investigations where warranted, a detailed Recommendations Report was prepared. This Report included final recommended speed limits, including maps. The recommendations took account of the detailed Technical Reporting and all community feedback. This included all aspects that Council were required to consider under the 2017 Rule.

Council adopted the recommended speed limits at its meeting on 22nd March 2022 (Minutes of decision below).

Strategy and Policy Committee Meeting Minutes - **Confirmed** 22 March 2022

5.4 FNDC SPEED LIMIT REVIEWS - RECOMMENDED SPEED LIMITS
 Agenda item 5.4 document number A3604276, pages 172 - 405 refers.

RESOLUTION 2022/16
 Moved: Cr Moko Tepania
 Seconded: Cr John Vujcich

That the Strategy and Policy Committee recommend that Council:

- a) receive, in its capacity as a Road Controlling Authority, the attached *Regional Speed Limit Review Technical Report – Kaitāia-Awaroa-Broadwood-Moerewa urban and Te Oneroa-a-Tōhe Ninety Mile Beach (Attachment 2)*.
- b) approves, in its capacity as a Road Controlling Authority, pursuant to Section 22AB(1)(d) of the Land Transport Act 1998, new speed limits set out in the *Regional Speed Limit Review - Kaitāia-Awaroa-Broadwood-Moerewa urban and Te Oneroa-a-Tōhe Ninety Mile Beach – Recommendations Report*, as set out in Attachment 1
- c) defers making amendments to the Speed Limits Bylaw 2019 set out in Attachment 1 *Regional Speed Limit Review - Kaitāia-Awaroa-Broadwood-Moerewa urban and Te Oneroa-a-Tōhe Ninety Mile Beach – Recommendations Report* until signage to make the new speed limits enforceable is installed.

In Favour: Mayor John Carter, Deputy Mayor Ann Court, Crs David Clendon, Dave Collard, Felicity Foy, Moko Tepania, John Vujcich and Member Belinda Ward
Against: Nil

CARRIED

THE MEETING WAS ADJOURNED FROM 11:33 AM TO 11:45 AM.

Additional Requirements

This Speed Management Review was undertaken in accordance with the Setting of Speed Limits Rule 2017 and informed by the previous Speed Management Guide published in 2016. The Table below sets out how the required and optional aspects of an Interim Speed Management Plan that was consulted upon prior to the 2022 Rule coming into effect.

2022 Rule Clause	Required / Optional	How addressed
Clause 12.12(1) The plan has regard to:		
the road safety aspects of the GPS on land transport and any Government road safety strategy;	Optional	The GPS and other Road Safety Strategies were addressed within the Technical Reports that support the notified proposed speed limits. All aspects that needed to be considered under the 2017 Rule have been addressed within the supporting Technical Reports that were made available as part of the consultation process.
the desirability of taking a whole-of-network approach to changing speed limits, safety cameras, and safety infrastructure, including	Optional	This Plan was prepared prior to the 2022 Rule and therefore does not explicitly address infrastructure and other speed management interventions, other

considering a range of speed management interventions;		than considering currently budgeted interventions, for example, on Mangamuka Road.
Agency guidance and information, including on the use of mean operating speed when setting speed limits	Optional	This Plan was prepared prior to the 2022 Rule and therefore the Speed Management Guide 2016 was utilised as a base for Agency Guidance. A full Technical Report, which includes reference to Agency Guidance was produced and informed proposed speed limits that were consulted on.
Clause 12.13(1) The plan identifies changes proposed to speed limits, outlining		
information on the type of speed limit, speed expressed in km/h, applicable geographical area, and—for a seasonal or variable speed limit—the applicable conditions applying	Optional	This is provided in the attached maps (Attachment 1) and includes the geographical area and the speed limits expressed in km/h as a colour coded map. A Recommendations Report that identifies speed limits on each Road was also produced.
the timeframe within which the change is proposed to occur	Optional	The timeframe for implementation is the 2022-2023 Financial Year. However, the route from State Highway 1 (Mangamuka) to Kaitaia, via Broadwood and Ahipara is a priority with the closure of State Highway 1 through the Mangamuka Gorge. The following timeframes apply to this speed Management Plan: Moerewa Township: Jan / Feb 2023 Mangamuka Road and Kaitaia-Awaroa Road from Mangamuka Road to Kaitaia (main alternative route north for State Highway 1): Jan / Feb 2023 (or sooner depending on supply availability, Remainder of the review area: 2023 – 2023 Financial Year
Clause 12.13(2) The plan includes		
an explanation for any changes proposed to a speed limit that do not align with the Agency's confirmed assessment of the safe and appropriate speed limit	Optional	The Technical Report that was prepared to support the Proposed Speed Limits included a wide variety of assessments required under the 2017 Rule. This includes the recommended ONRC Speed limit ranges as set out in the 2016 Speed Management Guide.
a designation for a category 2 school; and in such instances: an explanation for why, having regard to Agency guidance, the speed limit outside the category 2 school is safe and appropriate	Optional	This Plan was prepared prior to the 2022 Rule and therefore categorisation of schools was limited to Urban and Rural schools. However, in all cases Rural Schools within this Plan have a permanent or variable speed limit of 60kph or less (Refer Attachment 2).
Clause 12.13(3)		
The plan proposes a speed limit outside a school that complies with Section 5	Optional	This Plan was prepared prior to the 2022 Rule and therefore categorisation of schools was limited to Urban and Rural schools. However, in anticipation of a 30kph speed limit requirement for urban schools, some schools included a 30kph proposal alongside a 40kph proposal. When prepared, a 30kph speed limit outside a school required specific approval from Waka Kotahi, with a requirement of achieve an Operating Speed of no more than 10% above the School Speed Zone (33km/h). Given the expected changes to the Setting of Speed Limits Rule, it was recommended that approval be sought from Waka Kotahi to implement a 30kph Variable or Permanent Speed Limit for the urban schools. Rural Schools (all expected to be Category 2 Schools) have

		recommended speed limits of either 40km/h or 60km/h depending on site specific circumstances. All of these schools will be further reviewed in terms of Category 1 or 2 schools as part of the next Regional Speed Limit Review. Refer attachment 2 for School Recommendations.
Clause 12.13(6) The plan:		
only identifies changes proposed to speed limits (other than temporary speed limits) on relevant roads (and may also include further information)	required	The attached maps of the changes to speed limits within the review area meets this requirement (refer Attachment 1).
addresses any proposed change to a speed limit on a road outside a school that does not comply with Section 5	required (where applicable)	All schools within the review area were assessed in terms of the requirements of the 2017 Rule (refer above). Attachment 2 sets out the adopted recommendations in relation to schools.
Clause 12.13(8)		
The plan is in the form (if any) set by the Agency	Optional	Not Applicable

Māori Contributions to Plans

The Plan was prepared and consulted on prior to the 2022 Rule and as such, there was no specific requirement for Māori contribution to the development of the Plan. However, Māori have formed a key component of the consultation and community engagement to finalise recommendations in the Plan. This engagement included:

- Direct notification of all Marae within the review area
- Presentation and consultation evening at the Roma Road Marae (Ahipara)
- Post Hearing meeting with Te Rarawa and Te Uri-O-Hina Marae (Pukepoto)
- Consultation with the Te Oneroa-a-Tōhe Beach Board

As a direct result of meeting the Roma Marae community, it was recommended that:

- 60kph speed limit from approximately 50m south of Waitehuia Roadway (156 Roma Road) to the intersection with Kaitaia-Awaroa Road.

As a direct result of meeting representatives from Te Rarawa and Te Uri-O-Hina Marae, it was recommended that:

- 60kph speed limit on Kaitāia-Awaroa Road from 662 Kaitāia-Awaroa Rd to 854 Kaitāia-Awaroa Rd (current 70kph speed zone) encompassing both Marae and Pukepoto School
- Install High visibility pedestrian signage within the Pukepoto community 60kph speed zone.
- Where appropriate, continue roadside safety improvements by removing / piping roadside ditches along Kaitaia-Awaroa Road from Kaitaia to the intersection with Ahipara Road.
- Continue to lobby for changes to the Setting of Speed Limits Rule to enable Variable Speed Limits outside some Marae and urupa.
- Consider an artistic gateway treatment such as those proposed for Ahipara and Awanui to define the Pukepoto community, Marae and school. It is noted that this type of treatment is not available for transportation (NTA) funding and would be subject to normal Council funding and decision-making processes.
- Consider funding for an urbanised kerb, channel and footpath between the Te Rarawa Marae and Pukepoto School and extended for the length of the 60kph speed limit zone. Note that funding for a footpath will require a recommendation to the Te Hiku Community Board for funding in the 2022-2024 funding cycle.

Te Oneroa-a-Tōhe Beach Board

Te Oneroa-a-Tōhē / Ninety Mile Beach was included as part of the implementation of the Te Oneroa-a-Tōhē Beach Management Plan for Te Oneroa-a-Tōhe (Ninety Mile Beach). The Management Plan was produced, in consultation with the community, by the Te Oneroa-a-Tōhē Board (the Board) as part of the Te Hiku Iwi Treaty of Waitangi Settlement legislation. The speed limits on Te Oneroa-a-Tōhe implement the Management Plan and were discussed with the Board prior to notification for community feedback.

Attachments

The following attachments are included with this covering statement:

Attachment 1: A copy of the adopted speed limits in the review area

Attachment 2: Recommendations for speed limits outside Schools

I request that the Interim Speed Management Plan (as attached) be certified as an Interim Speed Management Plan so that it can be uploaded into the NSLR and implementation can commence.

If you require additional information, please contact either:

Shawn Baker: Email: shawn.baker@nta.govt.nz Ph: 021 353 623

Or

Vaishali Sankar: Email: Vaishali.Sankar@nta.govt.nz

Yours

Shawn Baker
Speed Limits Project Manager | Northland Transportation Alliance

Schools

There are a total of 11 schools and Kura within the review area. One submission highlighted that some of the information about the schools in the Statement of Proposal contained incorrect or outdated information. In most cases, the school role was higher than stated.

The information provided in the Statement of Proposal was derived from the latest information publicly available on the Ministry of Education's website or the individual school website. The information provided was intended to give a very brief overview of the school, age range and number of pupils.

In their submission, the Automobile Association (AA) was generally supportive of 40kph and 60kph speed limits outside schools, however, noted that these should be variable speed limits, applicable when children are present, and supported by electronic flashing signs, along with appropriate physical infrastructure.

The overall position of the AA is supported with respect to schools, although it is noted that the Road to Zero Road Safety Strategy promotes a 30kph variable speed limit outside urban schools. This 30kph speed limit is expected to be carried through to the Setting of Speed Limits Rule when it is updated in 2022. In several cases, schools are located in an area where a lower base speed limit is recommended. This lower base speed limit would be recommended, even if the school was not present.

Pukepoto School – Kaitiāia – Awaroa Road

Pukepoto School is addressed as part of the submissions received on Kaitiāia-Awaroa Road. Recommendations are set out in Section 6.1.3.1 and 6.1.3.2 below.

Ahipara School – Ahipara Road

One submitter specifically supported a 30kph Variable Speed Limit outside Ahipara School, although the submitter did not provide reasons. In addition, there was overall support for a lower speed limit within Ahipara, along with a recognition that this should be accompanied by physical works such as speed humps to ensure better compliance. One submitter noted that speed humps on foreshore Road was a good start.

There is an existing Variable School Speed Limit in place at Ahipara School. This zone sets a speed limit of 40kph for a period 35 minutes before school starts and 20 minutes at the end of the school day.

It is recommended that the permanent speed limit within the Ahipara urban area outside Ahipara School is reduced from 50kph to 40kph. A 30kph Variable School Speed Limit must achieve a mean speed of 33kph whilst in force under the current Setting of Speed Limit Rule. In addition, Waka Kotahi must be specifically consulted and approve the 30kph Variable School Speed Limit.

An initial discussion with Waka Kotahi has indicated a willingness to work with Far North RCA to install a compliant 30kph Variable School Speed Zone.

Recommendation

Following the consideration of the submissions received; the road environment; national speed management guidance; and current and future planned development, the following recommendations are made:

- ***Seek approval from Waka Kotahi for a Variable School Speed Limit of 30kph for the existing Variable School Speed Zone.***
- ***Install electronic school speed zone signage.***

Herekino School – Kaitāia – Awaroa Road

One submitter provided specific feedback supporting the proposed speed limit change at Herekino School. It is also noted that, although Waka Kotahi did not specifically submit on this speed limit, the permanent 60kph speed limit proposed is consistent with the Waka Kotahi submission. The proposed permanent 60kph speed limit at Herekino is appropriate.

Recommendation

Following the consideration of the submissions received; the road environment; national speed management guidance; and current and future planned development, the following recommendations are made:

- ***60kph speed limit from 80m North of 2529 Kaitāia-Awaroa Road to 40m east of Whangape Rd Intersection. (Herekino School and Herekino)***

Broadwood Area School – Broadwood Road

There were no specific submissions on the options proposed outside Broadwood Area School. Two options were proposed:

- Permanent 60kph speed limit extending through the Broadwood township
- Variable School Speed Zone of 40kph

The current free flow speed on Broadwood Road, through Broadwood is 53.79kph, with a current posted speed limit of 70kph. Following a “ground truthing” assessment by a road Safety engineer, it has been recommended that the part of Broadwood Road outside the school have a permanent 40kph speed limit in keeping with similar small rural communities.

Given that the permanent speed limit is recommended to be 40kph, it is considered appropriate to further consider a 30kph Variable Speed Limit outside the school. The implementation of a 30kph Variable Speed Limit will require some physical works to further reduce speeds when the Variable Speed Limit is in force. This could include electronic signage and road associated road markings. Gateway treatment for Broadwood will also assist in lowering the average speed of vehicles while the Variable Speed Limit is in force, particularly for north-bound traffic who must negotiate two sharp bends on the approaches to the school. Additional agreement and sign-off from Waka Kotahi would be needed.

Recommendation

Following the consideration of the submissions received; the road environment; national speed management guidance; and current and future planned development, the following recommendations are made:

- ***A permanent 40kph speed limit is recommended through the Broadwood township. This includes the road outside Broadwood School.***
- ***Seek approval from Waka Kotahi for a Variable School Speed Limit of 30kph for the existing Variable School Speed Zone.***
- ***Investigate and design physical works to support a 30kph Variable School Speed Limit to secure approval from Waka Kotahi as required.***

Te Kura o Hata Maria (Pawarenga) – Te Riha Roadway

There were no specific submissions relating to Te Kura o Hata Maria (Pawarenga). It was proposed to reduce Te Riha Roadway from 100kph to 40kph as it is a short, no exit road that is very narrow and unsealed. A Variable School Speed limit was not proposed.

Although the school is located near the end of a “no-exit” road. It is recommended that existing signage is reviewed and, if necessary, updated to compliant signage.

1.1.1 Recommendation

Following the consideration of the submissions received; the road environment; national speed management guidance; and current and future planned development, the following recommendations are made:

- ***Permanent 40kph speed limit along the full length of Te Riha Roadway***
- ***Review school signage to ensure that it is appropriate and complies with current standards***

Te Kura Taumata o Panguru – West Coast Road Punguru

There were no specific submissions relating to Te Kura Taumata o Panguru. It was proposed to reduce West Coast Road, adjacent to Te Kura Taumata o Panguru from 50kph to 40kph to reflect the small rural township character of the area. A Variable School Speed limit was not proposed.

Recommendation

Following the consideration of the submissions received; the road environment; national speed management guidance; and current and future planned development, the following recommendations are made:

- ***Permanent 40kph speed limit along West Coast Road within the Punguru township.***
- ***Review school signage to ensure that it is appropriate and complies with current standards***

Kohukohu School – Beach Road Kohukohu

There were no specific submissions relating to Kohukohu School. However, several submissions supported a speed limit of 40kph within the Kohukohu community. One submitter considered that a 30kph speed limit would be appropriate given the Volunteer Fire Brigade Hall, school, café and other community facilities.

It was proposed to reduce the speed limit in the Kohukohu urban area from 50kph to 40kph to reflect the small rural community character of Kohukohu, which includes Beach Road. Further review of the roads in the Kohukohu community show that they are uniformly very narrow, have limited footpath facilities and support a range of community facilities. A 30kph speed limit has therefore been recommended on these roads, including Beach Road, where Kohukohu School is located.

Recommendation

Following the consideration of the submissions received; the road environment; national speed management guidance; and current and future planned development, the following recommendations are made:

- ***Permanent 30kph speed limit consistent with the remainder of the Kohukohu township.***
- ***Review school signage to ensure that it is appropriate and complies with current standards***

Mangamuka School – School Road

There were no specific submissions relating to Mangamuka School.

It was proposed to reduce the speed limit on School Road from 100kph to 60kph to reflect the unsealed character of the road. Mangamuka School is located at the end of School Road up a narrow driveway. A 60kph speed limit for School Road is consistent with the

Road to Zero National Road Safety Strategy and a Variable School Speed Limit was not proposed.

Recommendation

Following the consideration of the submissions received; the road environment; national speed management guidance; and current and future planned development, the following recommendations are made:

- ***Permanent 60kph speed limit on School Road.***
- ***Review school signage to ensure that it is appropriate and complies with current standards***

Umawera School – Umawera School Road

There were no specific submissions relating to Umawera School. It was proposed to reduce the speed limit on Umawera School Road from 100kph to 40kph as it is a short, no exit road that is very narrow and unsealed. A Variable School Speed limit was not proposed.

It is noted that Umawera School also bounds State Highway 1. Waka Kotahi is currently undertaking speed limit reviews on Northlands State Highway network. Additional changes to the speed limit on State Highway 1 may arise from the Waka Kotahi speed limit review.

Recommendation

Following the consideration of the submissions received; the road environment; national speed management guidance; and current and future planned development, the following recommendations are made:

- ***Permanent 40kph speed limit on Umawera School Road.***
- ***Review school signage to ensure that it is appropriate and complies with current standards***

Moerewa School – Otiria Road Moerewa

Submissions were generally supportive of a slower speed limit on Otiria Road (refer Section 6.3 below). It is noted that the AA submission generally supports a 40kph Variable School speed Limit outside schools but opposes a permanent lower speed limit outside of school hours.

It is noted that the Road to Zero National Road Safety Strategy promotes a 30kph Variable Speed Limit outside most urban schools. This is not yet fully supported by the Setting of Speed Limits Rule. Changes to the Rule scheduled for 2022 are expected to align the Rule with the Strategy.

It is recommended that the permanent speed limit of Otiria is reduced from 50kph to 40kph. A 30kph Variable School Speed Limit must achieve a mean speed of 33kph whilst in force under the current Setting of Speed Limit Rule. In addition, Waka Kotahi must be specifically consulted and approve the 30kph Variable School Speed Limit.

There is currently a trial of “Innovating Streets” at the school, which is expected to achieve the required mean speed outside the school when a Variable Speed Limit is in force. A 30kph Variable speed Limit has also been trialled.

An initial discussion with Waka Kotahi has indicated a willingness to work with Far North RCA to install a compliant 30kph Variable School speed Zone.

Recommendation

Following the consideration of the submissions received; the road environment; national speed management guidance; and current and future planned development, the following recommendations are made:

- ***Seek approval from Waka Kotahi for a Variable School Speed Limit of 30kph***
- ***Install electronic school speed zone signage.***

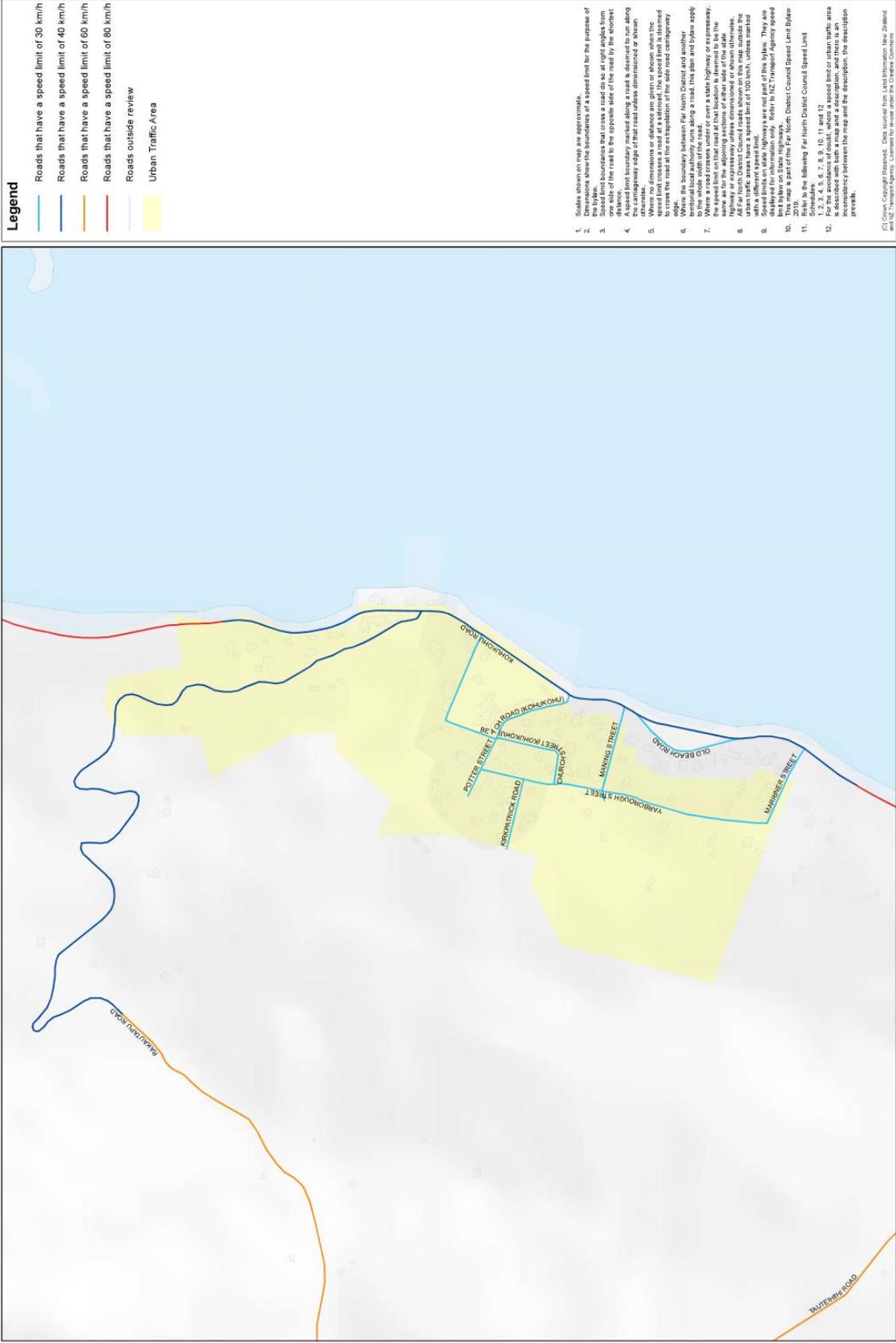
Te Kura Kaupapa Māori o Taumarere – Station Road Moerewa

There was no specific feedback provided for Te Kura Kaupapa Māori o Taumarere. It was proposed to reduce the speed limit on Station Road from 50kph to 40kph to reflect the small community character of Moerewa. The proposed 40kph speed limit is consistent with the Road to Zero National Road Safety Strategy and a Variable School Speed limit was not proposed.

Recommendation

Following the consideration of the submissions received; the road environment; national speed management guidance; and current and future planned development, the following recommendations are made:

- ***Permanent 40kph speed limit on Station Road.***
- ***Review school signage to ensure that it is appropriate and complies with current standards***



Legend

- Roads that have a speed limit of 30 km/h
- Roads that have a speed limit of 40 km/h
- Roads that have a speed limit of 60 km/h
- Roads that have a speed limit of 80 km/h
- Roads outside review
- Urban Traffic Area

1. Scales shown on map are approximate.
2. Dimensions show the boundaries of a speed limit for the purpose of the map.
3. Speed limit boundaries that cross a road do so at right angles from the side of the road to the opposite side of the road by the shortest distance.
4. A speed limit boundary marked along a road is deemed to run along the roadway edge of that road unless dimensions or other information are shown.
5. Where no dimensions or distances are given or shown when the boundary of a speed limit is shown, the boundary is deemed to be the boundary of the roadway edge of that road.
6. Where the boundary between Far North District and another territorial local authority runs along a road, the plan and bylaw apply to the road in the Far North District.
7. Where a road crosses under or over a state highway or expressway, the speed limit on that road at that location is deemed to be the speed limit of the highway or expressway.
8. Highway or expressway unless dimensioned or shown otherwise.
9. All Far North District roads shown on this map outside the Urban Traffic Area are deemed to have a speed limit of 80 km/h, unless indicated with a different speed limit.
10. Where a road crosses under or over a state highway or expressway, the speed limit on that road is deemed to be the speed limit of the highway or expressway.
11. Refer to the following Far North District Council Speed Limit Bylaw 2019: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12.
12. Where there is a discrepancy between the map and the description, the description prevails.

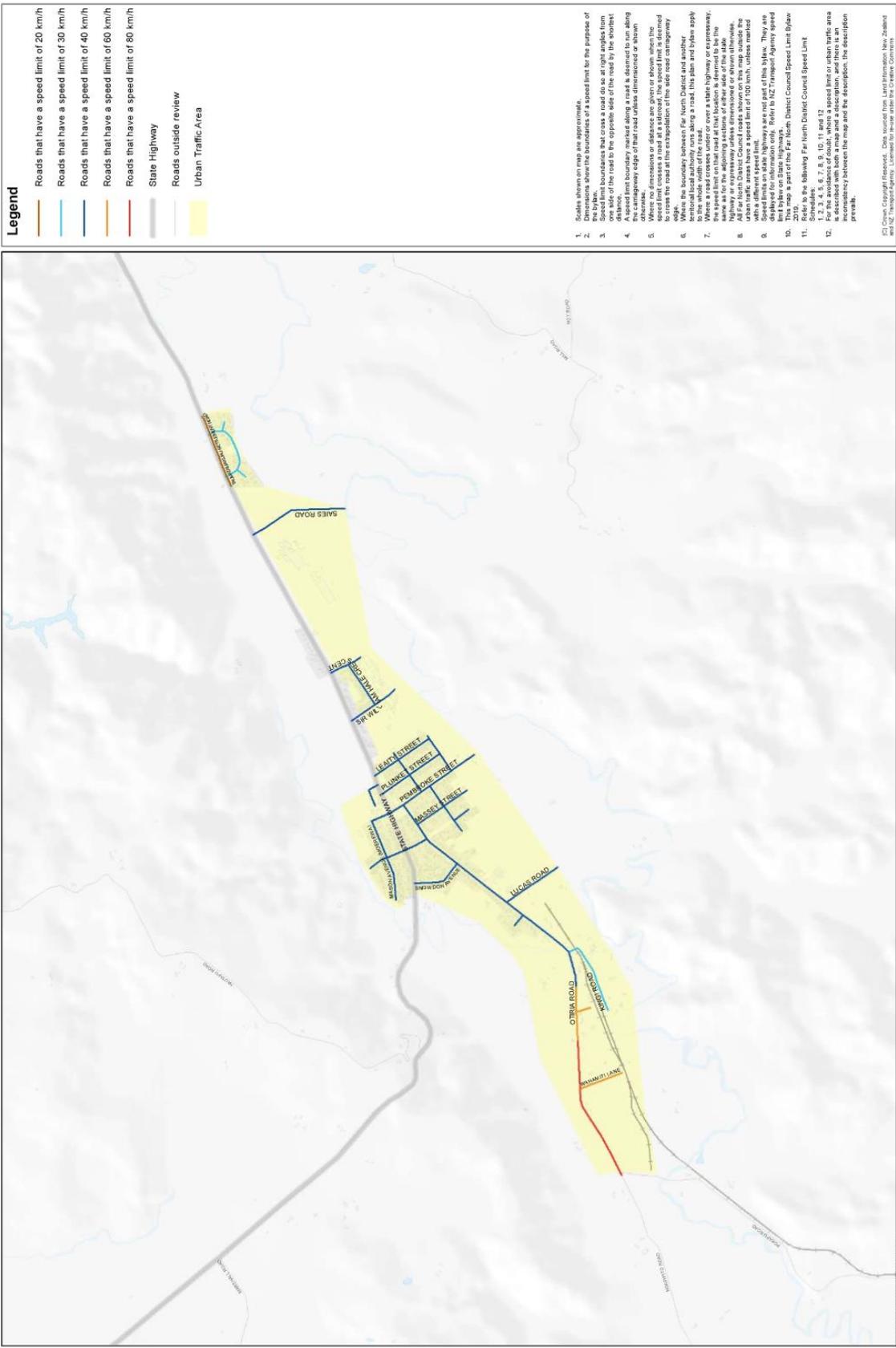
AS Scale: 1:5,000

0 50 100 Meters

NORTH

**FAR NORTH DISTRICT COUNCIL SPEED LIMITS BYLAW
RECOMMENDED KOHUKOHU SPEED LIMIT LOCATIONS**

Created by: **MapInfo**
MapInfo
2023.03.15.15.00.00



Legend

- Roads that have a speed limit of 20 km/h
- Roads that have a speed limit of 30 km/h
- Roads that have a speed limit of 40 km/h
- Roads that have a speed limit of 60 km/h
- Roads that have a speed limit of 80 km/h
- State Highway
- Roads outside review
- Urban Traffic Area

1. Scales shown on map are approximate.
2. Dimensions show the boundaries of a speed limit for the purpose of delineation. Speed limit boundaries that cross a road do so at right angles from the side of the road to the opposite side of the road by the shortest distance.
3. A speed limit boundary marked along a road is deemed to run along the highway edge of that road unless dimensions or shown otherwise.
4. Where no dimensions or distances are given or shown when the boundary of a speed limit is shown, the boundary is deemed to be the boundary between the Far North District and another territorial local authority that runs along a road. The plan and bylaw apply to the road or roads under or over a state highway or expressway.
5. Where a road crosses under or over a state highway or expressway, the speed limit on that road at that location is deemed to be the speed limit of the state highway or expressway.
6. Highway or expressway unless dimensioned or shown otherwise.
7. All Far North District Council roads shown on this map outside the urban traffic area are deemed to have a speed limit of 100 km/h, unless indicated with a different speed limit.
8. Where a road crosses under or over a state highway or expressway, the speed limit on that road at that location is deemed to be the speed limit of the state highway or expressway.
9. The map is a part of the Far North District Council Speed Limit Bylaw 2019.
10. Refer to the following Far North District Council Speed Limit Bylaw 2019: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12.
11. The map is a part of the Far North District Council Speed Limit Bylaw 2019.
12. Where there is a discrepancy between the map and the description, the description prevails.

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A3 Scale: 1:20,000

0 250 500 m

NORTH

**FAR NORTH DISTRICT COUNCIL SPEED LIMITS BYLAW
RECOMMENDED MOREWA SPEED LIMIT LOCATIONS**

Created by: **Far North District Council**
2019

- Legend**
- Beach access
 - Roads that have a speed limit of 30 km/h
 - Roads that have a speed limit of 60 km/h
 - State Highway
 - Private Road
 - Urban Traffic Area

1. Scales shown on map are approximate.
2. Dimensions show the boundaries of a speed limit for the purpose of the map. Speed limit boundaries that cross a road do so at right angles from the side of the road to the opposite side of the road by the shortest distance.
3. A speed limit boundary marked along a road is deemed to run along the roadway edge of that road unless dimensions or shown otherwise.
4. Where no dimensions or distance are given or shown when the boundary of a speed limit crosses a road, the boundary is deemed to cross the road at the extrapolation of the side road cartography.
5. Where the boundary between Far North District and another territorial local authority runs along a road, the plan and bylaw apply to the road crossing under or over a state highway or expressway.
6. Where a road crosses under or over a state highway or expressway, the speed limit on that road at that location is deemed to be the speed limit of the state highway or expressway.
7. All Far North District Council roads shown on this map outside the Urban Traffic Area (UTA) have a speed limit of 60 km/h, unless noted with a different speed limit.
8. The Urban Traffic Area (UTA) is shown on this map and is defined as the area within the Urban Traffic Area boundary, which is defined for information only, refer to NZ Transport Agency speed limit bylaw on State Highways.
9. This map is a part of the Far North District Council Speed Limit Bylaw 2019.
10. Refer to the following Far North District Council Speed Limit Bylaw 2019, sections 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12.
11. The map is a general representation of the information shown in the area and is not intended to be used as a legal document. The information shown is for information only and is not intended to be used as a legal document. The information shown is for information only and is not intended to be used as a legal document.
12. In the event of any discrepancy between the map and the description, the description prevails.

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A3 Scale: 1:350,000

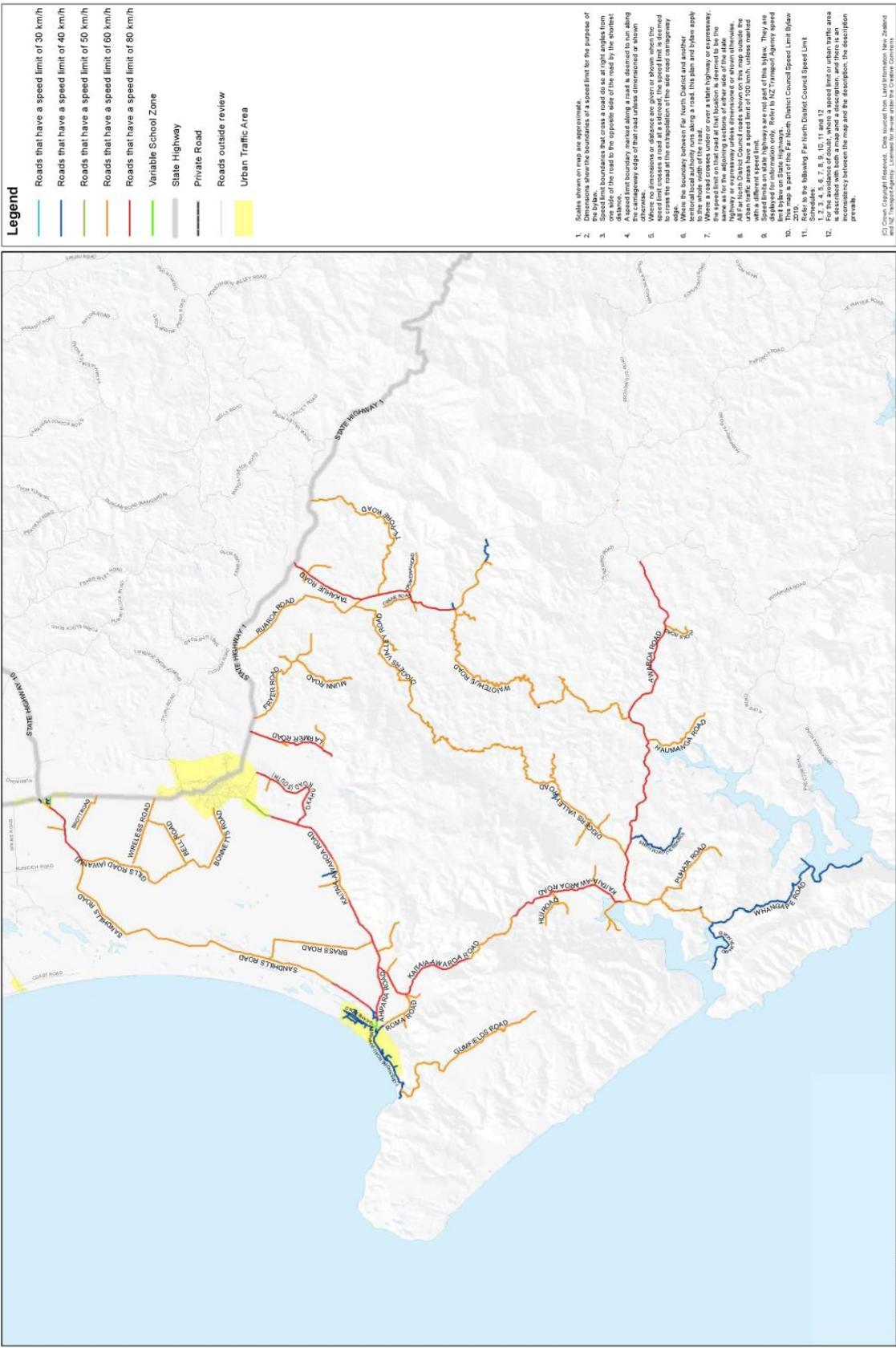
0 2.5 5 10 Km

NORTH



FAR NORTH DISTRICT COUNCIL SPEED LIMITS BYLAW
RECOMMENDED TE ONEROA-A-TŌHĒ/NINETY MILE BEACH SPEED LIMIT LOCATIONS

Created by: Far North District Council
 Date: 15/03/2022



Legend

- Roads that have a speed limit of 30 km/h
- Roads that have a speed limit of 40 km/h
- Roads that have a speed limit of 50 km/h
- Roads that have a speed limit of 60 km/h
- Roads that have a speed limit of 80 km/h
- Variable School Zone
- State Highway
- Private Road
- Roads outside review
- Urban Traffic Area

1. Scales shown on map are approximate.
2. Dimensions show the boundaries of a speed limit for the purpose of speed limit boundaries that cross a road at an angle from the side of the road to the opposite side of the road by the shortest distance.
3. A speed limit boundary marked along a road is deemed to run along the roadway edge of that road unless dimensions or other information are available.
4. Where no dimensions or distance are given or shown when the speed limit boundary crosses a road at an angle, the boundary is deemed to cross the road at the extrapolation of the side road cartography.
5. Where the boundary between Far North District and another territorial local authority runs along a road, the plan and bylaw apply to the road in the Far North District.
6. Where a road crosses under or over a state highway or expressway, the speed limit on that road at that location is deemed to be the speed limit of the state highway or expressway.
7. All Far North District Council roads shown on the map outside the speed limit of 100 km/h, unless noted otherwise, are deemed to have a speed limit of 100 km/h.
8. Where a road is shown on the map with a speed limit of 100 km/h, it is deemed to have a speed limit of 100 km/h unless otherwise stated.
9. Where a road is shown on the map with a speed limit of 100 km/h, it is deemed to have a speed limit of 100 km/h unless otherwise stated.
10. This map is a part of the Far North District Council Speed Limit Bylaw 2019.
11. Refer to the following Far North District Council Speed Limit Bylaw 2019: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12.
12. Where there is a discrepancy between the map and the description, the description prevails.

A3 Scale: 1:136,500

0 1 2 4 km

NORTH

**FAR NORTH DISTRICT COUNCIL SPEED LIMITS BYLAW
RECOMMENDED KAITIĀ - AWAROA ROAD SPEED LIMIT LOCATIONS**

