

In reply please quote North Hokianga Schools
Or ask for Elizabeth Stacey

19 February, 2024

Brian Nijman
Principal Advisor
Waka Kotahi

Dear Brian

Variation to Interim Speed Management Plan under Section 3.7 (4-5) of the Setting of Speed Limit Rule 2022

The Northland Transportation Alliance, as the Far North Road Controlling Authority (Far North District Council) are seeking to certify some changes to existing Interim Speed Management Plans in the Far North.

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. The Far North District Council adopted the changes prior to the 2022 Setting of speed Limits Rule coming into effect.

The 2022 Rule introduces changes relating to speed limits near schools. Certification of new speed limits as set out below recognises the 2022 Rule and enables changes to be implemented at a similar time to the remainder of the catchment area and avoids multiple speed limit changes over a short period of time.

Review Triggers

The Ministry of Education advised the Far North District Council of a new school on Wireless Road (within the North Hokianga catchment speed review area). This school was due to open in 2023. An assessment of the new school indicated that it would be a Category 1 School under the Setting of Speed Limits Rule 2022.

As part of the wider assessment of schools for the upcoming Regional Speed Management Plan, it was identified that several other schools within the same catchment area would not be compliant with the 2022 Rule. A decision was therefore made to update the speed limits outside these schools so that signage could be incorporated into current contracts.

At the same time, two Marae (near Pukepoto School) were identified as needing a variable speed limit. This requirement followed on from earlier consultation, however a variable speed limit was not able to be implemented under the 2017 Rule. In addition, two other roads, Sandhills Road and Pungaere Road are also included for changes due to an error in the ISMP, or in the case of Pungaere Road, a change to the road environment.

Process Summary

The proposed changes to speed limits outside schools is highly localised and considered a minor change. This is reflected in the consultation process undertaken.

The proposed changes to speed limits outside the affected schools and marae was publicly notified on 10th July 2023, with feedback sought by 9th August 2023.

Notification included:

Flyers for each proposed speed limit change. The Flyer set out what changes were being proposed and why. The Flyer also set out the options and how to provide feedback.

Flyers were mailed (or emailed) to the local community near the school, including:

- Residents
- Marae if one was present.
- The school
- Businesses within the immediate area of the school.

Notification, including the Flyers and associated maps were included on Councils website.

Where requested, NTA staff undertook a site visit with submitters.

The notification and consultation process undertaken meets and exceeds the minimum requirements of Section 82 of the LGA 2002 and the Setting of Speed Limits Rule 2022 and is further documented in the attached Recommendations Report to Council.

Council's Te Koukou - Transport Committee adopted the recommended speed limits at its meeting on 30 October 2023 (Minutes of decision below).

5.2 AMENDMENT TO NORTH HOKIANGA INTERIM SPEED MANAGEMENT PLAN

Agenda item 5.2 document number A4434274, pages 355 - 375 refers.

RESOLUTION 2023/19

Moved: Kōwhai - Deputy Mayor Kelly Stratford
Seconded: Cr John Vujcich

That the Te Koukou Transport Committee:

a) **Recommends that Council adopt the amendment to the North Hokianga Interim Speed Management Plan as set out in Exhibit A.**

Against: Cr Ann Court

CARRIED

Amendments to North Hokianga ISMP

The following Table sets out the reasons for the amendments to the ISMP for North Hokianga.

Area being amended	ISMP speed limit	Amended speed limit	Reason for amendment
Ahipara School	<ul style="list-style-type: none"> Permanent 40kph speed limit within Ahipara urban area. Variable School Speed Limit of 30kph at Ahipara School. 	Permanent 30kph speed limit that extends along Ahipara Road from the new Po (RP 2375) to include the first 80m of Foreshore Road (RP 77) and 130m of Takahe Road (RP 135).	Category 1 School permanent 30kph speed limit mirroring current extent of Variable Limit. Encompasses a number of stopping places and community facilities. Supports community placemaking projects. Consistent with Section 5 Setting of Speed Limits Rule 2022.
Broadwood Area School	<ul style="list-style-type: none"> Permanent 40kph speed limit within Broadwood township, including the road outside Broadwood School. 	Permanent 30kph speed limit extending along Broadwood Road from Broadwood Community Centre (RP 10591) to 130m past the school entrance (RP 10337) and to include Saleyard Road.	Category 1 School. Incorporates key stopping area of Community Centre and sports grounds on Saleyard Road. Consistent with Section 5 Setting of Speed Limits Rule 2022.
Te Kura Taumata o Panguru	<ul style="list-style-type: none"> Permanent 40kph limit through the Punguru Settlement where Te Kura Taumata o Panguru is located. 	Permanent 30kph speed limit along West Coast Road from 150m north of the one lane bridge (RP 21603) to the intersection with Tautoro Road (RP 21773).	Category 1 School. Incorporates village centre and marae. Consistent with Section 5 Setting of Speed Limits Rule 2022.
Pukepoto Primary School Te Rarawa Marae Te Uri o Hina Marae Urupa	<ul style="list-style-type: none"> Permanent 60kph limit from 662 Kaitāia-Awaroa Rd to 854 Kaitāia-Awaroa Rd, incorporating residential housing, Te Rarawa Marae and Te Uri o Hina Marae, an Urupa, and Pukepoto School. 	Variable 30kph Speed Limit on part of the Kaitaia-Awaroa Road from RP 4966 (Te Rarawa Marae) to (RP 6345) Pukepoto School, with a repeater sign located at approximately RP 5945.	Category 1 School and incorporates two busy marae. Variable speed limit to be operated as two zones (school area and marae / urupa area), controlled by request be NTA. 30kph variable for marae arises from extensive consultation and site meetings. Supports new footpath being constructed between marae and school. Consistent with Section 5 Setting of Speed Limits Rule 2022.
Te Kura Kaupapa Māori o Tūtūtarakahi (Wireless Road)	<ul style="list-style-type: none"> Permanent 60kph limit on Wireless Road. 	Permanent 30kph speed limit on Wireless Road from the intersection with State Highway 1 (RP 50) to 53 Wireless Road (RP 500).	New Category 1 school. The school operates outside traditional school hours and dates, and therefore requires a permanent speed limit. Consistent with Section 5 Setting of Speed Limits Rule 2022.

Area being amended	ISMP speed limit	Amended speed limit	Reason for amendment
Sandhills Road (Ahipara)	<ul style="list-style-type: none"> • 80kph from RP 351 to RP1456 • 60kph from RP 1456 to end 	80kph from RP 351 to RP2261 (Sealed Section) and 60kph from RP2261 to end (unsealed section).	Corrects an error in the ISMP and the NSLR that places the 80kph/60kph boundary at the incorrect location.
Pungaere Road	<ul style="list-style-type: none"> • 80kph from SH10 to Ngapuhi Rd • 60kph from Ngapuhi Rd to Waiare Rd 	80kph for entire length of road.	Updates speed limit to be consistent with a significant upgrade to the road environment through sealing a previously unsealed road.

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	Amendments to the ISMP as set out in the table above, either correct an error identified in the ISMP or set new speed limits that are consistent with the 2022 Rule (Section 5 Speed Limits around schools) and associated guidance published in 2022, following the original consultation and review process for these roads.
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;	Optional	The amended speed limits set out in the Table above consider a whole of network approach, in particular, addressing significant changes to the road environment and the installation of physical infrastructure, for example, Ahipara School.
Agency guidance and information, including on the use of mean operating speed when setting speed limits	Optional	The amended speed limits sets speed limits that are consistent with Section 5 of the Setting of speed Limits Rule 2022 and associated guidance published in 2022, after the original review and consultation on these areas.
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 and includes the geographical area and the speed limits expressed in km/h as a colour coded map. The amended speed limits are also set out in the Table above.
The timeframe within which the change is proposed to occur	Optional	The change in speed limits is expected (and budgeted) to be undertaken within 3 months of certification so that the changes can be undertaken within existing budgets and contracts.
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	In the case of school speed limits, the amended speed limits are consistent with the requirements for Category 1 schools. In the case of Sandhills Road, the amendments resolves and existing minor error. In the case of Pungaere Road, the amendment is a result of a significant change in the road environment and a need for a consistent speed limit along the full length of the road.
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	Not applicable to the amendments set out oint he Table above.

2022 Rule Clause	Required / Optional	How addressed
Clause 12.13(3)		
The plan proposes a speed limit outside a school that complies with Section 5	Optional	The purpose of the amendments to school speed limits (set out above) is to update those speed limits to be consistent with Section 5 of the 2022 Rule.
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 amendments to speed limits meets this requirement (refer Attachment 1). In addition, a Table is provided above that describes the changes.
Addresses any proposed change to a speed limit on a road outside a school that does not comply with Section 5	required (where applicable)	Amendments set out in the Table above (and attached maps) complies with Section 5 of the Setting of Speed Limits Rule 2022.
Clause 12.13(8)		
The plan is in the form (if any) set by the Agency	Optional	Not Applicable

Māori Contributions to Plans

The amendments to speed limits set out above are minor and of local significance. As part of the notification process, flyers were produced to explain the proposal, along with options being considered. All marae near the proposed changes were directly notified of the proposed changes and invited to provide feedback.

The amendments to speed limits near Pukepoto School and Te Rarawa and Te Uri-O-Hina Marae Pukepoto are the direct result of consultation and discussion with marae representatives.

Attachments

Attachment 1: Maps setting out amended speed limits.

I request that this variation to speed limits be certified under Section 3.7 (4-5) and 12.10 (4) of the Setting of Speed Limits Rule 2022 so that they can be uploaded into the NSLR and implementation can commence.

If you require additional information, please contact Elizabeth Stacey: Email: elizabeth.stacey@nta.govt.nz

Yours

Elizabeth Stacey

Speed Limits Project Manager | Northland Transportation Alliance





Legend

- RAMM Data Point
- 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 outside review

1. Scales shown on map are approximate.
2. Dimensions show the boundaries of a speed limit for the purpose of the bylaw.
3. Speed limit boundaries that cross a road do so at right angles from one 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 carriage-way edge of that road unless dimensioned or shown otherwise.
5. Where no dimensions or distance are given or shown when the speed limit crosses a road at a side-road, the speed limit is deemed to cross the road at the extrapolation of the side road carriage-way edge.
6. Where the boundary between Far North District and another territorial local authority runs along a road, this plan and bylaw apply to the whole width of the road.
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 same as for the adjoining sections of either side of the state highway or expressway unless dimensioned or shown otherwise.
8. All Far North District Council roads shown on this map outside the urban traffic areas have a speed limit of 100 km/h, unless marked with a different speed limit.
9. Speed limits on state highways are not part of this bylaw. They are displayed for information only. Refer to NZ Transport Agency speed limit bylaw on State Highways.
10. This map is part of the Far North District Council Speed Limit Bylaw 2015.
11. Refer to the following Far North District Council Speed Limit Schedule: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12.
12. For the avoidance of doubt, where a speed limit or urban traffic area is described with both a map and a description, and there is an inconsistency between the map and the description, the description prevails.

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Updated by Spatial Information Unit on 20/10/2022



SPEED LIMIT LOCATIONS - BROADWOOD SCHOOL





Legend

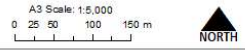
- RAMM Data Point
- Roads that have a speed limit of 40 km/h
- Roads that have a speed limit of 60 km/h
- Roads that have a speed limit of 80 km/h
- Variable School Zone - base 60km/h, variable 30km/h
- Roads outside review

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5. Where no dimensions or distance are given or shown when the speed limit crosses a road at an oblique, the speed limit is deemed to cross the road at the extrapolation of the side road carriage-way edge.
6. Where the boundary between Far North District and another territorial local authority runs along a road, this plan and bylaw apply to the whole width of the road.
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SPEED LIMIT LOCATIONS - PUKEPOTO SCHOOL AND MARAE



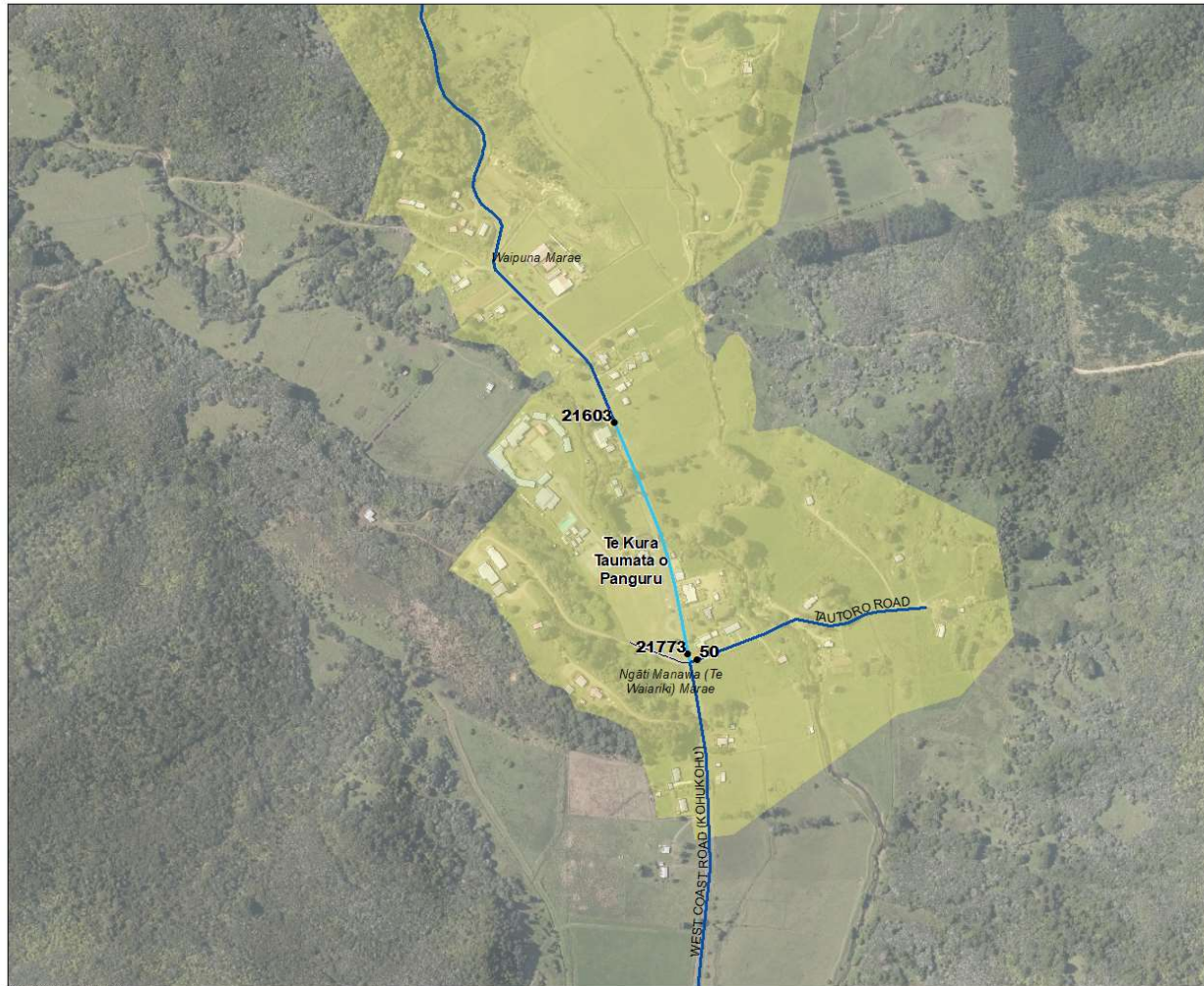


Legend

- RAM M Data Point
- Roads that have a speed limit of 30 km/h
- Roads that have a speed limit of 60 km/h
- State Highway
- Roads outside review
- Urban Traffic Area

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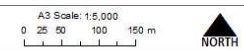
Legend

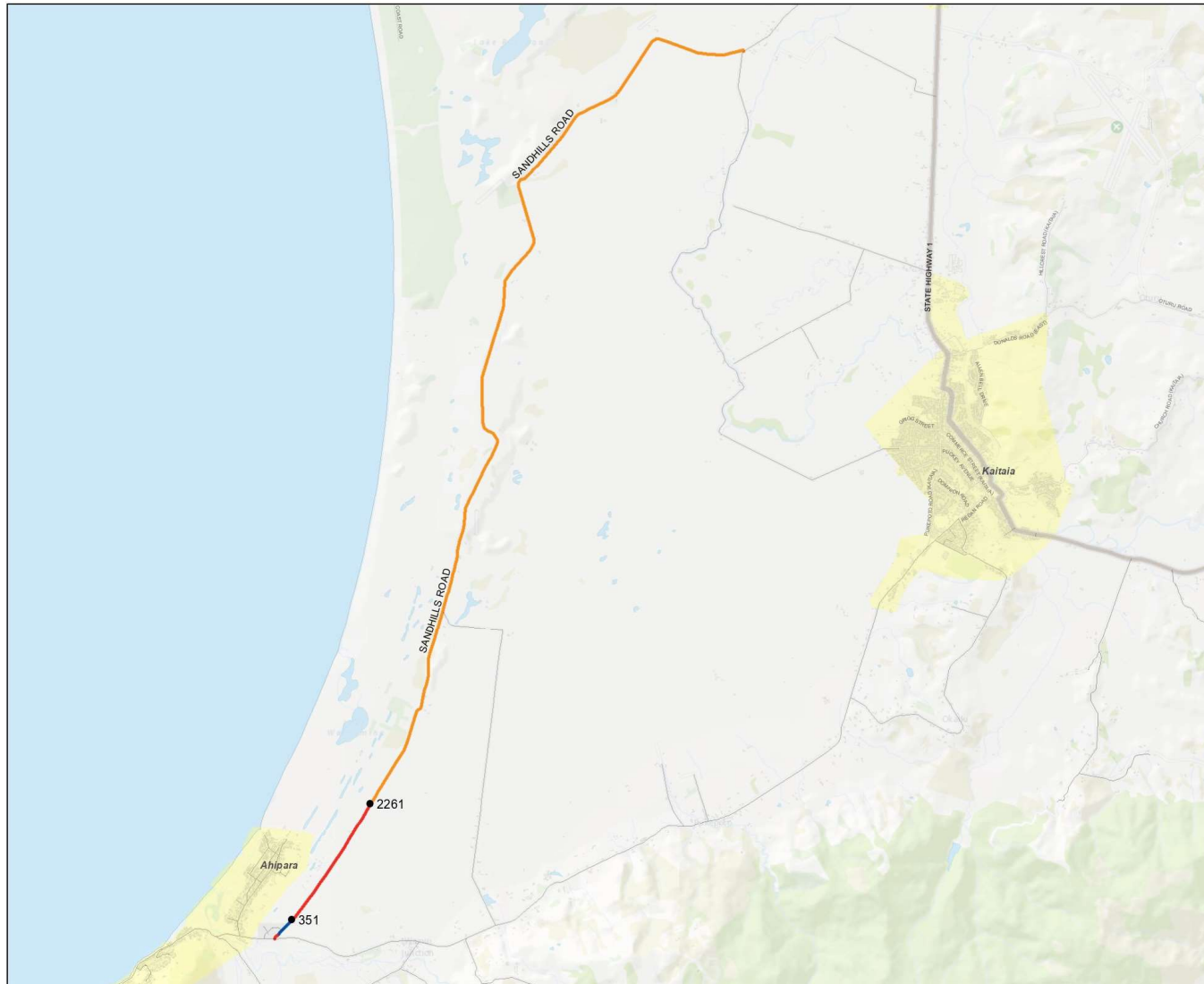
- RAMM Data Point
- Roads that have a speed limit of 30 km/h
- Roads that have a speed limit of 40 km/h
- Private Road
- Roads outside review
- Urban Traffic Area

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SPEED LIMIT LOCATIONS - TE KURA TAUMATA O PANGURU

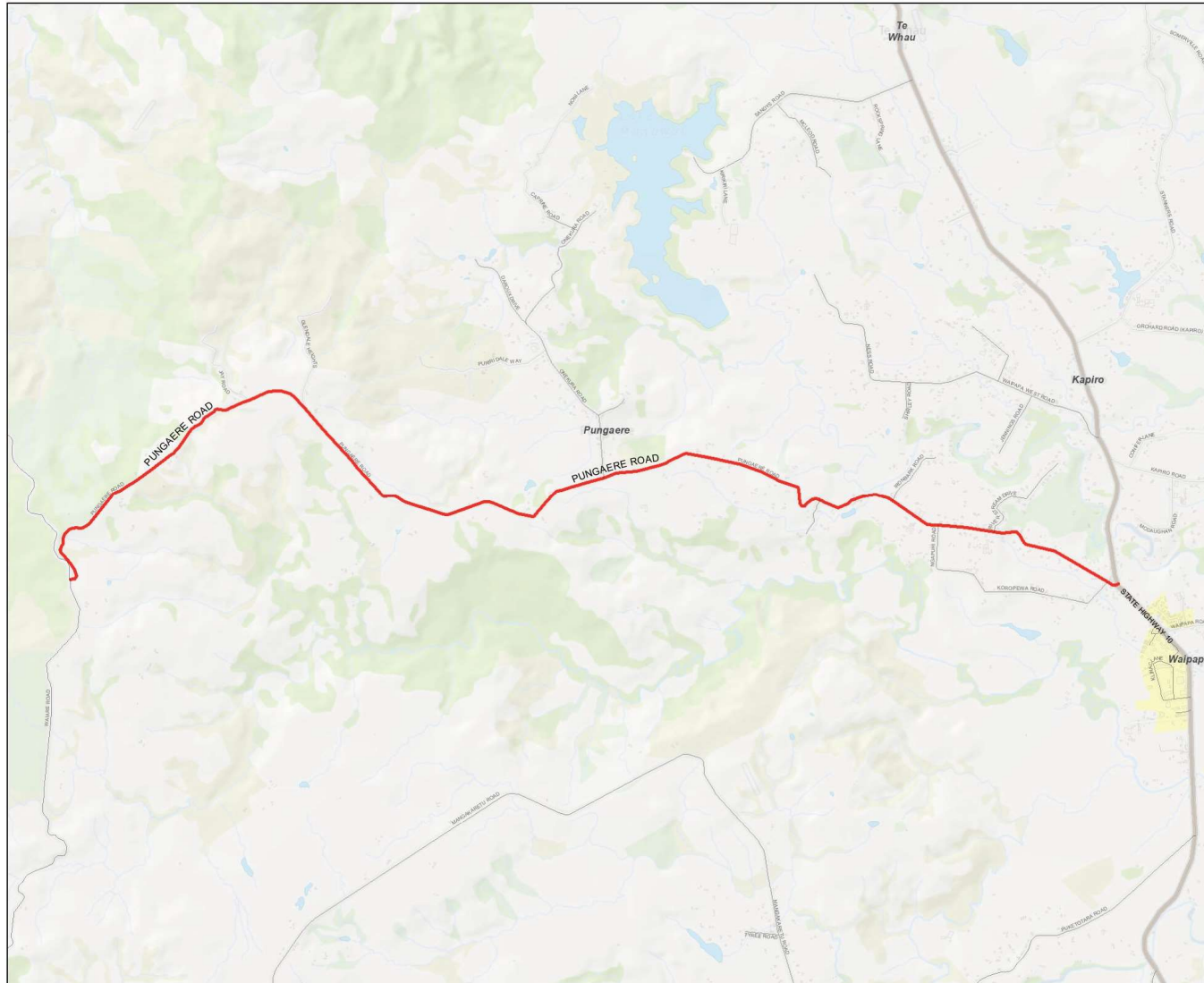




- ### Legend
- RAMM Data Point
 - Roads that have a speed limit of 40 km/h
 - Roads that have a speed limit of 60 km/h
 - Roads that have a speed limit of 80 km/h
 - State Highway
 - Roads outside review
 - Urban Traffic Area

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Legend

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

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PUNGAERE ROAD SPEED LIMIT LOCATIONS

